

Notice of Meeting

PLANNING COMMITTEE

Monday, 20 May 2024 - 7:00 pm
Council Chamber, Town Hall, Barking

***Members:** Cllr Muhammad Saleem (Chair), Cllr Jack Shaw (Deputy Chair), Cllr Faruk Choudhury, Cllr Alison Cormack, Cllr Edna Fergus, Cllr Cameron Geddes, Cllr Giasuddin Miah, Cllr Summya Sohaib, Cllr Dominic Twomey and Cllr Sabbir Zamee

**Membership subject to approval at Annual Assembly*

Date of publication: 10 May 2024

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Chief Executive

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Please note that this meeting will be webcast via the Council's website. Members of the public wishing to attend the meeting in person can sit in the public gallery on the second floor of the Town Hall, which is not covered by the webcast cameras. To view the webcast online, click [here](#) and select the relevant meeting (the weblink will be available at least 24-hours before the meeting).

Councillors who are not members of the Planning Committee may speak at a meeting with the agreement of the Chair but must sit separately from the Committee Members and must declare whether they have had any contact with the applicant / objector / property owner or their agents, and whether they are speaking on behalf of a third party and, if so, who (Councillors' Code of Conduct for Planning Matters)

AGENDA

- 1. Apologies for Absence**
- 2. Declaration of Members' Interests**

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.

- 3. Minutes - To confirm as correct the minutes of the meeting held on 22 April 2024 (Pages 7 - 9)**

New Planning Applications

Ward

- | | | |
|----|---|---------------------------|
| 4. | Plot 3 Segro Park, Choats Road, Dagenham RM6 6LF - 23/01947/OUTALL (Pages 11 - 67) | Barking
Riverside |
| 5. | 33 Beccles Drive, Barking IG11 9HX - Change of Use - 23/01824/FULL (Pages 69 - 103) | Longbridge |
| 6. | Eastbrook Hotel, Dagenham Road, Dagenham RM10 7UP - 23/01878/FULL & 23/01937/LBC (Pages 105 - 150) | Eastbrook &
Rush Green |
| 7. | The Bull Inn, Rainham Road South, Dagenham RM10 8AQ - 23/01494/FULL (Pages 151 - 234) | Village |
| 8. | Any other public items which the Chair decides are urgent | |
| 9. | To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted. | |

Private Business

The public and press have a legal right to attend Council meetings such as the Planning Committee, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant legislation (the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 as amended). ***There are no such items at the time of preparing this agenda.***

10. **Any confidential or exempt items which the Chair decides are urgent**

Our Vision for Barking and Dagenham

**ONE BOROUGH; ONE COMMUNITY;
NO-ONE LEFT BEHIND**

Our Priorities

- Residents are supported during the current Cost-of-Living Crisis;
- Residents are safe, protected, and supported at their most vulnerable;
- Residents live healthier, happier, independent lives for longer;
- Residents prosper from good education, skills development, and secure employment;
- Residents benefit from inclusive growth and regeneration;
- Residents live in, and play their part in creating, safer, cleaner, and greener neighbourhoods;
- Residents live in good housing and avoid becoming homeless.

To support the delivery of these priorities, the Council will:

- Work in partnership;
- Engage and facilitate co-production;
- Be evidence-led and data driven;
- Focus on prevention and early intervention;
- Provide value for money;
- Be strengths-based;
- Strengthen risk management and compliance;
- Adopt a “Health in all policies” approach.

The Council has also established the following three objectives that will underpin its approach to equality, diversity, equity and inclusion:

- Addressing structural inequality: activity aimed at addressing inequalities related to the wider determinants of health and wellbeing, including unemployment, debt, and safety;
- Providing leadership in the community: activity related to community leadership, including faith, cohesion and integration; building awareness within the community throughout programme of equalities events;
- Fair and transparent services: activity aimed at addressing workforce issues related to leadership, recruitment, retention, and staff experience; organisational policies and processes including use of Equality Impact Assessments, commissioning practices and approach to social value.

Use Classes Order 1987 (as amended)		
Use Class	Use/Description of Development	Permitted Change
A1 Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.	State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 . A1 plus two flats above C3 residential use - see footnote 5 Bank, building society, credit union or friendly society (A2) but not for other purposes falling within A2 – see footnote 6 A2 A3 (up to 150 m2) see footnote 9 D2 (up to 200 m2) see footnote 10
A2 Financial and professional services	Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies.	A1 (where this is a ground floor display window) plus two flats above A2 plus two flats above State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 . C3 residential use - see footnote 5 A3 (up to 150 m2) – see footnote 9 . D2 (up to 200 m2) see footnote 10
A3 Restaurants and cafés	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.	A1 or A2 State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
A4 Drinking establishments	Public houses, wine bars or other drinking establishments (but not night clubs).	A1, A2 or A3 unless listed as an Asset of Community Value State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
A5 Hot food takeaways	For the sale of hot food for consumption off the premises.	A1, A2 or A3 State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
B1 Business	a) Offices, other than a use within Class A2 (Financial Services) b) Research and development of products or processes c) Light industry appropriate in a residential area	B8 (where no more than 500 sqm) B1a - C3 subject to prior approval - see footnote 1 . State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3 Some temporary uses – see footnote 4 .
B2 General industrial	General industry: use for the carrying out of an industrial process other than one falling in class B1. (excluding incineration purposes, chemical treatment or landfill or hazardous waste).	B1 or B8 (B8 limited to 500 sqm) State funded school for single academic year – see footnote 2 .
B8 Storage and distribution	Storage or distribution centre. This class includes open air storage.	B1 (where no more than 500 sqm) State funded school for single academic year – see footnote 2 . C3 (where no more than 500 sqm) see footnote 7 .
C1 Hotels	Hotel, boarding house or guesthouse, where no significant element of care is provided. (Excludes hostels).	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C2 Residential institutions	Hospital, nursing home or residential school, college or training centre where they provide residential accommodation or care to people in need of care (other than those within C3 dwelling houses).	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C2A Secure residential institution	Secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C3 Dwelling houses	Use as a dwelling house by a single person or by people living together as a family or by not more than 6 residents living together as a single household	Article 4 direction removes permitted development right to convert to C4 House in Multiple Occupation. State funded school for single academic year – see footnote 2

C4 Houses in multiple occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.	C3 (dwelling houses) State funded school for single academic year – see footnote 2
D1 Non-Residential Institutions	Clinics & health centres, crèches, day nurseries & day centres, museums, public libraries, art galleries & exhibition halls, law court, non-residential education & training centres. Places of worship, religious instruction & church halls.	Some temporary uses – see footnote 4 . State funded school for single academic year – see footnote 2 .
D2 Assembly & Leisure	Cinema, concert hall, bingo hall, dance hall, swimming bath, skating rink, gymnasium, or area for indoor or outdoor sports or recreations, not involving motor vehicles or firearms.	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3 Some temporary uses – see footnote 4 .
Sui – Generis	A use on its own, for which any change of use will require planning permission. Includes, theatres, nightclubs, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, casinos, taxi businesses, waste management facilities, motor car showrooms, betting offices and pay day loan.	Casino to Class D2 Amusement arcades/centres and casinos to C3 (up to 150 m2) See footnote 8 Betting offices and pay day loan to A1 and A2 plus two flats above Betting offices and pay day loan plus two flats above Betting offices, pay day loan and casinos to A3 (up to 150 m2) See footnote 9 . Betting offices and pay day loan to D2 (up to 200m2) – see footnote 10 . Betting offices and payday loan to C3 residential use - see footnote 5

Footnotes	
1	B1a (Offices) can change use to C3 (Dwelling houses) provided development commenced before 30/06/16. Need to apply to Council for prior approval to confirm no significant transport and highway impacts, contamination risks and flood risks.
2	State funded schools can open without planning permission for a single academic year without planning permission from any existing use within the Use Classes Order. School must be approved by Secretary of State and school must notify Council before they open. School must revert to its previous use at end of year. Does not apply to listed buildings.
3	B1 (business), C1 (hotel), C2 (residential institution), C2A (secured residential institution) and D2 (assembly and leisure) can convert to a state funded school or registered nursery providing early years childcare without planning permission. Need to apply to Council for prior approval to confirm no significant transport and highways impact, noise impacts and contamination risks. D2 uses that have changed use from A1 or A2 using permitted development right (see footnote 10) cannot then change use to state funded school or registered nursery under this permitted development right
4	A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (pubs), A5 (takeaways), B1a (offices), B1b (light industry), B1c (R&D), D1 (non-residential institutions) and D2 (assembly and leisure) can change to A1, A2, A3, B1a,b & c without planning permission. Change of use must be less than or equal to 150 square metres. Applies for single continuous period of two years. Can change to other permitted use within two year period. Must revert to original use at end of two year period and notify Council before use begins.
5	A1 (shops) and A2 (financial and professional services) can change to C3 (residential). Building operations and partial demolition works that are “reasonable necessary” are also permitted. Prior approval required for transport and highways impact, contamination, flooding, the design and external appearance of the building and undesirable impacts on shopping facilities. This right only applies to buildings of 150 square metres or less and does not apply in Conservation Area or to listed buildings.
6	Does apply in Conservation Areas but not to listed buildings.
7	B8 (storage of distribution) to C3 (residential). Prior approval required for transport and highways impact, air quality impacts on intended occupiers, noise impacts of the developments, risks of contamination, flooding and the impact the changer of use would have on existing industrial uses and or storage or distribution uses. Right only applies to buildings in B8 use on or before 19 March 2015 and development must be begun before 15 April 2018. Building must have been in B8 use for four years.
8	Prior approval required for transport and highways impact, flooding, contamination and where building works are to be carried out under the permitted development right, design.
9	A1 (shops), A2 (financial and professional services) and betting offices and pay day loans to A3 (restaurants and cafes). Prior approval required for noise, smell/odours, transport and highways, hours of opening as well as siting and design in relation to extraction, ventilation, waste management, storage and undesirable impacts on shopping facilities.
10	A1 (shops) and A2 (financial and professional services) can change to D2. Applies to premises in A1 or A2 use on 5 December 2013. Prior approval required for transport and highways impact, hours of opening, noise impacts of the development and undesirable impacts on shopping facilities. Does not apply to listed buildings.

Planning Application Procedure

1. The Chair introduces the Planning Officer who will present the item.
2. The Planning Officer presents the report to the Committee and advises on any relevant additional information received after the completion of the report. The Planning Officer will also refer to the recommendation (it is assumed that Members will have read the report).
3. Registered objectors may speak for up to three minutes.
4. Councillors who are not members of the Planning Committee may address the Committee with the Chair's permission. They are not permitted to take part in the discussions or question objectors, supporters, applicants or applicants' representatives.
5. Registered supporters, applicants or applicants' representatives for the application may speak for up to three minutes.
6. Committee Members may, through the Chair, seek clarification from Council officers or any other speakers on any relevant planning issue that may have arisen.
7. The Committee shall debate the item. Where the application is considered to be straightforward and there are no speakers present, the Committee may make a decision based on the report and without any debate.
8. The Committee will vote on the matter (including any proposed supplementary conditions or recommendations). In the event that the Committee's decision is to refuse or allow an application contrary to the report's recommendation, Committee Members must give valid reasons for the decision based on relevant planning policies.
9. The Chair shall announce the Committee's final decision.

Notes

- The opportunity to ask questions may not be used to make general or specific comments or observations. General comments can be raised at the discussion point of the proceedings.
- Committee Members must be present during the entire debate on an application in order to be allowed to participate in the deliberations and vote on the matter. Any Committee Member who is not present at the beginning of the consideration of an application, or who leaves the room at any stage during the consideration of the application, shall be excluded from participating and voting on the application.
- If a Committee Member needs to leave during consideration of an application and wishes to take part in the deliberations and vote, they should seek the permission of the Chair for a short adjournment.
- Members should avoid expressing a view about an application until after the applicant has spoken to avoid the impression of bias.
- If there is a substantial point which needs to be clarified before a vote can take place, the Committee may agree to defer the application.
- The Chair may ask members of the public and press to leave the room to enable the Committee to consider information which is confidential or exempt (in accordance with Schedule 12A of the Local Government Act 1972).

**MINUTES OF
PLANNING COMMITTEE**

Monday, 22 April 2024
(7:00 - 7:27 pm)

Present: Cllr Muhammad Saleem (Chair), Cllr Alison Cormack, Cllr Cameron Geddes, Cllr Dominic Twomey and Cllr Sabbir Zamee.

Apologies: Cllr Jack Shaw, Cllr Faruk Choudhury, Cllr Edna Fergus and Cllr Harriet Spoor

22. Declaration of Members' Interests

There were no declarations of interest.

23. Minutes (12 February 2024)

The minutes of the meeting held on 12 February 2024 were confirmed as correct.

24. Segro Plot 2, Segro Park, Dagenham, Choats Road, Barking - 23/01946/OUTALL

The Senior Development Management Officer (SDMO), Be First, introduced a report on an application from Segro (East Plus) Ltd seeking an outline planning permission (all matters reserved), for the demolition of existing research building, gatehouse and associated hardstanding; construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices, creation of new vehicular accesses from Hitch Street; cycle, motorcycle, car, van and HGV parking; pedestrian access; hardstanding and circulation areas; ancillary infrastructure and all other ancillary and enabling works including landscaping, drainage, engineering, substation, pumping station, ground stability works and boundary treatment.

A total of 127 notification letters were sent to neighbouring and nearby properties together with appropriate site and press notices. No objections were received.

The SDMO in their presentation referenced the proposed design and quality of materials, the financial contributions as well as sustainable transport enhancements and proposed car parking provision, secured as part of reserved matters. The latter included a requirement on the owner to use reasonable endeavours to ensure car parking was reduced by 10% within ten years of the first occupation of the development, which would be secured through a s106 obligation.

The SDMO explained that the current application would run alongside that previously approved in February 2023 application (21/00023/FULL), providing flexibility to the deliverability of the site. That would allow an end user to have

the option to implement the full planning permission or submit reserved matters.

The Chair welcomed the commitment of the applicant to achieve 25% local resident employment of the planned workforce during the construction and occupation phase of the development, as well as the significant financial contributions as part of the S106 Agreement. In that respect, Members sought clarification as to how the funding of more than £300,000 would be used towards proposed Public Realm enhancements. The SDMO explained that it would be focused on securing improvements in and around Dagenham Dock station and Chequers Lane, the precise nature of which would be discussed and agreed through an appointed Steering Group, and would be subject to appropriate consultations with ward councillors.

Officers concluded that the proposed development would continue to promote employment opportunities within the borough and safeguard the vitality and viability of SIL sites through the provision of industrial floor space. Whilst it was accepted that the flexibility could result in a smaller building being brought forward, given it would enable the deliverability of an industrial building on a vacant brownfield site, on balance it was considered that in principle the proposal would be acceptable.

The maximum parameters of the scheme were aligned with the mass and bulk of the proposal under application 21/00023/FULL. Consequently, officers did not consider the design of the proposal would have a greater impact on the character and appearance of the area than the existing planning consent. Conditions would require full assessments based on the final detailed design to be submitted with the reserved matters. Likewise, a full package of S106 obligations including significant transport contributions had been secured to mitigate the maximum impact of the development.

Taking into consideration the points raised and subject to the imposition of conditions and obligations, it was considered that the benefits arising from the scheme would outweigh any significant harm, and therefore the proposal was considered acceptable and in keeping with the development policies.

The Committee **resolved** to:

- (i) Agree the reasons for approval as set out in the report,
- (ii) Delegate authority to the Strategic Director of Inclusive Growth in consultation with the Head of Legal Services to grant planning permission subject to any direction from the Mayor of London and 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; and
- (iii) That, if by 22 October 2024 the legal agreement has not been completed the Strategic Director of Inclusive Growth be delegated

authority to refuse planning permission or extend this timeframe to grant approval.

25. Minutes of Planning Performance Review Sub-Committee (3 April 2024)

The minutes of the meeting of the Planning Performance Review Sub-Committee held on 3 April were noted as was an accompanying report from Be First which detailed the Sub-Committee's findings together with an overview of the performance of the Planning Service over the period.

The Chair thanked Barry Coughlan, Interim Head of Development Management and his staff in the Be First Management Team, together with Marilyn Smith, Head of Planning Decisions and Assurance, and support from officers in Law and Governance, who collectively had worked hard to achieve outstanding performance outcomes over the past year, despite a number of challenges. These comments were echoed by other Members of the Committee.

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Working in partnership



LONDON BOROUGH OF BARKING & DAGENHAM

PLANNING COMMITTEE

20 May 2024

Application for Outline Planning Permission (All Matters Reserved)

Case Officer:	Kathryn McAllister	Valid Date:	09-January-24
Applicant:	SEGRO (East Plus) Ltd	Expiry Date:	09-April-24
Application Number:	23/01947/OUTALL	Ward:	Barking Riverside
Address:	Plot 3, Segro Park Choats Road, Dagenham, RM6 6LF		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at Plot 3, SEGRO Park.

Proposal:

Outline planning application (all matters reserved), for the construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices; creation of new vehicular accesses from Choats Road and Halyard Street; cycle, motorcycle and car parking; pedestrian access; hardstanding and circulation areas; ancillary infrastructure and all other ancillary and enabling works including landscaping, drainage, engineering, substation, ground stability works and boundary treatment.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth 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 of this report and the Conditions listed in Appendix 5 of this report; and
3. that, if by 20 November 2024 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:

General

1. Reserved Matters to be Submitted.
2. Timing of Reserved Matters Submission
3. Timing of Reserved Matters Commencement
4. Approved Parameter Plans and Documents

Information required within reserved matters

5. Fire Statement

6. Noise Impact Assessment
7. External Lighting assessment
8. Transport Assessment
9. In- Principal Highway works Plan
10. Delivery and Servicing Plan
11. Travel Plan
12. BREEAM Target- Excellent
13. Circular Economy Statement
14. Details of all boundary treatment and landscaping.
15. Waste and Recycling strategy
16. Energy statement
17. Ecological impact assessment
18. Foul sewage and utilities strategy
19. Urban Greening Factor and Biodiversity Enhancements

Prior to commencement of development

20. Landscape Management Plan
21. Sustainable Drainage System
22. Contamination
23. Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP)
24. Construction Logistics Plan
25. Construction Noise

Information required prior to above ground floor works

26. Electric vehicle charging points and rapid electric vehicle charging points.
27. Cycle parking.
28. Emergency flood risk
29. Car park management plan

Compliance

30. Archaeology
31. BREEAM
32. Circular Economy Statement- post construction
33. Maximum quantum of floorspace
34. Site specific non-road mobile vehicles
35. Flood risk assessment.
36. Maximum car parking numbers
37. No open storage
38. Secure by design
39. Noise from non-residential uses and plan and structure borne noise emissions.
40. Industrial use of site
41. Site clearance

S106 – Summary of Heads of Terms:

Schedule 1- Administrative:

- Payment of the Council’s professional and legal costs, whether or not the deed completes;
- Payment of the Council’s £ 20,000 reasonable fees in monitoring and implementing the Section 106 and payable on completion of the deed; and,
- Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS index.
- The agreement shall allow for the pro rata reduction of the sum of all contributions payable in the event that a reduced floorspace is approved at the Reserved Matters stage on the basis that the current contributions are calculated based on the maximum floorspace of the development of [10,128sqm GEA] and the contributions payable will be reduced at an equivalent reduction to the amount of approved floorspace. The exception to this is Bus Service Contributions which should remain in full regardless of the development floorspace.

Schedule 2- Employment and Skills:

➤ Local Employment and Skills Obligations

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total construction jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

➤ Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

➤ Supply chain development during Construction

The Owner will use reasonable endeavours to:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

➤ Employment- End User Obligations

The Owner will use reasonable endeavours to ensure that the Owner/ Occupiers' employees and jobs (including employees and jobs with its contractors) are provided to LBBB residents, during the end user phase in accordance with the following:

- ensure 25% of the total end user jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents within the first 5 years of operation.
- Work closely with the council's employment and skills brokerage to achieve a target of **25% of all jobs** within the tenants' workforce on site to be filled by local residents within 5 years of operation.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.

For end-user jobs, encourage tenants to work closely with the applicant and LBBB to advertise all newly created vacancies through the council's Job Brokerage service including through introducing tenants to LBBB's Job Brokerage service to help provide a skills forecast for the development and highlight any shortages to the Council's job brokerage service, a minimum of six month before operational end use commences; and where feasible including relevant commitments within terms and conditions of tenancies.

A commitment to collaborative working through the employment of a designated Employment co-ordinator to liaise with and where feasible provide access on site for the Councils Job Brokerage service.

➤ Monitoring

- Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
- This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
- Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
- Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
- Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.
- The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.

➤ Training and Employment Contribution

Financial contribution of £132,579 (BCIS Index Linked) to go towards the cost of training and employment support for local residents in respect of the construction and end user phase of the Development.

Trigger: To be paid on commencement of the development.

Schedule 3: Energy and Sustainability

➤ Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 35% reduction over Part L of the Building Regulations 2021 through on-site provisions.

➤ Carbon Offset Contribution

No later than 3 months from the date of Practical Completion of the development, where it is clearly demonstrated that zero-carbon standards (based on net-zero regulated CO2 emissions) cannot be achieved on-site, any shortfall should be provided through a cash in lieu contribution (£95/per tonne over a 30 year period or at the rate in place at the time of the application's determination) paid to the council.

The site shall not be occupied until the carbon offset contribution has been paid.

➤ Future proof development in order to ensure it could connect to a District Heating Network

Prior to the commencement of Development, permitted under subsequent reserved matters, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN or future DHN.

Trigger: statement to be submitted prior to commencement of development permitted under subsequent reserved matters.

➤ Dagenham Dock Decentralised Energy Network Potential Study Contribution

A financial contribution £8,254 (BCIS Index Linked) towards a wider study for Dagenham Dock decentralised energy network potential.

The Owner and Be First will agree the scope of the study through the steering group at the time of commission. The progress of the study will be reported to the Steering Group.

Trigger: payment to be made Prior to commencement of development permitted under subsequent reserved matters (excluding demolition/enabling and remediation works).

➤ Be Seen

- a) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).
- b) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-londonplan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years.
- c) In the event that the 'In-use stage' evidence submitted under Clause b) shows that the 'As-built stage' performance estimates derived from Clause a) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause b) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Schedule 4- Air Quality:

➤ Air Quality off-setting contribution.

A payment at the off-setting contribution rate of £29,000 per tonne of NOx over the benchmark applicable to B2/B8/E(g)(iii) uses (as set out in the Mayor of London's London Plan Air Quality Neutral Guidance applicable at the date of this Agreement (being London Plan Air Quality Neutral Guidance February 2023), will be applied if the approved air quality report concludes that the development is not air quality neutral.

Trigger: The assessment must be submitted to the Council prior to practical completion of the development and (if payable) to pay the contribution within 3 months of approval by the Council of the Air Quality Report.

Schedule 5- Transport:

➤ Submission of a revised Car Parking Management Plan

To use reasonable endeavours to ensure that the End User submits by the 10th anniversary of occupation of the development, a revised Car Park Management Plan (CPMP) to the local planning authority for determination. The revised CPMP shall be accompanied with a report monitoring usage of the car park since first occupation. Subject to the CPMP demonstrating that the spaces are not essential for operation purposes, to use reasonable endeavour to ensure that the End Use removes up to 10% of approved parking spaces by the 10th anniversary of first occupation of the development.

Trigger: The Plan must be submitted to the Council before the tenth anniversary of occupation of the Development

➤ Site Wide Travel Plan

The Owner shall develop a Site Wide Travel Plan that accords with the approved Framework Travel Plan in consultation with TfL.

Trigger: submitted to the Council for their approval before practical completion

- On the 1st, 3rd, 5th anniversary of the commencement of the operation of the development, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

➤ Bus Service Contribution

A financial contribution of £257,936 (BCIS Index Linked) towards the enhancement of local bus services at the morning peak and night times to serve the development.

Trigger: Payable on commencement of the development

➤ Strategic Infrastructure Masterplan Study Contribution

A financial contribution of £8,254 (BCIS Index Linked) towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

The scope of the masterplan study will be submitted to the Council for approval. The scope will be discussed with relevant members of the Steering Group.

Trigger: Payment to be made prior to commencement of development permitted under subsequent reserved matters (excluding demolition/enabling and remediation works).

➤ S.278 Agreement

The Owner will enter into a S278 Agreement for the creation of new access/egress arrangements to the site and adjustments to Choats Road to accommodate safe movements for all road users.

The S278 Agreement (and all related approvals and consents) shall not be unreasonably withheld or delayed by the highway authorities (the highway authority being LBBB and TfL). The highway authority shall use all reasonable endeavours to ensure congestion mitigation measures provided for in the S278 Agreement are in place prior to the intended date of first occupation. An agreed programme specifying all necessary procedural and implementation stages and their anticipated dates shall be included in the S106/278 Agreement and the parties shall carry out such stages in accordance with the programme.

➤ Road Network Improvements

A financial contribution of £51,587 (BCIS Index Linked) towards road network improvements. The financial contribution will be towards localised highways improvements including any improvements along Choats Road.

Trigger: Payment to be made prior to commencement of development

Schedule 6- Public Realm:

➤ Public Realm Improvement Contribution

A financial contribution of £103,175 (BCIS Index Linked) towards Public Realm enhancements in and around Dagenham Dock C2C station and Chequers Lane.

Trigger: payment to be prior the commencement of development

Schedule 7- Steering Group:

➤ Steering Group Obligation.

A steering group set up by the Council on Commencement of Development which shall deal with the extent of the areas to be benefitted by the Dagenham Dock Decentralised Energy Network Potential Study, the Strategic Infrastructure Masterplan Study and the Public Realm Improvements.

➤ Application Implementation

The Owner agrees and covenants with the Council that:

1. There shall be no Commencement of Development of this planning permission [reference 23/01947/OUTALL] if planning permission reference 21/01355/FULL is Commenced and vice versa.

OFFICER REPORT

<p>Planning Constraints:</p> <ul style="list-style-type: none"> • The site falls within the Joint Waste Development Plan Document • Strategic Industrial Locations: Dagenham Dock • Air Quality Management Area • Existing Waste Site: Dagenham Dock • Strategic Planning Sub Area Boundaries: Dagenham Dock and Deam Park • SIL: Dagenham Dock • Riverside Opportunity Area • Archaeological Priority Areas: Tier II- Barking Level and Dagenham Marsh
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<p>Site, Situation and relevant background information:</p> <p>The application site is Plot 3, Segro Park.</p> <p>The site was previously granted full planning consent for the <i>construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices; access ramp; creation of new vehicular accesses from Choats Road and Halyard Street; pedestrian and cycle access from Choats Road; cycle, motorcycle and car parking; roof mounted solar panels; hardstanding and circulation areas; roof terrace; sprinkler tanks; pump; and all other ancillary and enabling works including landscape, drainage, engineering, ground stability works and boundary treatment (21/01355/FULL). This was approved subject to legal agreement.</i></p> <p>It is understood that SEGRO will not be speculatively developing this plot in the short term. This application is for Outline Planning Permission (All Matters Reserved) which will offer flexibility to the site and enable the submission of a future reserved matters with an agreed occupier in place.</p> <p>The outline planning permission and full planning permission will run in parallel providing occupiers with the flexibility to either build out the FULL permission or submit reserved matters.</p>

<p>Key issues:</p> <ul style="list-style-type: none"> • Principle of the proposed development • Design and quality of materials • Impacts to neighbouring amenity • Sustainable Transport • Employment • Waste management • Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency) • Biodiversity & Sustainable drainage
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Planning Assessment:

Principle of the development:	
<i>Existing use(s) of the site</i>	Vacant Brownfield Site
<i>Proposed use(s) of the site</i>	Use Class B2, B8 and E(g)(iii)

- 1.1 The National Planning Policy Framework has regard to the need to build strong, competitive economy through creating conditions which allow businesses to invest, expand and adapt. Likewise, decisions should promote an effective use of land in meeting the needs of residents and local businesses whilst ensuring safe and healthy conditions.
- 1.2 Policy GG2 of the London Plan supports the best use of land and proprieties the development of Opportunity Areas and Brownfield Sites.
- 1.3 Policy E5 seeks to ensure Strategic Industrial Locations are managed proactively to sustain them as London’s largest concentrations of industrial, logistics and related capacity for uses that support

the functioning of London's economy. Policies in particular support opportunities to intensify and make more efficient use of land within SILs and therefore support proposals where the uses proposed fall within the industrial type activities. Details of the activities supported in these areas are outlined in policy E4 of the London Plan.

- 1.4 Policy E4 sets out the need for a sufficient supply of land within London to meet the current and future demand for industrial and related functions should be provided and maintained. In particular it sets out that flexible Class E(g)(iii), B2 and B8 uses would be supported within SILs.
- 1.5 Policy E7 'Industrial intensification, colocation and substitution' supports the intensification of land for industry, logistics and services. In relation to Opportunity Areas London Plan Policy SD1 seeks to promote ongoing growth. This policy supports and sustains the growth of SILs by considering opportunities to intensify and make more efficient use of SIL - in accordance with London Plan Policies E4, E5 and E7, as identified above.
- 1.6 Policy CM1 of the adopted Core Strategy seeks to ensure employment growth is focussed on the borough's industrial locations including Strategic Industrial Land with which the site is located.
- 1.7 Policy CE3 of the Core Strategy DPD outline that the Strategic Industrial Locations at River Road Employment Area, Rippleside and Dagenham Dock will be safeguarded, promoted, and managed. It is noted that the site is located within the Dagenham Dock SIL.
- 1.8 Draft Local Plan Policy SPDG1 'Delivering Growth' supports the delivery of distinct places and ensures that the Council will take a positive approach to development which reflects a presumption in favour of sustainable development. Draft Local Plan Policy DME1 'Utilising the borough's employment land more efficiently' sets out the LBB's support for proposals which will deliver new employment floorspace.
- 1.9 Policy SP5 of the Draft Local Plan (regulation 19) seeks to ensure land located within designated Strategic Industrial Locations (SIL) is protected, strengthened and intensified. Policy DME1 further sets out that the release of SIL land will only be considered in accordance with policy E7 of the London Plan. With regard to SIL sites policies priorities the intensification of these sites for warehousing and logistics uses.
- 1.10 Policy SPP3 of the Draft Local Plan regulation 19 designates the site for economic use and locates it within the Dagenham Dock Transformation Area.
- 1.11 As detailed above, policies support developments which contribute to protecting, strengthening and intensify strategic industrial locations through the retention of the industrial and related functions within these areas. As a result, developments within SIL locations which seek to deliver new employment floor spaces will be supported.
- 1.12 The application site to the south of Choats Road, adjacent to The Gores. Access to the site is off Choats Road and Halyard Street. The site is 1.88 hectares in size and comprises of most vacant, previously developed scrubland with some trees/hedges along the site boundaries. The site is located within the Dagenham Dock SIL. In line with the above, policies support the protection of this land for industrial and related functions.
- 1.13 Outline planning permission with all matters reserved for the construction of an industrial building (Use Class B2, B8 and E(g)(iii)) is sought to comprehensively redevelop this site which has been underutilised for a number of years. The site has existing consent for the construction of a multi-storey industrial building for use in Class B2, B8 and E(g)(iii). This permission was granted in February 2023. It is understood that should this application be approved the outline planning permission (all matters reserved) will run in tandem with the existing full planning consent. This will provide occupiers with the flexibility to either build out the existing consent or submit reserved matters.
- 1.14 Officers sought further clarity on this. The applicant confirmed "*Given the current economic climate, it has been agreed with the GLA that SEGRO will not be speculatively developing these plots in the short-term. The strategy is therefore pre-let dependant and to work in tandem with the City of London Corporation in particular over the short term to address a strategic need for expansion space for their supply chain, requiring SEGRO to be flexible in terms of what can be provided. The outline applications will offer this flexibility and enable the submission of a future reserved matters with an agreed occupier in place. Linked to the flexibility point above, SEGRO has only submitted*

maximum parameters with the outline planning applications. The consented schemes define the maximum parameters of what could be delivered in terms of floorspace and building height on both plots. We are not intending to submit minimum parameters, however the structural landscaping/green infrastructure shown in green on the parameter plans is a minimum, depending on the proposed building design/footprint/configuration”.

- 1.15 The proposed outline permission seeks permission for the construction of an industrial building to be used in Use Class B2, B8 and E(g)(iii). The proposed use of the site is considered to be an appropriate use in this location given it will contribute to enhancing the provision of industrial and employment floorspace on site. It is noted the maximum parameters of the outline will align with the existing consent. This aligns with policy aspirations.
- 1.16 Notwithstanding, officers note that the existing consent was for stacked industrial use. In granting outline planning permission (all matters reserved), occupiers will have the opportunity to submit reserved matters, hence, enabling the detailed design of the scheme to be either single or double storey. As detailed above only maximum parameters will be secured. Given the existing consent is for stacked industrial, should only single storey industrial be built on site, officers raise concerns that this would result in an overall reduction in industrial and employment floorspace when compared to the existing consent. This would not make the best use of the land.
- 1.17 The applicant states *“outline permission would provide maximum flexibility for the site to come forward and that the parameters sought comprise the same use class (Use Class B2, B8, E(g)(iii)) and the same maximum floorspace and building height as the extant full consent. This will offer flexible planning permissions that enable SEGRO to strategically adapt to the critical needs of businesses by allowing for a range of different building layouts and formats to be developed. SEGRO can then submit a reserved matters application with an agreed Occupier place. This will accord with the design limits set by the Parameters Plan... Indeed, if this regeneration opportunity were not to come forward there is a danger that the Site would sit redundant, and this outline application seeks to maximise marketability of the site and therefore maximise the prospect of development delivery at this site”.*
- 1.18 Officers believe the applicant seeks to provide flexibility on site. Noting current market conditions, it is understood the extant permission is unlikely to come forward. The submission of the outline permission (all matters reserved) is proposed to maximise the marketability of the site and therefore the likelihood that development is delivered on site. Whilst officers acknowledge the need for flexibility, it would be regrettable should the maximum employment floorspace was not delivered on site.
- 1.19 Nevertheless, given the proposal will provide the site with flexibility and increase the likelihood of development delivery. As the proposed uses would enhance the quantum of industrial and employment floorspace on site when compared to the existing vacant on-site provision. Overall, on balance officers consider the principle of development to be supported and still represents an important opportunity to increase economic activity within this part of the designated SIL and the Borough.
- 1.20 Should this application be approved, an obligation will be attached restricting development to either the extant full planning permission or the proposed outline planning permission (all matters reserved). Additionally, conditions securing the use of the site to Class B2, B8 or E(g)(iii), maximum floor space and the submission of reserved matters, timing of reserved matters submission, timing of reserved matters commencement and parameter plans will be secured by condition. In addition a condition will be attached restricting the use of the site for open storage.
- 1.21 **Waste Allocation**
- 1.22 The application site also falls within the Joint Waste Development Plan Document (JWDPD) for the East London Waste Authorities of Barking and Dagenham, Havering, Redbridge and Newham. The purpose of the Joint Waste DPD which was adopted in 2012 is to set out a planning strategy to 2021 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal and commercial and industrial waste. It is also noted, the emerging local plan includes a number of references to the JWDPD effectively safeguarding the policies regarding to waste sites.

- 1.23 Updated evidence base for the East London Joint Waste Plan was published in November 2022. This evidence base shows that London Borough of Barking and Dagenham has met its apportionment criteria and there is a capacity surplus on waste sites in the Borough. Therefore, it is clear from the evidence that there is no demand for any additional operational capacity required.
- 1.24 The site is located within the JWDPD area. The proposal does not seek to bring forward a waste facility. Noting the current site is vacant and does not accommodate any existing waste facilities and given there is no demand for any additional operational waste capacity in the borough. On this basis officers consider the loss of a waste site/ waste capacity to be acceptable noting there is no requirement for this in the borough. This loss was accepted in application 21/01355/FULL, therefore, for consistency officers maintain that this position is acceptable.
- 1.25 **Summary**
- 1.26 Overall, subject to the imposition of an obligation securing implementation of either extant full permission or outline planning permission (all matters reserved) and several planning conditions, officers consider the principle of development to be supported. The proposal is acceptable and in keeping with the development policies, offering an important increase in economic activity within this part of the designated SIL.

Employment:

- 2.1 Employment and Skills
- 2.2 Policy SD1 of the London Plan supports development which creates employment opportunities, supports wider regeneration, and ensures that development proposals integrate into the surrounding areas. This is further supported by policy GG5 of the London Plan which seeks to ensure development contributes to providing sufficient employment and industrial space in the right locations to support economic development and regeneration.
- 2.3 Policy E4 of the London Plan outlines that land for industrial and related functions should be provided and maintained, considering strategic and local employment land reviews.
- 2.4 Policy E8 of the London Plan sets out that employment opportunities across a number of sectors should be promoted and supported as such developments should contribute to ensuring the availability of suitable workspaces. This is further supported by policy E11 which states development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate.
- 2.5 Policy CC3 of the Core Strategy further notes that in order to achieve sustainable growth and maximise the quality and contribution of new development, developer contributions could be used to provide employment, skills and training initiatives and premises.
- 2.6 Policy SP5 of the Draft Local Plan (reg 19) seeks to ensure the Council delivers at least 20,000 new jobs and wider employment base.
- 2.7 This application is for outline planning permission (all matters reserved) for the construction of an industrial building for flexible use in class B2, B8 and E(g)(iii). Given the nature of the scheme officers acknowledge that employment opportunities will be provided on site. Whilst the exact numbers are unclear at present given the speculative nature of the proposal, it would be expected that the development contributes to providing local employment and skills opportunities. In order to secure the full employment generated on site, and to ensure it is of benefit to local residents a number of planning obligations are considered necessary. The LBB Employment and Skills Team were consulted who recommended that an employment and skills obligation is secured by obligation. Details of the employment and skills plan should be provided 6 months prior to commencement of the development.
- 2.8 Officers note that policies and the draft obligations SPD (September 2022) requires all new major developments to ensure a minimum of 25% of the total workforce during the construction and occupation phase to be resident of LBB.
- 2.9 The employment obligations to be secured are broken down further below into the following areas.
- 2.10 Construction related obligations.
- 2.11 Obligations securing reasonable endeavours to ensure jobs created during construction phases are provided to LBB residents are proposed to be secured within the s106 agreement. The reasonable endeavour requirements are detailed further within the s106 Heads of Terms.

- 2.12 In relation to the supply side during construction, officers have secured obligations requiring tender schedules to be submitted to the Council and aiming for at least 25% of the value of all goods and services to be sourced by the borough.
- 2.13 End User Obligations
- 2.14 Obligations securing reasonable endeavours to ensure that during the End User Phase a minimum of 25% of full-time jobs are provided to LBBB residents within the s106 agreement.
- 2.15 To meet the policy requirements listed above planning obligations are required to ensure the employment, skill and training benefits which are considered necessary are secured. The imposition of the above obligations is to ensure the employment benefits of the Proposed Development are realised and have wider regenerative benefits, resulting in the Proposed Development becoming a significant employment generator within Barking and Dagenham.
- 2.16 Further, noting the size of the scheme it is likely the proposal will generate significant employment opportunities. It is noted a training and employment contribution of £128,500.00 was previously secured under the extant permission 21/01355/FULL to go towards the cost of trainings and employment support for residents in respect of the construction and end user phase of the development.
- 2.17 In providing flexibility to the development of the site, officers would expect that the site contributes to provide contribution to training and employment opportunities in the same manner as the extant permission. Therefore, it is proposed to impose two s106 Heads of Terms to secure employment and skills throughout construction and operation; and a contribution to go towards the cost of training residents. It is noted that the contribution has been inflated to take account of indexation. The new contribution amount will be £132,579. Further, all employment and skills plan should be provided to the council 6 months prior to commencement of the development.
- 2.18 Summary
- 2.19 Subject to the imposition of employment and skills obligations and securing a financial contribution officers consider the proposal to be acceptable and in keeping with the development policies.

Affordable Workspace

- 3.1 Policy E3 of the London Plan supports the provision of affordable works space and outlines that in defined circumstances planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.
- 3.2 Policy DME2 of the Draft Local Plan further supports these stating developments of 1,000sqm employment space or greater will be required to incorporate and appropriate provision of affordable workspace on stie, offered at below market rate, for shared workspace or small business units through s106 agreements subject to viability. It is noted this policy applies specifically to planning use class E: Commercial, Business and Service. This is also reiterated in the Draft Obligations SPD.
- 3.3 It is noted this application seeks permission for the construction of an industrial building for use in Class B2, B8 and E(g)(iii). The proposed Class E would trigger the need to provide affordable workspace. Notwithstanding, it is noted that application 21/01355/FULL did not require provision to be made on site or a contribution to be made in lieu. On this basis in the interest of consistency affordable workspace will not be secured under this application.
- 3.4 On balance officer consider the proposal to be acceptable and in keeping with the development policies.

Design and quality of materials:

- 4.1 The NPPF sets out the Government's requirement for good design in new developments. It states that good design creates better places in which to live and work and that design should ensure that development functions well and adds to the overall quality of the area and create spaces that are safe, inclusive and accessible.
- 4.2 The NPPF, Policies D1, D4 and D6 of the London Plan expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Local Plan and Policy SP4 of the Draft Local Plan.

- 4.3 Policy D3 of the newly adopted London Plan requires all development to make the best use of land through a design led approach which responds to the site's context and capacity for growth.
- 4.4 Policy D9 of the newly adopted London Plan explains that boroughs should determine the locations where tall buildings may be an appropriate form of development.
- 4.5 London Plan Policy D4 sets out how good design can be delivered, including maintaining good design quality. Specifically, it states that the design quality of development should be retained through to completion by ensuring maximum detail appropriate for the design stage, providing clarity within conditions and obligations on design quality, avoiding deferring the assessment of design quality to a condition or reserved matter and retaining the involvement of the original design team.
- 4.6 Policy CP3 of the Core Strategy sets out that all development proposals will be expected to achieve high quality standards of design, including high standards of inclusivity, safety, and sustainability. Whilst Policy BP11 of the Development Policies sets out that the design and layout of new buildings should comply with a set of principles which include the following of relevance to this proposal: provide attractive, high quality architecture and landscaping, provide inclusive features, provide durable, flexible and adaptable buildings, encourage design that improves health, provide safe environments, incorporate sustainable design and construction features, provide suitable waste facilities and storage on site, configure site and building design and layout to minimise and mitigate any impact on flood risk and water quality, use of renewable energy features wherever possible. It also sets out that the design of the public realm should apply the following principles: provide public routes that are attractive and work for all, promote accessibility and local permeability and prioritise pedestrian-orientated modes integrating land use and transport. These principles are further supported by policies SP2 and DMD1 of the draft local plan reg 19 version.
- 4.7 The proposal seeks outline planning permission (all matters reserved). The matters reserved include appearance, means of access, landscaping, layout and scale. Parameter plans have been submitted to accompany this application. It is noted that the maximum parameter plans will align with the design of the scheme consented under application 21/01355/FULL.
- 4.8 Amount
- 4.9 The application site is located on a major strategic route which connects Central London with East London and South Essex. Located within an existing industrial area. The proposed construction of an industrial building for use in class B2, B8 and E(g)(iii) would be highly supported at this location. As detailed by the applicant "the maximum cumulative floorspace that could come forward as part of the proposed development is 10,128m² (GEA) (which would comprise B2/B8/ E(g)(iii), Ancillary Offices, Gatehouse/Entrance Buildings, Plant, Ramps, Servicing Areas, Parking/Cycle Storage, Industrial Landscaping, Ancillary Infrastructure and Substation), as annotated on the Proposed Parameters Plan (reference: 31603-PL-211B)".
- 4.10 Parameter plans have been submitted which details the maximum industrial floor space permitted on site. It is noted that details of height and scale have also been included. This will be assessed in further detail below. With regard to amount. It is noted application 21/01355/FULL sought permission for stacked industrial. As detailed by officers in the report which accompanies 21/01355/FULL "The layout has been proposed to respond to the site constraints and multi-storey type of development to accommodate an access ramp and maximising the height of the development by incorporating the ancillary office space to the upper floor with direct access to daylight, benefitting from a roof terrace and views across the Gores Brook to the west". It is noted that this application was for the delivery of approximately 10,128sqm of industrial and ancillary office floor space.
- 4.11 The maximum amount to be provided under this outline permission aligns with the previous consent which officers welcome.
- 4.12 As previously stated, officers have concerns that in granting outline permission the site could potentially under deliver of industrial and ancillary office floor space. The indicative plans provided show a single storey scheme and a multi storey scheme which could be built out. It is noted no minimum parameters have been submitted. The applicant states "*Linked to the flexibility point above, SEGRO has only submitted maximum parameters with the outline planning applications. The consented schemes define the maximum parameters of what could be delivered in terms of floorspace and building height on both plots. We are not intending to submit minimum parameters, however the structural landscaping/green infrastructure shown in green on the parameter plans is a minimum, depending on the proposed building design/footprint/configuration*".
- 4.13 Whilst the under delivery of the site would be regrettable. Officers note that this application will provide flexibility, which will improve the chances of development delivery on a site which would otherwise be left vacant. On this basis, whilst officers encourage the delivery of the maximum

provision, on balance, noting the need for flexibility. Officers consider the proposed maximum amount to be acceptable and in keeping with the development policies.

4.14 Layout and Access

4.15 The layout of the scheme aligns with that previously consented under application 21/01355/FULL. Parameter plans have been submitted which show the indicative layout of the site. Access and egress remain off Choats Road and Halyard Street. This aligns with the access/egress points previously consented which officers welcome. The retention of access off these roads will contribute to activating these streets and creating legible access points. Further, the parameter plans show the sitting of the development plot and location of the industrial building. Similarly, the areas of structural landscaping and green infrastructure have been provided. As shown on the indicative plans the industrial building to come forward will have ancillary office space which is supported. Officers welcome the requirement to deliver landscaping on site and consider this to contribute to urban greening and biodiversity net gain. Whilst the detailed design has not yet come forward, given the proposed parameters align with the existing consent. Overall, the layout and access proposed for the site is acceptable.

4.16 Scale and Design

4.17 Maximum parameters have been provided for the site. As shown on the parameter plans the maximum area proposed is 10,128 sqm GEA and the maximum building height is 28 metres AFL. It is noted that these parameters align with the design of the development which benefits from existing consent. The applicant states “the scale of development will be determined by the demands of floor space with the potential occupiers. This flexibility in building size that the site offers will address the potential demand from prospective operators who have requirements for strategically located accommodation in this area. The scale of the building coming forward within the site will be of a size which is appropriate for its function”. Whilst a maximum height and area has been proposed, officers believe that the final scale of the development will be subject to the likely occupier.

4.18 The application is accompanied by indicative drawings have been submitted showing the likely design and scale of 2 different development options. 1 shows a single storey building whilst the other shows a multi storey. The proposed access, scale and design parameters lends itself to the intended use of the site and will enable a well-proportioned and designed building on this site. Indicative elevation drawings show the building to be designed for its intended industrial use. It would be expected that any development coming forward on this plot is high quality, constructed of robust and long-lasting materials which enables it to serve its intended purpose. Details of this should be submitted with any future reserved matters application.

4.19 Landscaping

4.20 The parameter plans show areas safeguarded for landscaping. This area is predominantly on the boundary with Choats Road, on the western boundary of the site and along Halyard Street. Officers welcome the introduction of landscaping on site and consider this to compliment the proposed use of the site and enhance its visual character and appearance. Should this application be approved it is recommended a condition is attached requiring details of boundary treatment and landscaping to be submitted at reserved matters.

4.21 Archaeology

4.22 The NPPF and policy HC1 of the London Plan seeks to ensure developments which affect heritage settings have a clear understanding of the historic environment and heritage values of the site and their relationships with their surroundings and contribute to conserving their significance. This policy speaks to the need to protect significant archaeological assets and landscapes. Care should be taken to identify these assets to minimise harm. This is further supported by policy CP2 of the Core Strategy DPD, BP3 of the Borough Wide DPD and policy DMD4 of the Draft Local Plan reg 19 (December 2021).

4.23 The site is located within an archaeological priority area. An archaeological desk-based assessment has been submitted to accompany this application. Historic England were consulted who agreed that it is unlikely that the development will have an impact on the archaeological or geoarchaeological resource, additional to those assessed in relation to planning consent 21/01355/FULL

4.24 It is noted that a Written Scheme of Investigation was submitted with application 21/010355/FULL, and a further archaeological desk-based assessment submitted with this application. Owing to the fact it is unlikely that the development a greater impact additional to those previously assessed. Historic England GLAAS have recommended that a condition is secured to ensure that the archaeological commitments of the application are fully met. The condition will require a post-investigation assessment with an updated project design to be submitted in line with the previously approved WSI.

- 4.25 Subject to the inclusion of this condition, officers consider the proposal to have an acceptable impact on archaeological assets. The proposal is considered acceptable and in keeping with the development policies.
- 4.26 Design out Crime.
- 4.27 The design out crime officer (Met Police) was consulted who confirmed they raised no objections subject to the specific concerns raised in their response letter and a Secure by Design planning condition being attached. Noting the detailed design of the proposal is not yet available a condition will be attached requiring the scheme to be designed to the appropriate secure by design standards. Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.
- 4.28 Fire Safety
- 4.29 A fire strategy statement has been submitted to accompany this application. This provides the fire strategy for the development should the maximum quantum be built out. Noting the final design and layout of the scheme has not yet been confirmed, at present officers are unable to make an accurate assessment of measures proposed to ensure fire safety of the building. An up-to-date fire safety statement should be submitted with the reserved matters application providing details of the safety strategy proposed for the final design. Should this application be approved it is recommended that this is conditioned requiring a fire statement to be submitted at reserved matters. This should include details of building materials, means of access including for those less able, management and maintenance plan etc. Subject to the imposition of condition, officers consider the proposal to be acceptable and in keeping with the development policies. The London Fire Brigade was consulted who have no further observations to make on this.
- 4.30 Public Realm
- 4.31 Application 21/01355/FULL secured a contribution of £100,000 by s106 obligation to go towards public realm improvements around Dagenham Dock and Chequers Lane to deal with the increase footfall and to improve it to an acceptable level to encourage use of the C2C station. In granting outline planning permission officers consider it necessary to continue to encourage public realm improvements to encourage the use of more sustainable transport. Whilst it is accepted that the scheme to be brought forward could be smaller than the existing permission. To ensure the maximum impact of the development is mitigated the contribution will be secured again under this application. However, the figure will be increased to take account of BCIS indexation between the two applications. The contribution to be secured by S106 Obligation to go towards public realm improvements is £103,175.
- 4.32 Summary
- 4.33 It is noted the detailed design showing the scale, appearance, design, means of access and landscaping are secured by reserved matters. As such, the finalised details will be provided through reserved matters. Overall, subject to the implementation of S106 obligation securing public realm contributions and several planning conditions officers consider the proposed parameter plans to be acceptable and in keeping with the character and appearance of the area.

Impacts to neighbouring amenity:

- 5.1 The NPPF, The London Plan Policies GG1, GG3 and D14, all have relevance to the importance of quality development which addressing neighbouring amenity and avoiding unacceptable impacts.
- 5.2 Policy DMD1 of the Draft Local Plan Reg 19 seeks to ensure all development proposals consider the impact on neighbouring amenity with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight/sunlight). Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by policy BP8 of the Borough Wide DPD.
- 5.3 Daylight and Sunlight
- 5.4 The detailed design application site is located within a SIL location. At present the impact of the proposal on daylight and sunlight cannot be fully assessed. Notwithstanding, the application site is located within a designated SIL site. Industrial site sits to the east. The maximum parameters will align with the development approved under application 21/01355/FULL. Noting the sites proximity to neighbouring residents officers consider the proposal to have an acceptable impact on daylight and sunlight.
- 5.5 Noise

- 5.6 Policy D14 of the London Plan requires developments to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposal by avoiding significant adverse noise impacts on health and quality of life; reflect the Agent of Change principle set out in policy D13 of the London Plan; mitigate and minimise the existing and potential noise on, from, within the site; and improving and enhancing the acoustic environments and promoting appropriate soundscapes.
- 5.7 Policy D13 of the London Plan outlines the agent of change principles. These principles place the responsibility for mitigating impacts from existing noise and other nuisance- generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain Viable and can continue to grow without unreasonable restrictions being placed on them.
- 5.8 Policy BR13 of the Borough Wide DPD requires any new development likely to generate harmful levels of noise to be directed away from existing noise sensitive locations, or areas allocated for noise sensitive developments. Where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level.
- 5.9 Policy DMSI3 of the draft local plan states that all major development must submit a noise and vibration assessment to reduce any adverse impact to an acceptable level using the most appropriate layouts, orientation, design and use of the building.
- 5.10 A noise impact assessment has been submitted to accompany this application. This assessment concludes that the noise likely to be generated by the proposal including increase in traffic flow on local roads due to the proposed development is unlikely to be significant. The assessment advises that a condition is secured requiring a noise assessment to be submitted with the reserved matters application. Noting the final design, layout and use of the scheme is not yet confirmed.
- 5.11 The environmental protection officer was consulted who agreed with the points raised above. They note "This is a preliminary assessment, and the findings are based on one 24-hour unattended survey and without benefit of the design layout of the project. As the proposal involves nighttime operation it would be prudent to undertake a longer period of monitoring to establish "typical" background noise levels over a week. The following conditions are recommended: noise generating mechanical services plant and noise impact report". It is recommended that an updated noise impact assessment is secured by condition to take account of the additional details commented on above.
- 5.12 Officers note that a condition securing noise from non-residential uses and plan and structure borne noise emissions was previously secured on this application. The requirements of the conditions are similar. In the interest of consistency officers will secure the same condition as preciously imposed. In addition, conditions securing construction noise will be attached. Subject to the imposition of these conditions' officers consider the noise impacts to be acceptable and note the position of the site within a designated SIL location.
- 5.13 Contaminated Land
- 5.14 The NPPF sets out at paragraph 174 that policies and decisions should contribute to and enhance the natural and local environment by remediation and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Policy SI10 of the London Plan seeks to ensure steps are taken to reduce the environmental impact of aggregate sites and facilities by ensuring that potential impacts, in particular to the natural and historic environment and to human health, are assessed and effectively controlled. Policy BR5 of the Borough Wide DPD further supports this states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where appropriate site investigation and risk assessment has been carried out and if contamination is found suitable remediation measures have been carried out. This is supported by policy DMSI5 of the draft local plan reg 19.
- 5.15 A preliminary risk assessment and geo-environmental assessment has been submitted with this application. The environmental protection officer was consulted who stated "I have reviewed the Preliminary Risk Assessment & Geo- Environmental Assessment Plot 3, SEGRO Park, Dagenham Project No: 106530.603903 / 17-0084.38 and the Remediation and Verification Strategy by Delta Simons which provide an insight into the potential contamination of the site and possible remediation measures. As the risk assessment is preliminary and was undertaken without prior knowledge of the site layout it is recommended that a condition securing contaminated land is attached". Noting the detailed design is not yet available the recommended condition will be imposed. Subject to the imposition of this condition officers consider the land contamination impacts to be acceptable.

- 5.16 Further a condition securing construction environmental management plan (CEMP) and a Site Waste Management Plan (SWMP) will be secured. This will be imposed in order to reduce the environmental impact of the construction.
- 5.17 External Lighting.
- 5.18 An external lighting assessment has been submitted. This document sets out how external lighting should be designed to ensure no loss of amenity and to reduce possible light spill. Officers note that without full details of the layout and design of the scheme it is not possible to make an accurate assessment of the external lighting impacts of the scheme. It is recommended that with the submission of a reserved matters application this is accompanied by details of external lighting. Notwithstanding, regardless of detailed layout of the scheme it would be expected that the site achieved appropriate levels of illumination without having unacceptable impacts on the surrounding area. The environmental protection officer was consulted who agreed with officers' comments. Therefore, it is recommended that an external lighting condition is attached securing the maximum lux levels. Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.
- 5.19 Agent of Change
- 5.20 The NPPF seeks to ensure new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them because of development permitted after they were established.
- 5.21 This is carried through Policies E7 and D13 of the London Plan and Policy DMD 1 of the new Local Plan (reg 19 version). London Plan Policy D13 requires applicants to take account of the Agent of Change principles and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. London Plan Policy D14 provides further detail on managing noise, such as separating noise sensitive uses from major noise sources and incorporating good acoustic design principles.
- 5.22 Given the location of the site within a predominantly industrial area, designated as SIL and surrounded by major roads and railway lines, the noise and nuisance implications in the immediate vicinity of the site are not considered to raise any agent of change issues and several conditions are imposed to ensure this.
- 5.23 Overall, officers are therefore satisfied the Proposed Development at this location is an appropriate land use within the SIL and subject to conditions and details required at reserved matters will not have an unduly detrimental impact on surrounding uses.
- 5.24 Summary
- 5.25 Overall, subject to the imposition of conditions officers consider the proposal to have an acceptable impact on neighbouring amenity in keeping with the development policies.

Sustainable Transport:

- 6.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated 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.
- 6.2 This is echoed by the London Plan (2021) through policies T6 and T6.2. It is noted that all car parking provision at use class B2 and B8 should have regard to office parking standards and take account of the significantly lower employment density in such development. Further policies require all operational parking to provide infrastructure for electrical charging points. Regarding cycle parking policy T5 sets out the requirements for cycle parking provision and design. This is further supported by policies DMT 2 and DMT3 of the Draft Local Plan Reg 19 and policies BR9, BR10 and BR11 of the Borough Wide DPD.
- 6.3 As detailed above policies support developments which facilitate the use of more sustainable modes of transport. The application site is located within PTAL 1b which represents poor access to public transport. The site is 9-minute bus journey/20-minute walk from Dagenham Dock Station. The site is

served by the EL2 bus which runs regularly between Becontree Heath Leisure Centre and Dagenham Dock via Choats Road.

6.4 Car Parking

- 6.5 An outline transport assessment has been submitted. The submitted assessment is not sufficient to assess the transport impacts of the development. It is requested that a full transport assessment along with all supplementary analysis and management plans are submitted as part of a reserved matters application. This will be conditioned.
- 6.6 The maximum parameters to be secured by this application will align with full application 21/01355/FULL. The approved application provided a total of 63 off-street car parking spaces including 3 blue badge spaces. The proposed number of parking spaces for the outline permission will reflect the consented application. In line with policy developments for B2 and B8 uses in Outer London Opportunity Areas should provide up to 1 space per 600sqm. Noting the maximum parameters of the site, in line with policy only a maximum of 50 parking spaces should be provided on site. Officers note this quantum of car parking is significantly in excess of the London Plan standards. Notwithstanding, the London Plan states “ for industrial sites, the role of parking- both for workers and operational vehicles- varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis. In application 21/01355/FULL officers found the provision of 63 car parking spaces to be acceptable subject to a commitment to reduce on site car parking provision. A conditions and obligation was attached to this application to limit the number car parking spaces and requiring a car parking management plan to be submitted which seeks to reduce car parking on site within 10 years of operation. It is proposed to impose these again to ensure the proposed provision of car parking is maintains an acceptable impact on the highway.
- 6.7 The applicant has provided an illustrative scheme showing a single storey unit of 6,930sqm. It is understood that this seeks to deliver up to 63 car parking spaces as before. Justification of car parking provision has been submitted. It is understood these spaces will be used for operational purposes and potential commuter parking for staff where required. Details of comparative sites have been provided which the applicant considers demonstrates that the operational parking provision is appropriate for a development of this size and location. Notwithstanding, officers raise concerns with regard to the excess quantum of parking being proposed. Should the size of the scheme be reduced it would be expected that the provision of parking is also reduced proportionally. Notwithstanding, a condition will be imposed limiting the maximum number of car parking spaces.
- 6.8 Noting the final design and layout of the scheme is not yet available. It would be expected that the proposed parking space provision is proportional to the intended use and demand. The final number of car parking spaces should be justified in the transport assessment submitted as part of the reserved matters application. The submission of this assessment will be conditioned.
- 6.9 Noting the maximum quantum of car parking will not exceed what was previously approved under application 21/01355/FULL officers do not consider the maximum provision to have a greater impact on the highway than the existing permission. A condition will be attached limiting the number of car parking spaces to 63 in total. In addition, an obligation will be secured requiring the submission of a Car Park Management Plan which seeks to reduce the number of car parking spaces on site within 10 years of operation. Subject to the imposition of S106 obligation and conditions officers do not consider the impacts of this development to have a greater impact on the highway than previously proposed under application 21/01355/FULL. On this basis car parking provision is considered acceptable and in keeping with the development policies.
- 6.10 Furthermore, to support better air quality, a condition was attached to application 21/01355/FULL requiring 25% of the proposed parking spaces to be active for electric charging in accordance with the London Plan and a further 5% of the total provision to be Rapid Charging points. The remaining parking spaces will be future proofed to allow for additional electric charging points to be added as and when required through passive provision. It would be expected that this is replicated in the outline permission. As such, this matter will be conditioned.
- 6.11 The LBBD Parking Project Officer was consulted who raised no concerns with this arrangement.
- 6.12 Subject to the imposition of conditions and obligations officers consider the car parking provision to be acceptable.
- 6.13 Notwithstanding, a condition securing a construction logistics plan will also be imposed to ensure acceptable impact throughout the construction phase.
- 6.14 Trips Generated

- 6.15 Trip generated analysis has been submitted with this application. It is noted that the maximum parameters of this outline will align with the development approved under application 21/01355/FULL. Last mile logistics were not previously tested. However, under this outline permission the impact of this has been. The submitted assessment takes the impact of last mile logistics into account. Officers accept the trips generated from a B2/B8 use would not have a greater impact on the highway than the previous permission. However, there are concerns over the impact the development would cause if it was used for last mile logistics. Section 6.6 of this report states "In the AM peak, a B8 Last Mile Distribution occupier may lead to a decrease of 24 total vehicles from the approved B2 trip demands but there would be a marginal increase HGVs (45 over the hour based on the TRICS assessment, this would introduce one additional vehicle every minute and 20 seconds). This is expected to have little impact on the local link and junction analysis prepared for the approved scheme. The B8 Last Mile Distribution analysis based on TRICS provides the worst-case scenario and the actual occupier of the unit may generate fewer Heavy Goods Vehicle trips due to an alternative land use/business type. In the PM peak, there will be an overall reduction in demand in two-way vehicle trips when compared with the consented B2 use". Reviewing table 6.4 which shows the change from approved trips it is evident that last mile logistics will result in an increase in HGV's during the morning peak. It is evident that should the maximum parameters of the proposal be built out and be used for last mile logistics this would generate a greater impact on the highway.
- 6.16 Notwithstanding, officer note this is a designated SIL site as such the proposed use would be appropriate in this industrial location. In addition, the scheme will contribute to the delivery of additional employment and industrial floor space. Whilst the development could result in greater impact on the highway. Given the local and economic benefits arising from the scheme. On balance officers consider the benefits arising from the proposal to outweigh any significant harm. The proposed impact is considered inconsequential. The proposal is acceptable and in keeping with the development policies. harm caused by the proposal impact of trips generated.
- 6.17 Road Network Improvements
- 6.18 The consented application 21/01355/FULL secured £50,000 to go towards Road Network Improvements for localised highway improvements including any improvements agreed along Choats Road. In granting permission at this site, it would be expected that the development contributes to improving the road network in the immediate area. This application will provide flexibility on site which could result in a smaller scheme to being brought forward. Notwithstanding, noting the maximum parameters to be secured will align with the dimensions of application 21/01355/FULL. Officers consider it to be necessary for the package of mitigation measures secured by this application to mitigate the maximum potential impact the scheme could have. It is acknowledged that the scheme brought forward could be smaller in size as such a pro rata approach should be taken. TfL were consulted who agreed with this point. It is accepted that contributions should be applied proportionally, as such, a mechanism to enable this to be secured pro-rata will be secured by s106 obligation. Taking into account indexation officers consider it reasonable for a contribution of up to £51,587 being the contribution to be paid should the maximum parameters be built out. This will be secured by s106.
- 6.19 On this basis whilst the design and layout of the scheme is not yet available. Subject to the imposition of s106 obligation officers are satisfied that the trips generated by the scheme and the transport/highway impacts are acceptable and in keeping with the development policies.
- 6.20 Cycle Parking
- 6.21 London Plan Policy T2 seeks to promote Healthy Streets and in particular within Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Furthermore, Policy T3 of the London Plan seeks to ensure development proposals support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.
- 6.22 In relation to cycling Policy T5 seeks to ensure development proposals help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy BR11 of the local plan seeks to improve conditions for cyclists and for pedestrians. This is carried through within DMT3 of the Draft Local Plan (Regulation 19). Policy DMT1 requires cycle routes to be segregated from road transport.
- 6.23 Policy BR10 of the local plan seeks to ensure sustainable Transport. This is carried through within Strategic Policy SP8, and Policy DMT1 of the draft Local Plan seek the development of local public

transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.

- 6.24 In line with London Plan policy T5 Use class E(g)(iii) should provide 1 long term space per 250sqm and 1 short term space per 1000sqm. For Use Class B2 and B8 provision should be made for 1 long term space per 500sqm and 1 short term space per 1000sqm. It would be expected that cycle parking is provided in line with policy requirements. Details of which will be conditioned.
- 6.25 S.278 Agreement
- 6.26 A s.278 agreement will be secured by legal agreement. The highway works to be completed by the application will be agreed in due course. In granting planning permission, it would be expected that the development contributes to improvements to the highway immediately around the site. Application for reserved matters should be accompanied by an 'in-principal' plan which set out the highways works proposed for the site. A condition will be attached requiring this to be submitted. Further, a s106 obligation will be attached requiring the owner to enter into a s.278 highways agreement. Overall, subject to the imposition of conditions and obligations officers consider the proposal to be acceptable and in keeping with the development policies.
- 6.27 Bus Contributions
- 6.28 The application site has a PTAL of 1b which represents very poor access to public transport. The site is in close proximity to the EL2 bus stop located on Choats Road between 180m and 290m from the application site. The EL2 runs from Becontree Heath Leisure Centre to Dagenham Dock Terminus between 5:10 am and 23:55pm. The site is also 16-minute walk/11-minute bus journey from Dagenham Dock Station or 36-minute walk/ 22-minute bus journey from Barking Riverside Overground Station. The site is accessible via public transport. The development is likely to be in operation 24 hours a day.
- 6.29 A package of s106 obligation were previously agreed under application 21/01355/FULL. This included a bus contribution of £250,000 to go towards the enhancement of local bus services. Officers in application 21/01355/FULL stated that "providing a good service frequency will support and encourage modal shift from private vehicles and support local employment. the contribution to be secured will assist in improving the local bus services in the area to serve the development. It is acknowledged that a contribution is also proposed at SEGRO 2, and this quantum is proportionate to the size of the development".
- 6.30 Noting the maximum quantum of development proposed under this development will reflect the existing permission. Officers consider it necessary to mitigate the maximum impacts of the development. It is recognised that a smaller scheme could be brought forward. However, as the final design is not yet available to ensure the full impact of any proposal is fully mitigated a contribution of £257,936 will be secured by s106 to go towards improvements to local bus services. This reflects the contribution secured previously and adjusts it in line with indexation. Officers acknowledge that the development delivered under this permission could be smaller than the consented scheme. However, in granting permission officers need to be sure that the maximum impacts of the scheme have been appropriately mitigated. Careful consideration needs to be given to ensure that the bus contributions can cover the full costs of additional services to improve the service in the local area to support the development. It would not be beneficial to the local bus services if a contribution proportional to the scale of the development only covered the cost of half a service as TfL would not be able to run this.
- 6.31 TfL were consulted who note that the maximum bus contributions will need to be secured again given these will contribute to the delivery of additional peak hour journeys. As half a bus service cannot be provided regardless of the size of the scheme the full contribution will need to be secured to enable the delivery of the additional journeys required to mitigate the impacts of this development. Further, TfL note that bus costs have increased disproportionately due to the move to a fully electric fleet- so cost will need to be recalculated to reflect this. Whilst officers acknowledge the additional costs attached to the now fully electric fleet. Noting the maximum size and scale of the development proposed will be in line with application 21/01355/FULL, in the interest of consistency officers consider the implementation of a contribution proportional to what was previously secured is reasonable.
- 6.32 Should this application be approved it is recommended that this is secured by s106 obligation. This will be payable on commencement of the development.
- 6.33 Cycle Route
- 6.34 Cycle contributions were not previously secured under this permission. Whilst it is understood that there are plans to upgrade the cycle route on Choats Road. In the interest of consistency and noting

the previous permission (21/01355/FULL) did not secure any contributions no further contributions will be secured under this application.

6.35 Travel Plan

6.36 It would be expected that a framework travel plan is submitted with the reserved matters application. Notwithstanding, once completed it would be expected that details of a site wide travel plan are provided. A condition will be attached requiring a travel plan to be submitted with reserved matters. A travel plan will be secured by s106 obligation requiring a further travel plan to be submitted on the 1st, 3rd and 5th year of the occupation of the development. A monitoring fee of £5,000 will be attached to cover the cost of the reviews of this plan. Subject to the inclusion of conditions and s106 obligation officers consider the proposal to be acceptable and in keeping with the development policies.

6.37 Delivery and Servicing

6.38 Details of delivery and servicing should be submitted as part of the reserved matters application. Full details of delivery and servicing should be submitted prior to first use of the site. It is recommended that a condition is attached to this application securing this.

6.39 Strategic Infrastructure Masterplan Study Contribution

6.40 In application 21/01355/FULL officers stated "In relation to River and Rail, to ensure discussions continue on sustainable modes of transport which are yet to be developed. A financial contribution has been secured towards a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles. Should these measures be implemented in the future they could lead to a further reduction of trips within the vicinity". To continue supporting the delivery of more sustainable modes of transport, in providing flexibility to the site, it would be expected that a contribution to this study is retained. Consented application 21/01355/FULL secured £8,000 towards this study. The maximum impact will need to be mitigated. Notwithstanding, it is acknowledged that if a smaller scheme is brought forward then contributions in proportion should be secured. A mechanism for this to occur pro- rata has been included in the s106 agreement. Should this application be approved it is recommended that this contribution is secured again by s106 obligation. The proposed contribution will be up to a maximum of £8,254 to take account of indexation between the consented scheme and this application. The area to be benefitted by this decision should be decided by the Steering Group in consultation with TfL and other stakeholders. Requirement for a steering group to be set up. This will also be secured by S106 obligation.

6.41 Summary

6.42 Overall, subject to the imposition of S106 obligation securing Strategic Infrastructure Masterplan Study Contribution, Travel Plan, LSIP Cycle Route Works, Bus Contribution, s.278, Car Park Management Plan and Road Network Improvement Contributions and conditions officers consider the proposed transport impact of the development to be acceptable and in keeping with the development policies.

Waste management:

- 7.1 The NPPF and policy S17 of the London Plan outlines that waste planning authorities should encourage waste minimisation and waste prevention through the reuse of material and using fewer resources in the production and distribution of products. Likewise, developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum the separate collection of dry recyclables and food.
- 7.2 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Regulation 19) through Strategic Policy SP7 and Policy DMSI8.
- 7.3 Details of a waste and recycling should be submitted with the reserved matters application. This will be conditioned.
- 7.4 Subject to the imposition of conditions, officers consider the proposal to be acceptable and in keeping with the development policies.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):

- 8.1 The NPPF emphasises that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.

- 8.2 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 'minimising greenhouse gas emissions' directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the Be Lean, Be Clean, Be Green, Be Seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough. Policy SI 3 states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. The heat source for the communal heating system should be selected in accordance with the following heating hierarchy: a) connect to local existing or planned heat networks b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network) d) use ultra-low NOx gas boilers. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.
- 8.3 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR2 'Energy and on-site renewable of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMSI2 'Energy, heat and carbon emissions' sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 8.4 The application is accompanied by an Energy and Sustainability Strategy prepared by MBA consulting engineers [Revision P1] dated 18.12.2023. This sets out how the development accords with the energy hierarchy set out in policy SI2 of the London Plan. In line with policy major developments should achieve a minimum 35% on site carbon reduction whereby 10% is achieved through energy efficiency measures (Be Lean). The assessment concludes that the proposal will comply with policy SI 2 of the London Plan and achieve 100% carbon reduction through the energy hierarchy and carbon offset. Noting the detailed design of the scheme has not yet been presented. Should this application be approved, a condition will be attached requiring the development to achieve a minimum of 35% on site carbon reduction with the remaining being offset through financial contribution. This contribution will be secured by S106 obligation at a rate of £95/tonne over the benchmark level. This is the minimum requirement set by policy and therefore it would be expected that the development is able to achieve this.
- 8.5 An energy assessment which sets out how the development meets the Be Lean, Be Clean and Be Green Stages of the energy hierarchy along with any financial contribution should be submitted with the reserved matters.
- 8.6 BREEAM
- 8.7 The NPPF emphasises that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 8.8 Policy SI2 of the London Plan seeks to ensure developments contribution to reducing operation carbon on site. This policy seeks to ensure that this is achieved from energy efficiency measures. Achieving energy credits as part of the BREEAM rating can demonstrate that energy efficiency targets have been met. As such, boroughs are encouraged to include BREEAM targets within their local policies. Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR1 of the Borough Wide DPD seeks to ensure all developments meet high standards of sustainable design and construction. As a result, all non-

residential major developments should achieve a minimum standard of BREEAM 'Very Good-Excellent' rating.

- 8.9 Policy SP7 of the Draft Local Plan seek to ensure major development are new zero carbon and employ low carbon technologies. This is further supported by policy DMSI 1 which outlines that all new non-residential developments over 500sqm floorspace must be designed and built to meet or exceed a BREEAM 'Excellent' rating.
- 8.10 A BREEAM Pre-Assessment has been submitted which concludes that the development is targeting an Excellent rating... this report provides a pre-assessment of the project in line with the BREEAM criteria and identified the key sustainability measures and strategies required to secure the required certification. A score of at least 5% over the 70% required for Excellent is recommended and potential credits have been highlighted to help increase this margin.... The projected BREEAM rating is considered suitable for the development based on the proposed design and information which is available at the time of the outline stage submission".
- 8.11 Officers believe that the development will be able to achieve a BREEAM 'Excellent' rating. It is acknowledged that the detailed design is yet to be provided as such, at present the final score cannot be confirmed. However, officers welcome the assurance that the development is targeting BREEAM 'Excellent' in line with policies. Should this application be approved, it is recommended that a condition is attached requiring the future development to achieve BREEAM 'Excellent'.
- 8.12 Overall, subject to the inclusion 2 conditions securing a minimum of 35% on site carbon reduction and BREEAM 'Excellent' and an obligation securing a financial contribution to achieve net zero carbon. Officers consider the proposed development to provide sustainable development in line with policy. The proposal is considered acceptable and in keeping with the development policies.

8.13 Air Quality

- 8.14 An air quality assessment report has been submitted. This assessment states "Due to the proximity of nearby receptors the Site is considered to have a medium risk of impacts with regards to dust soiling and PM10 concentrations. However, following the implementation of appropriate mitigation measures impacts associated with the construction of the development are likely to be insignificant...An Air Quality Neutral assessment has been undertaken which has shown the development proposals will be air quality neutral in relation to both building and transport emissions. No mitigation of operational emissions is therefore considered necessary. The outline application, providing a maximum of 9,493 m3 GIA of employment use, would meet current national and local air quality planning policy and based on the above, air quality does not pose a constraint to development of the site for E(g)(iii)/B2/B8 purposes". The environmental protection officer was consulted who stated the submitted assessment is based on previous information and would therefore benefit from updating. Notwithstanding, the applicant noted the assessment has assessed the most intensive use of the site and concluded that this would be air quality neutral. They note that with an update it is unlikely that this would change. Officers have reviewed and accept this position. It is noted an obligation will be attached requiring an air quality assessment to be submitted to demonstrate air quality neutral development. In the event that the scheme is not air quality neutral a contribution will have to be paid.
- 8.15 The financial contribution will also be secured by s106 obligation. Where developments exceed the benchmark value a financial contribution at a rate of £29,000/tonne over the benchmark should be sought and secured by S106 legal agreement. It is recommended that this is secured by planning obligation. Subject to the imposition of a condition and obligation officers consider the proposal to be acceptable. Further a condition securing a construction environmental management plan and site waste management plan and site specific non-road mobile vehicles will be attached to this application.

8.16 Dagenham Dock De-Centralised Energy Network

- 8.17 In order to meet the policy requirements of Policy SI 3 of the London Plan which seeks to establish the future energy and infrastructure requirements arising from large-scale development proposals such as Opportunity Areas, Town Centres, other growth areas or clusters of significant new development. A financial contribution towards a wider study for Dagenham Dock de-centralised energy network potential has been secured. It is noted that application reference 21/01355/FULL secured a contribution of £8,000 It is proposed to secure this again which officers consider to be

proportionate to the maximum possible scale of development. However, this can be adjusted to be proportional to the scale of development should a smaller scheme be brought forward. It is noted this will be adjusted to take account of indexation, as such, a contribution of £28,254 will be secured by s106 obligation.

8.18 Whole Life Carbon

8.19 Policy SI2 of the London Plan requires development proposals referable to the Mayor to calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment. It is noted that this application is not referable. However, the applicant has submitted some information on this within the outline section of the GLA template. It is acknowledged that detailed design of the scheme is not available yet, as such, at present the final details are not available. Officers note this application is not GLA referable. Policy SI2 of the London Plan states that “development proposals referable to the Major should calculate whole-life carbon...”. Given this application is not referable there is no policy requirement for this to be calculated. Additionally, it is noted that no requirements for Whole Life Carbon were previously secured in application 21/01355/FULL. On this basis in the interest of consistency officers maintain the position that this will not be required under this application.

8.20 Circular Economy

8.21 Policy SI7 of the London Plan seeks to promote the circular economy through improved resource efficiency and innovation to keep products and materials at their highest use for as long as possible. This policy seeks to minimise waste and encourage the reuse and recycling of materials. In particular it seeks to ensure development target 95% reuse/recycling/recovery during construction and demolition and ensure 95% beneficial use throughout excavation. This is supported by policy DMSI8 of the Draft Local Plan.

8.22 A circular economy statement has been submitted which demonstrates how the proposal has considered a range of circular economy principles. It is acknowledged that detailed design of the scheme is not available yet, as such, at present the final details are not available. A full circular economy assessment should be submitted at reserved matters. A condition will be attached requiring this to be submitted at reserved matters stage. In addition, should this application be approved it is advised that a whole life carbon post construction monitoring condition is attached to the proposal.

8.23 Summary

8.24 Overall subject to the imposition of s106 obligation securing net zero carbon development and air quality neutral development as well as several planning conditions. Officers consider the proposed development to be acceptable and in keeping with the development policies.

Biodiversity & Sustainable drainage:

9.1 Urban Greening Factor

9.2 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policy G5 of the London Plan requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Boroughs should develop and Urban Greening Factor (UGF) to identify the appropriate amount or urban greening required. The Mayor recommends a UGF target of 0.4 for residential developments and 0.3 for commercial developments, however, this excludes use class B2 and B8. Policy D8 encourages the incorporation of green infrastructure to the public realm to support rainwater management. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging Local Plan (Regulation 19 stage). Emerging policy DMNE2 of the draft local plan supports developments that maximise opportunities for urban greening. This policies requires developments to calculate their UGF in line with policy G5 of the London Plan. Policy DMNE3 of the draft local plan seeks to enhance nature conservation and biodiversity within scheme,

as such, all development proposals are required to minimise the impact of development on biodiversity and nature in accordance with policy G6 of the London Plan.

9.3 As noted above policies support developments which maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage. In line with policy G5 of the London Plan a target score of 0.3 should be achieved for commercial developments. It is noted that B2 and B8 are excluded from having to achieve the minimum UGF score. The proposal is for the construction of a building in use class B2, B8 and E(g)(iii). In line with policy should the detailed design bring forward an industrial building in use Class B2 or B8 they would be excluded from having to achieve UGF in line with policy G5. Notwithstanding, if the final scheme was to deliver a building in E(g)(iii). In line with policy, it is expected that this achieves a UGF of 0.3. Officers are unable to make an accurate assessment of this at this stage noting a detailed design of the scheme has not been submitted. It is noted the site is predominantly industrial as such there is no requirement to meet UGF score. However, the applicant should demonstrate how urban greening has been considered as a fundamental element of the site and provide a calculation. It is recommended that this is conditioned.

9.4 Biodiversity

9.5 An ecological impact assessment was submitted with this application. Gores Brook and the Ship and Shovel Sewer DINC falls partly on-site in the north-west and runs adjacent to the Site along the rest of the western boundary. The assessment concludes that whilst the Brook will not be adversely affected by the proposals, depending on the landscaping scheme, there is potential for water voles to be adversely affected, if present, as such, further surveys and appropriate mitigation may be required. All suitable habitat for common lizards will be lost from the Site and, depending on timescales for the development further surveys may be required to determine suitable long-term measures required to support the population. It is recommended that an updated ecological appraisal is submitted with this application. This should be prepared in line with the ecological impact assessment dated December 2023 and submitted with the reserved matters. This will be conditioned. The development is expected to provide ecological enhancements. To ensure all enhancements are appropriately managed a Landscape Management Plan (LMP) will be secured by condition.

9.6 Since February 2024 it has been mandatory for all major development. Notwithstanding, this application was submitted prior to this requirement becoming mandatory. To this end, whilst officers can encourage the provision of 10% biodiversity net gain this cannot be enforced at this stage given the requirement came in throughout the determination of the application. The applicant has submitted an ecological impact assessment. In terms of biodiversity net gain this concludes "From the illustrative plans, it will not be possible to achieve a 10 % net gain in biodiversity on-Site. However, in line with the Environment Act 2021 and associated guidance, mandatory BNG will only apply to new applications for planning permission for major development made after January 2024 and reserved matters will not be required to fulfil mandatory BNG if the outline is submitted before BNG is mandated (from Jan 2024)". Officers believe that the applicant will not be meeting the 10% BNG requirement given it is not a compulsory requirement given the timing of the submission of the application. This is acknowledged and accepted. Notwithstanding, the applicant should demonstrate how biodiversity net gain principles have been implemented in the design and layout of the scheme. It is recommended that a condition securing details of urban greening factor and biodiversity enhancements is attached to the proposal.

9.7 Further, a site clearance condition will be attached to ensure that any vegetation removal works do not have an unacceptable impact on existing ecological assets.

9.8 Sustainable Drainage

9.9 The NPPF states that new development should be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. Policy highlights that inappropriate development in areas at risk of flooding should be avoided, and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

9.10 London Plan policy SI13 supports sustainable drainage. This policy states that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to the source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy. Drainage should be designed and implemented to promote benefits including urban greening, improved water quality and water efficiency. Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Regulation 19 stage), set out the local policy position.

- 9.11 The application site is located in flood zone 3, this presents 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea. Noting the nature of the development, officers are satisfied there will be no sleeping accommodation proposed at ground floor level or below the breach flood level. The submitted flood risk assessment confirmed that whilst the building finished floor levels have not been confirmed, once designed these will be set as close to the tidal breach level (or above) as possible which officers welcome. Additionally, the flood risk assessment concludes that the area is understood to benefit from a range of River Thames tidal flood defences which provide a level of protection up to 1 in 1000-year flood event a level of 7.1m AOD. The environmental protection was consulted who raised no objections on flood risk grounds. Notwithstanding, they have recommended conditions relating to previously unidentified contamination, SuDS infiltration of surface water into ground, piling and verification report. The EA consider the development to be unacceptable without the inclusion of these conditions. Officers have reviewed these conditions and recommend these are imposed should the application be approved. It is noted that the contamination and verification report conditions have been drafted as 1 condition, with SuDS infiltration of surface water and piling being separate conditions. In addition, as condition securing the submission of an emergency flooding plan shall be imposed on this application.
- 9.12 In terms of drainage and outline drainage system has been provided. It would be expected that during reserved matters stage a detailed drainage strategy in line with the drainage hierarchy is submitted. This should incorporate a sustainable drainage and be designed so that it does not increase the flow rates in the receiving watercourses including ensuring that the peak flow during heavy rainfall event can be accommodated within the site without increasing a flood risk to downstream catchments. This is recommended by the submitted flood risk assessment and drainage system report and aligns with the system consented under the full planning application. Details of a drainage system will be secured under planning conditions.
- 9.13 Thames Water were consulted as part of this application. They have no comments to make on the proposal.
- 9.14 Subject to the imposition of conditions officers consider the proposed drainage strategy to be acceptable and in keeping with the development policies.
- 9.15 Utilities Assessment
- 9.16 A utilities assessment report has been submitted with this application. This provides an overview of the utility's services in the area. It is recommended that applications for reserved matters are accompanied by a foul sewage and utilities strategy which sets out how the development will connect to existing utility services. This will be conditioned.
- 9.17 Summary
- 9.18 Subject to the impositions of conditions officers consider the proposed development to be acceptable and in keeping with the development policies.

Conclusions:

This application seeks outline planning permission for a maximum of 10,128sqm of industrial floor space for use in B2/B8/E(g)(iii). The proposed use is considered appropriate in this location. The maximum parameters of the scheme align with the development previously approved under application 21/01355/FULL. It is proposed for this outline permission to run in parallel to the extant full planning permission to provide flexibility to the site. Future owners/occupiers will have the opportunity to either build out the full permission or submit reserved matters. It is acknowledged that in providing flexibility this could result in a smaller scheme being brought forward. Whilst this would be regrettable officers believe this will ultimately enable the delivery of a scheme to provide new employment and industrial floor space. The principle of development is acceptable in policy terms.

All matters are reserved, notwithstanding, the maximum parameters to be secured will align with the previously approved full application. In design terms the proposal is considered to have an acceptable impact on the character and appearance of the area. It is likely the development will be design for a practical use which is supported in this designated SIL location.

The proposal will present high quality sustainable development whilst also having an acceptable impact on neighbouring site. Conditions and S106 obligations have been attached to ensure this is brought forward.

It is noted the development may result in greater impacts on the highway than application 21/01355/FULL should the development be built out to its maximum capacity and used for last mile logistics. Nevertheless, officers consider the proposed use to be entirely appropriate in this location, likewise it would generate

new employment and industrial opportunities in the borough within an existing vacant brownfield site that is designated as SIL. The benefits arising from the scheme are considered to outweigh the harm caused and can be mitigated against with the proposed package of financial obligations. Therefore, on balance the highway impacts are acceptable in this instance.

The development will contribute to enhancing urban greening and biodiversity onsite and intends to deliver and sustainable drainage.

Overall, subject to the imposition of conditions and s106 obligations officers consider the proposal to be acceptable and in keeping with the development policies. It is recommended outline planning permission is granted.

Appendix 1:

<p>Development Plan Context: The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:</p>	
<p><i>National Planning Policy Framework (NPPF) (December 2023)</i></p>	
<p><i>The London Plan (March 2021)</i></p>	<p>Policy GG2 Making the best use of land Policy E5 Strategic Industrial Locations (SIL) Policy E4 Land for industry, logistics and services to support London’s economic function Policy E7 Industrial intensification, co-location and substitution Policy E3 Affordable Workspace Policy SD1 Opportunity Area Policy E8 Sector growth opportunities and clusters Policy D1 London’s form, character and capacity for growth Policy D4 Delivering good design Policy D6 Housing quality and standards Policy HC1 Heritage conservation and growth Policy GG1 Building Strong and Inclusive Communities Policy GG3 Creating a healthy city Policy D14 Noise Policy D13 Agent of Change Policy SI10 Aggregates Policy E7 Industrial intensification, co-location and substitution Policy T6 Car Parking Policy T6.2 Office Parking Policy T5 Cycling Policy T2 Healthy Streets Policy T3 Transport capacity, connectivity and safeguarding Policy SI7 Reducing waste and supporting the circular economy Policy SI2 Minimising Greenhouse Gas Emissions Policy SI3 Energy Infrastructure Policy SI4 Managing Heat Risk Policy G6 Biodiversity and access to nature Policy G5 Urban Greening Policy D8 Public Realm Policy SI13 Sustainable Drainage</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 General Principles for Development Policy CE 3 Safeguarding and Release of Employment Land Policy CC3 Achieving Community Benefits through Developer Contributions Policy CP3 High Quality Built Environment Policy CP2 Protecting and Promoting our Historic Environment Policy CR3 Sustainable Waste Management Policy CR1 Climate Change and Environmental Management Policy CR2 Preserving and Enhancing the Natural Environment Policy CR4 Flood Management</p>

<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP11 Urban Design Policy BP3 Archaeology Policy BP8 Protecting Residential Amenity Policy BR13 Noise Mitigation Policy BR5 Contaminated Land Policy BR9 Parking Policy BR10 Sustainable Transport Policy BR11 Walking and Cycling Policy BR15 Sustainable Waste Management Policy BR2 Energy and On-Site Renewables Policy BR1 Environmental Building Standards Policy BR3 Greening the Urban Environment Policy BR4 Water Resource Management</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an “advanced” stage of preparation, having gone through Local Plan Examination in Public in November 2023. Having regard to NPPF paragraph 48, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, December 2021)</i></p>	<p>Policy SPDG1 Delivering growth in Barking and Dagenham Policy SP5 Promoting inclusive economic growth. Policy DME1 Utilising the borough’s employment land more efficiently. Policy SPP3 Dagenham Dock and Freeport Policy DME2 Providing flexible, affordable workspace. Policy SP2 Delivering a high quality and resilient built environment. Policy DMD1 Securing high-quality design. Policy DMD4 Heritage assets and archaeological remains. Policy DMSI3 Nuisance Policy DMSI5 Land Contamination Policy DMT2 Car Parking Policy DMT3 Cycle Parking Policy DMT1 Making better connected neighbourhoods. Policy SP7 Securing a clean, green, and sustainable borough. Policy DMSI8 Demolition, construction, and operational waste Policy DMSI2 Energy heat and carbon emissions Policy DMNE2 Urban Greening Policy DMNE3 Nature conservation and biodiversity Policy DMSI6 Flood risk and defences.</p>

<p>Additional Reference:</p>
<p><i>Human Rights Act</i></p> <p>The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.</p> <p><i>Equalities</i></p> <p>In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).</p> <p>For the purposes of this application there are no adverse equalities issues.</p>

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	23/01844/SCREEN	Status:	Issued
<i>Description:</i>	Request for an EIA Screening Opinion Under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended): Outline planning application (all matters reserved), for the construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices; creation of new vehicular accesses from Choats Road and Halyard Street; cycle, motorcycle and car parking; pedestrian access; hardstanding and circulation areas; ancillary infrastructure and all other ancillary and enabling works including landscaping, drainage, engineering, substation, ground stability works and boundary treatment.		
<i>Application Number:</i>	21/01355/FULL	Status:	Approved Subject to Legal Agreement
<i>Description:</i>	Construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices; access ramp; creation of new vehicular accesses from Choats Road and Halyard Street; pedestrian and cycle access from Choats Road; cycle, motorcycle and car parking; roof mounted solar panels; hardstanding and circulation areas; roof terrace; sprinkler tanks; pump; and all other ancillary and enabling works including landscape, drainage, engineering, ground stability works and boundary treatment.		

Appendix 3:

The following consultations have been undertaken:

- Ward Councillors
- LBBB My Place
- LBBB Inclusive Growth
- LBBB Employment and Skills
- LBBB Leisure, Parks and Heritage
- LBBB Trees
- LBBB Commissioning Lead Sustainability
- LBBB District Heating/Energy
- LBBB Strategic Refuse and Recycling
- LBBB Refuse Services
- LBBB Specialist Services
- LBBB Access Officer
- LBBB Lead Local Flood Authority
- Essex and Suffolk Water Company
- London Fire Brigade
- Thames Water
- Historic England
- TfL Underground
- TfL Planning
- Environmental Agency
- Be First Transport
- Design out Crime.
- LBBB Highways
- Highways England
- LBBB Environmental Protection Officer.
- LBBB Employment and Skills
- TfL London Overground
- LBBB Parking Enforcement and CPZ

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Design out Crime Dated 27.02.2024	No objection subject to the specific concerns stated in Section 3 of the report being addressed and a Secure by Design condition being attached.	This has been assessed in section 4.26 of the report. The recommended condition has been attached.
LBBB Parking Project Officer Dated 25.01.2024	No concerns with the proposed	Comment has been noted.
London Underground/ DLR Infrastructure Protection Dated 12.01.2024	No comments	This is noted
Highways England Dated 01.02.2024	No objections	Comment noted
London Fire Brigade	No further observations to make.	Comment noted. This is assessed in section 4.28 and 4.29.

Dated 03.02.2024		
Historic England Dated 29.01.2024	<p>A Written Scheme of Investigation prepared by MOLA dated 2021 has previously been submitted and approved.</p> <p>A post-investigation assessment and an updated project design needs to be submitted. It is recommended that this is condition.</p>	<p>Comments noted and assessed in section 4.21.</p> <p>The recommended condition has been included.</p>
LBBB Environmental Protection Officer Dated 07.02.2024	<p>The following conditions are recommended:</p> <ul style="list-style-type: none"> • Contaminated Land • Noise Generating Mechanical Services Plant • Noise Impact Assessment Report • Air Quality and Air Quality Neutral Assessment • Floodlights, Security lights and Decorative External Lighting • Construction Environment Management and Site Waste Management • 	<p>Comments noted and conditions recommended have been attached to this application.</p>
LBBB Employment and Skills Dated 29.01.2024	<ul style="list-style-type: none"> • Can an employment, skills and suppliers plan (ESSP) be submitted 6 months prior to work commencing with standard clauses attached. • Previous financial contributions should be secured again under this application 	<p>Comments noted and assessed in section 2.1 to 2.13 of this report.</p> <p>An S106 obligation will be attached securing the submission of ESSP and financial contributions</p>
Thames Water Dated 24.01.2024	<ul style="list-style-type: none"> • Thames Water have no comments to make. 	<p>This is noted.</p>
Transport for London Dated 29.02.2024	<ul style="list-style-type: none"> • The general principle should be that the same contributions and mitigations should be secured, applied proportionately to the quantum of development in the RMA. However, there are a few considerations which would alter that: • We would hope to seek a lower contribution to mitigate the road network impact as a result of a lower proportion of commuter car parking. • Bus contributions – we can't charge for half an additional peak hour journey because we can't provide half a service. Whole costs in this case will need to be asked for. • Contribution sums should be increased in line with BCIS to ensure the applicant is paying for 	<p>Comments are noted and have been assessed in section 6 of the report.</p>

	<p>indexation between the two consents.</p> <ul style="list-style-type: none">• Bus costs have increased disproportionately due to the move to a fully-electric fleet, so the costs would need to be recalculated afresh.• Some of the anticipated contributions for other matters were reduced because SEGRO were going to pay towards improvements at Goresbrook Interchange. There is now much more certainty over the implementation of the City of London's application which will result in improvement works at Goresbrook. This should allow diversion of funds to• On examination of an RMA, other items may come to light.• There is a particular issue, related to both sites for contributions and Plot 3 for layout. Many years ago a strip of land just south of the carriageway of Choats Road was safeguarded (I'm not sure whether there was any statutory safeguarding) for the Docklands Light Railway extension that was planned to support Barking Riverside before the rail intervention changed to Overground. There was talk about using this for sustainable travel (provision of high quality cycle lanes) when considering the City Markets application, but I don't think anything specific was secured although there is funding and an obligation to spend it on cycling. This came up on Monday this week in a pre-app meeting for the Barking Riverside uplift (the NOPA). Some contributions towards this from both sites would appear to be reasonable. For Plot 3, the junction arrangements will affect the existing on-carriageway cycling provision and so contributions are further justified. However, much more importantly, while this strip of land is fenced by other landowners in the area, it's not built on, yet the Plot 3 indicative schemes show it built on for car parking. Loss of this single link in the chain would prevent	
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	provision of high quality cycling infrastructure in the future. I would ask that the applicant amends their parameter plans to show that this strip will not be built on	
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Appendix 4:

Neighbour Notification:	
Date Site Notice Erected:	25.01.2024
Date of Press Advertisement:	17.01.2024
Number of neighbouring properties consulted:	169
Number of responses:	0

Appendix 5:

Conditions & Informatives:

General

1. Reserved Matters to be Submitted.

Approval of the details of the access, appearance, landscaping, layout and scale of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development begins (excluding demolition, remediation and enabling works) and the development shall not be carried out except in accordance with the details so approved.

Reason: The application is in outline only and these details remain to be submitted and approved.

2. Timing of Reserved Matters Submission

The applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this outline permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Timing of Reserved Matters Commencement

The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4. Approved Parameter Plans and Documents

The development hereby permitted shall be completed in accordance with the following submitted Parameter Plans and documents, unless otherwise agreed in writing with the Local Planning Authority:

- 31603-PL-211B Plot 3 Proposed Parameters Plan [Revision B] dated 28.11.2023

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

Information required within reserved matters.

5. Fire Statement

At application for reserved matters a Fire Safety Statement, produced by a third party suitably qualified assessor shall be submitted to and approved in writing by the Local Planning Authority. The statement shall detail the building construction, methods products and materials uses; the means of escape for all buildings including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment, ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building.

The statement shall demonstrate how the development meets the requirements of London Plan Policies D12(B) and D5(B5). The development shall be implemented in accordance with the approved Fire Statement and retained as such for the lifetime of the development.

Reason: In the interests of fire safety

6. Noise Impact Assessment

At application for reserved matters an updated Noise Impact Assessment Report to incorporate the reserved matters site layout and details of typical night time background noise levels over a week prepared by a competent Acoustic Consultant shall be submitted to and approved in writing by the Local Planning Authority. The report must identify the impact of the development on existing and proposed noise sensitive uses and where necessary detail the proposed mitigation measures to manage the impacts.

Reason: To ensure that residential and other noise sensitive premises are adequately protected from noise.

7. External Lighting Assessment

Application for reserved matters consent must be accompanied by details of any external lighting associated with the development including levels of illumination, position, structure, direction of illumination, which shall be submitted to and approved in writing by the Local Planning Authority.

The External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the CIE guidance 2003 & 2017 and the ILP Guidance Notes for the Reduction of Obtrusive Light (2021). Lighting should be minimised, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaries, in accordance with the Guidance Notes.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lightning

8. Transport Assessment

Application for reserved matters consent must be accompanied by a Transport Assessment prepared by a competent transport consultant which provides detailed layout of the vehicle parking spaces (including provision for HGV, LGV and Cars), delivery and servicing, trips generated and circulation within the site using junction model and VISSIM model submitted with the outline planning application. The assessment shall be submitted to and approved in writing by the Local Planning Authority.

The maximum number of vehicle parking spaces shall not exceed 63 parking spaces at any time.

The details should include the design of blue badge disabled parking spaces having regard to the adopted London Plan

Reason: In order to ensure an acceptable level of parking and to ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians shall be unduly prejudiced.

9. In-Principal Highway works Plan

Application for reserved matters consent must be accompanied by a scheme of highways works setting out the improvement works proposed to the access/egress of and adjustments to Choats Road to accommodate safe movements for all road users. The plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development provides a safe and acceptable impact on the highway.

10. Delivery and Servicing Plan

Application for reserved matters consent must be accompanied by details of a Delivery and Servicing Plan in line with TfL Guidelines shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be fully implemented before the first occupation of all industrial units and shall thereafter be permanently retained in an efficient manner.

Reason: In order to ensure the design has suitably considered the transport needs of the development in the interests of highway safety.

11. Travel plan

Application for reserved matters shall include a Travel Plan which shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL. That Travel Plan shall include measures for minimising car trips and promoting and encouraging travel to/from the site by sustainable modes such as walking, cycling and public transport. The approved Travel Plan shall provide a programme for monitoring, reviewing, maintaining and developing the Travel Plan in relation to the targets.

Reason: To ensure that the proposal abides by the Council's sustainable transport objectives.

12. BREEAM Target- Excellent

The submission of reserved matters shall be accompanied with a statement demonstrating how the development is designed to achieve an 'Excellent' Building Research Establishment Environmental Assessment Methodology (BREEAM 2018) rating or equivalent.

Reason: In the interest of energy efficiency and sustainability.

13. Circular economy statement

The submission of reserved matters shall be accompanied by an updated Circular Economy Statement, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include the principles set out in the Circular Economy Statement prepared by L.C.D Consulting dated 15.12.2023.

Reason: In the interest of creating safer, sustainable communities

14. Details of all boundary treatment and landscaping

The submission of reserved matters shall be accompanied by details of all boundary treatment and landscaping of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and permanently retained thereafter.

Reason: To ensure that the finished appearance of the development will respect the character and visual amenities of the local area.

15. Waste and Recycling Strategy

Prior to occupation of the site, an Outline Operational Waste and Recycling Strategy providing details of how waste will be managed. The strategy shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate levels of waste managed and recycling within the site.

16. Energy Statement

- a) The submission of reserved matters shall be accompanied by an energy statement which demonstrated that the development will achieve a minimum of 35% reduction over Part L of the Building Regulations 2021 through on-site provisions.
- b) A post completion report demonstrating compliance to the submitted Energy Statement, shall be provided and approved in writing by the Local Planning Authority within SIX (6) months of first

occupation of any phase of the development. This report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an energy efficient and sustainable development.

17. Ecological Impact Assessment

The submission of reserved matters shall be accompanied by an updated Ecological Impact Assessment, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include the principles set out in the Ecological Impact Assessment Plot 3, SEGRO Park [Issue 1] prepared by DeltaSimons dated December 2023.

Reason: To ensure the development provides biodiversity enhancements on site.

18. Foul Sewage and Utilities Strategy

The submission of reserved matters shall be accompanied by a foul water and utilities strategy, which shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate how the development connects to existing utility services in line with the principles set out in the Utility Assessment Report, Plot 3 [Revision 004] dated 13.12.2023.

Reason: To ensure acceptable impact on existing drainage and utility provision.

19. Urban Greening Factor and Biodiversity Enhancements

The submission of reserved matters shall be accompanied by an urban greening factor scheme which demonstrates urban greening principles and the measures taken to achieve urban greening on-site in line with London Plan guidelines. The scheme shall be constructed in accordance with the proposals, principles and biodiversity enhancements set out in the Ecological Impact Assessment (December 2023) prepared by Delta Simons.

Reason: To ensure that the development contributes to enhancing the quality and appearance of the urban environment.

Prior to commencement of development

20. Landscape Management Plan

A Landscape Management Plan (LMP) shall be submitted to and be approved in writing by the local planning authority prior to the commencement of any subsequent reserved matters application. The approved plan will be implemented in accordance with the approved details. The content of the LMP shall include the following:

Standard LMP information, including:

Description and evaluation of features to be managed. Aims and objectives of management.

IV. Appropriate management options for achieving aims and objectives.

V. Prescriptions for management actions.

VI. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).

VII. Details of the body or organization responsible for implementation of the plan.

VIII. Ongoing monitoring and remedial measures.

IX. The funding mechanism by which the long-term implementation of the plan will be secured.

Reason: To preserve and enhance the Borough's natural environment.

21. Sustainable Drainage System.

a) The development permitted under subsequent reserved matters shall not commence unless and until a surface water drainage scheme for the site (based on sustainable drainage principles SuDS) has been submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme shall include:

- i) a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development.
- ii) a demonstration that the surface water run-off generated up to and including the 100 years plus Climate Change critical storm period will not exceed the run-off from the undeveloped site following the corresponding rainfall event.
- iii) completed Barking and Dagenham Surface Water Drainage Pro-forma for new developments form.
- iv) details of how the proposed surface water drainage scheme will be maintained; and
- v) a drainage scheme nominating the ownership, management and maintenance arrangements.

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

- b) The surface water drainage scheme shall be implemented prior to the first occupation and/or use of the development and be constructed in accordance with the approved details.

Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

22. Contamination

The development permitted under subsequent reserved matters shall not commence until:

- a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been 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:
 - i) a survey of the extent, scale, and nature of contamination;
 - ii) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites, and ancient monuments; and
 - iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and

- b) 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, has been prepared and submitted to the Local Planning Authority for approval in writing. 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.
- c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the 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. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

- d) 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority.

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: 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.

23. Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP)

The development permitted under subsequent reserved matters shall not commence 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; 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 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.

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

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 07:00 and 19:00 Monday to Friday and 07:00 and 18:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 07:00 and 19:00 Monday to Friday and between 08:0 and 13:00 on Saturdays.

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: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring occupiers.

24. Construction Logistics Plan

The development permitted under subsequent reserved matters shall not commence until a Construction Logistics Plan (CLP) has been 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 until the development has been completed.

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.

25. Construction Noise

The development permitted under subsequent reserved matters shall not commence until an acoustic report has been submitted to and approved in writing by the Local Planning Authority. Such a report will demonstrate that construction noise levels at the nearest dwellings should not exceed 75 dB LAeq,10h during weekday daytime (07:00 –19:00) and 75 dB LAeq,5h during Saturday daytime (07:00 – 18:00).Where it is considered impractical to meet this noise limit the report should detail mitigation measures taken to reduce noise to a minimum. The approved measures for the mitigation of construction noise shall be implemented prior to the commencement of all works and be maintained until the development has been completed.

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and to ensure that works shall not represent any unacceptable level of noise. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

Information required prior to above ground floor works.

26. Electric Vehicle Charging Points and Rapid Electric Vehicle Charging Points

- a) Prior to above ground works of any development hereby permitted under subsequent reserved matters, details of vehicle parking spaces shall be accompanied by detailed plans showing the provision of Electric Vehicle and Rapid Electric Vehicle Charging Points to be submitted and approved in writing by the Local Planning Authority.
- i) A minimum of 5% of all car parking spaces should be provided as Rapid Charging Spaces
 - ii) A minimum of 25% of all spaces (not including those under part (i)) shall be active spaces and
 - iii) The remainder 70% shall have passive provision.

The details shall be accompanied by a management and maintenance plan including details of key contacts.

b) Prior to first use of site the details approved under part (a) shall be implemented and thereafter retained for the lifetime of the development.

Reason: To restrict car usage and encourage the use of electric vehicles in order to reduce carbon emissions

27. Cycle Parking

a) Prior to above ground works of any development hereby approved under subsequent reserved matters, a detailed layout of cycle parking including the location, design and number of short and long stay car parking spaces demonstrating compliance with the London Plan 2021 and the London Cycle Design Standards shall be submitted to and approved in writing by the local planning authority (in consultation with TfL).

b) Prior to first use of the site the details approved under part (a) shall be implemented and thereafter retained for the lifetime of the development.

Reason: To ensure reasonable provision of cycle spaces is made within the site for the parking of bicycles and to encourage sustainable modes of transport.

Prior to occupation

28. Emergency Flood Risk

Prior to first use of the site an emergency flooding plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall as a minimum include:

- a) Details of advanced flood warning measures;
- b) Advanced site preparation measures to be undertaken in the event of a flood warning;
- c) Site evacuation measures;
- d) Measures to monitor the surface water drainage system and drainage ditch system in the wider area;
- e) Dedicated named flood wardens who will be on site during all operational hours of the development, responsible for flood safety measures in accordance with emergency flood management plan.

The approved emergency flooding plan shall be relayed to all site workers and shall be implemented for the life of the development.

Reason: to ensure future occupiers are not susceptible to unacceptable flood risk.

29. Car Park Management Plan

Prior to occupation of the site, a car parking management plan shall be submitted to and approved in writing by the local planning authority in consultation with TfL. The car parking management plan should detail how the car parking spaces are allocated, managed and monitored. The development shall be carried out in accordance with the details approved.

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, to ensure and promote easier access for disabled persons

Compliance

30. Archaeology

The development must be carried out in accordance with the submitted Written Scheme of Investigation for a geoarchaeological evaluation (WSI) prepared by the Museum of London Archaeology (dated November 2021).

The development shall not be occupied until a post-investigation assessment (PXA), with an updated project design and subsequent analysis, publication & dissemination and deposition of resulting material has been submitted to and approved by the Local Planning Authority in writing.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains in accordance with recommendations given by the borough and in the NPPF.

31. BREEAM

The BREEAM 2018 post-construction assessment demonstrating how the development will achieve (BREEAM Excellent), shall be submitted to and approved in writing by the Local Planning Authority within SIX (6) MONTHS of occupation, to demonstrate that the development is in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interest of energy efficiency and sustainability.

32. Circular Economy Statement- post-construction

A post completion report demonstrating compliance with the Circular Economy Statement must be provided and approved in writing by the Local Planning Authority within 6 months of first occupation of any part of the development.

Reason: In the interest of sustainable waste management and in order to maximise the re-use of materials.

33. Maximum Quantum of Floorspace

The development hereby approved shall be limited to a maximum of 10,128sqm and maintained thereafter.

Reason: In order to ensure that the development causes no additional impact that has not been assessed as part of the planning application proposal.

34. Site Specific Non-Road Mobile Vehicles

During onsite construction works, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel-powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to be NRMM registered and comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance 'Control of Dust and Emissions from Construction and Demolition SPG' July 2014. Such vehicles must be run on ultra-low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra-low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied no later than 1 year after succession. Exemptions to these standards maybe granted for specialist equipment or for equipment with alternative emission reduction equipment or run-on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant. No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

Reason: To ensure that air quality is not adversely affected by the development and to protect the amenity of future occupants and/or neighbours.

35. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the principles set out in the Flood Risk Assessment and Drainage Strategy dated 15.12.2023. There shall be no raising of existing ground levels on the site to facilitate the free passage of flood water in times of flooding.'

Reason: to minimise the risk of internal flooding and to ensure the safety of the occupants during a flood to ensure users of the site

36. Maximum Car Parking Numbers

The maximum number of vehicle parking spaces shall not exceed 63 parking spaces including blue badge disabled parking and thereafter maintained.

Reason: In order to ensure an acceptable level of parking and to ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians shall be unduly prejudiced.

37. No Open Storage

No open storage shall be permitted on site unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

Reason: For clarity and in the interests of proper planning

38. Secure by Design

The submission of reserved matters shall be accompanied by a report detailing how the scheme has taken into account the principles and practices of Secured by Design in order to assist in reducing the opportunity for crime, minimising fear of crime, and creating a safer and more secure environment. The scheme shall be constructed in accordance with the approved Report.

Reason: To ensure safe and secure development and reduce crime.

39. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any residential dwelling. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that the proposed and surrounding residential properties and other noise sensitive premises in the vicinity of site are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and the London Plan.

40. Industrial use of site

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the development hereby approved is for Use Class B2, B8 and E(g)(iii) only and shall be used for no other purposes within Class E or any provision equivalent to these Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To safeguard the industrial use hereby permitted

41. Site clearance

Any vegetation removal works, including felling or pruning of the broadleaved and scrub clearance works shall be performed either before early March or after late August in order to avoid impacting any birds during the main period in which they are nesting. If, however, works are deemed necessary during the

nesting period an experienced ecologist will be required to check the Site habitats to confirm that no nesting birds will be affected by the proposed works.

Reason: to protect potential on site habitats.

Appendix 6:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's £ 20,000 reasonable fees in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS index.
4. The agreement shall allow for the pro rata reduction of the sum of all contributions payable in the event that a reduced floorspace is approved at the Reserved Matters stage on the basis that the current contributions are calculated based on the maximum floorspace of the development of [10,128sqm GEA] and the contributions payable will be reduced at an equivalent reduction to the amount of approved floorspace. The exception to this is Bus Service Contributions which should remain in full regardless of the development floorspace.
- 5.

Employment and Skills

6. Local Employment and Skills Obligations

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total construction jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

4. Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

5. Supply chain development during Construction

The Owner will use reasonable endeavours to:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;

- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

6. Employment- End User Obligations

The Owner will use reasonable endeavours to ensure that the Owner/ Occupiers' employees and jobs (including employees and jobs with its contractors) are provided to LBBB residents, during the end user phase in accordance with the following:

- ensure 25% of the total end user jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents within the first 5 years of operation.
- Work closely with the council's employment and skills brokerage to achieve a target of **25% of all jobs** within the tenants' workforce on site to be filled by local residents within 5 years of operation.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.

For end-user jobs, encourage tenants to work closely with the applicant and LBBB to advertise all newly created vacancies through the council's Job Brokerage service including through introducing tenants to LBBB's Job Brokerage service to help provide a skills forecast for the development and highlight any shortages to the Council's job brokerage service, a minimum of six months before operational end use commences; and where feasible including relevant commitments within terms and conditions of tenancies.

A commitment to collaborative working through the employment of a designated Employment co-ordinator to liaise with and where feasible provide access on site for the Councils Job Brokerage service.

7. Monitoring

- Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
- This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
- Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
- Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
- Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any

employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.

- The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.

8. Training and Employment Contribution

Financial contribution of £132,579 (BCIS Index Linked) to go towards the cost of training and employment support for local residents in respect of the construction and end user phase of the Development.

Trigger: To be paid on commencement of the development.

Energy and Sustainability

9. Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 35% reduction over Part L of the Building Regulations 2021 through on-site provisions.

10. Carbon Offset Contribution

No later than 3 months from the date of Practical Completion of the development, where it is clearly demonstrated that zero-carbon standards (based on net-zero regulated CO2 emissions) cannot be achieved on-site, any shortfall should be provided through a cash in lieu contribution (£95/per tonne over a 30 year period or at the rate in place at the time of the application's determination) paid to the council.

The site shall not be occupied until the carbon offset contribution has been paid.

11. Future proof development in order to ensure it could connect to a District Heating Network

Prior to the commencement of Development, permitted under subsequent reserved matters, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN or future DHN.

Trigger: statement to be submitted prior to commencement of development permitted under subsequent reserved matters.

12. Dagenham Dock Decentralised Energy Network Potential Study Contribution

A financial contribution £8,254 (BCIS Index Linked) towards a wider study for Dagenham Dock decentralised energy network potential.

The Owner and Be First will agree the scope of the study through the steering group at the time of commission. The progress of the study will be reported to the Steering Group.

Trigger: payment to be made Prior to commencement of development permitted under subsequent reserved matters (excluding demolition/enabling and remediation works).

13. Be Seen

- d) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and

supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

- e) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-londonplan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years.
- f) In the event that the 'In-use stage' evidence submitted under Clause b) shows that the 'As-built stage' performance estimates derived from Clause a) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause b) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Air Quality

14. Air Quality off-setting contribution.

A payment at the off-setting contribution rate of £29,000 per tonne of NO_x over the benchmark applicable to B2/B8/E(g)(iii) uses (as set out in the Mayor of London's London Plan Air Quality Neutral Guidance applicable at the date of this Agreement (being London Plan Air Quality Neutral Guidance February 2023), will be applied if the approved air quality report concludes that the development is not air quality neutral.

Trigger: The assessment must be submitted to the Council prior to practical completion of the development and (if payable) to pay the contribution within 3 months of approval by the Council of the Air Quality Report.

Transport

15. Submission of a revised Car Parking Management Plan

To use reasonable endeavours to ensure that the End User submits by the 10th anniversary of occupation of the development, a revised Car Park Management Plan (CPMP) to the local planning authority for determination. The revised CPMP shall be accompanied with a report monitoring usage of the car park since first occupation. Subject to the CPMP demonstrating that the spaces are not essential for operation purposes, to use reasonable endeavour to ensure that the End Use removes up to 10% of approved parking spaces by the 10th anniversary of first occupation of the development.

Trigger: The Plan must be submitted to the Council before the tenth anniversary of occupation of the Development

16. Site Wide Travel Plan

The Owner shall develop a Site Wide Travel Plan that accords with the approved Framework Travel Plan in consultation with TfL.

Trigger: submitted to the Council for their approval before practical completion

- On the 1st, 3rd, 5th anniversary of the commencement of the operation of the development, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

17. Bus Service Contribution

A financial contribution of £257,936 (BCIS Index Linked) towards the enhancement of local bus services at the morning peak and night times to serve the development.

Trigger: Payable on commencement of the development

18. Strategic Infrastructure Masterplan Study Contribution

A financial contribution of £8,254 (BCIS Index Linked) towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

The scope of the masterplan study will be submitted to the Council for approval. The scope will be discussed with relevant members of the Steering Group.

Trigger: Payment to be made prior to commencement of development permitted under subsequent reserved matters (excluding demolition/enabling and remediation works).

19. S.278 Agreement

The Owner will enter into a S278 Agreement for the creation of new access/egress arrangements to the site and adjustments to Choats Road to accommodate safe movements for all road users.

The S278 Agreement (and all related approvals and consents) shall not be unreasonably withheld or delayed by the highway authorities (the highway authority being LBB and TfL). The highway authority shall use all reasonable endeavours to ensure congestion mitigation measures provided for in the S278 Agreement are in place prior to the intended date of first occupation. An agreed programme specifying all necessary procedural and implementation stages and their anticipated dates shall be included in the S106/278 Agreement and the parties shall carry out such stages in accordance with the programme.

20. Road Network Improvements

A financial contribution of £51,587 (BCIS Index Linked) towards road network improvements. The financial contribution will be towards localised highways improvements including any improvements along Choats Road.

Trigger: Payment to be made prior to commencement of development

Public Realm

21. Public Realm Improvement Contribution

A financial contribution of £103,175 (BCIS Index Linked) towards Public Realm enhancements in and around Dagenham Dock C2C station and Chequers Lane.

Trigger: payment to be prior the commencement of development

Steering Group

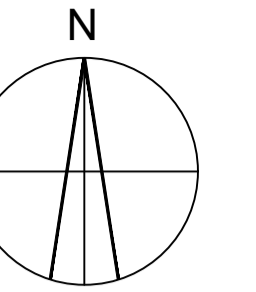
22. Steering Group Obligation.

A steering group set up by the Council on Commencement of Development which shall deal with the extent of the areas to be benefitted by the Dagenham Dock Decentralised Energy Network Potential Study, the Strategic Infrastructure Masterplan Study and the Public Realm Improvements.

23. Application Implementation

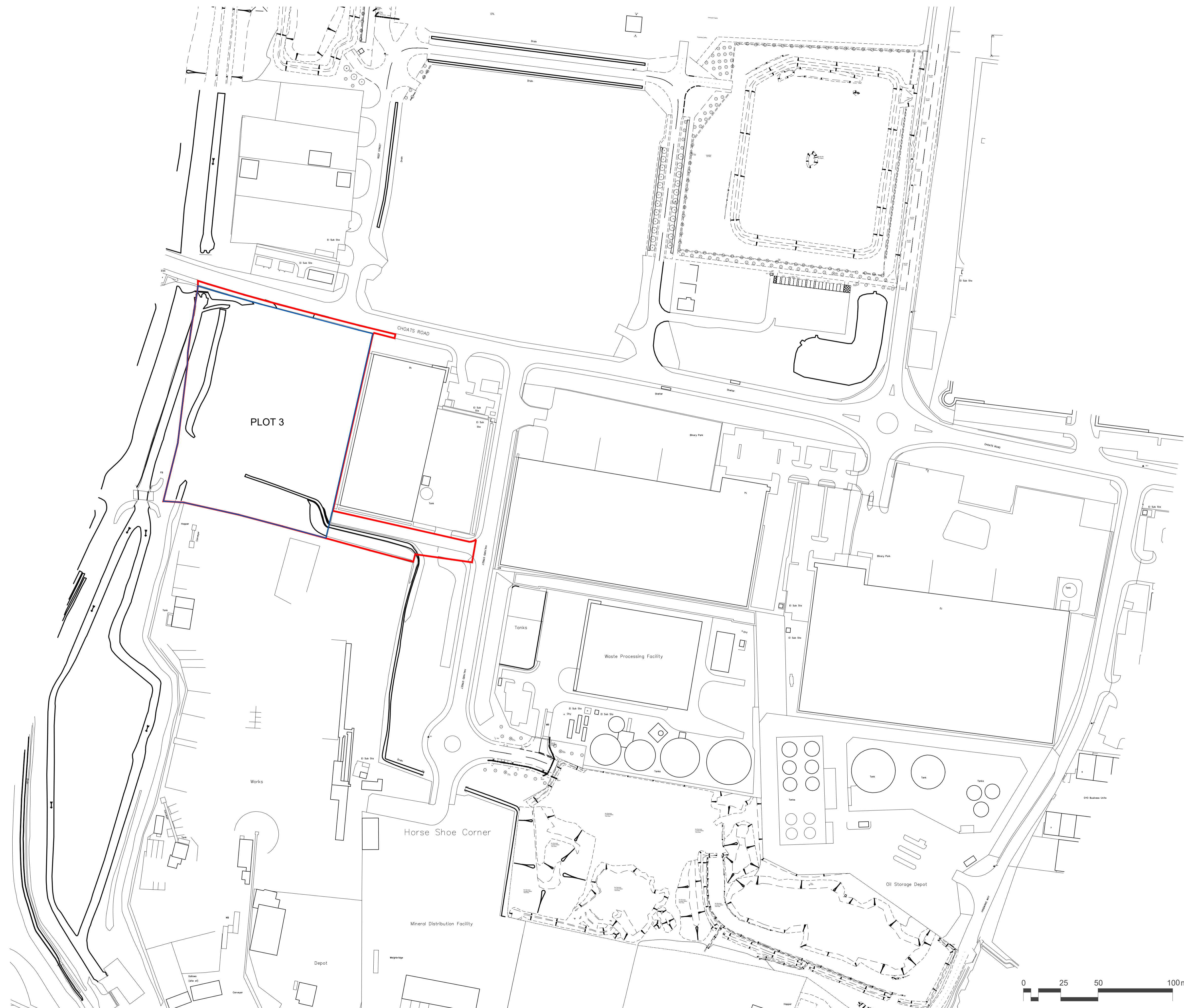
The Owner agrees and covenants with the Council that:

2. There shall be no Commencement of Development of this planning permission [reference 23/01947/OUTALL] if planning permission reference 21/01355/FULL is Commenced and vice versa.



NOTES:
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- APPLICATION BOUNDARY
- SITE OWNERSHIP



PLANNING				
REV	DATE	NOTE	DRAW	CHK
C	08/07/2021	Site Ownership line added Application boundary updated	PT	AC
B	25/06/2021	Planning Issue	PT	AC
A	21/06/2021	Red line boundary updated	PT	AC
-	16/06/2021	Draft Issue	PT	AC



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TITLE
SEGRO PARK, DAGENHAM
PLOT 3

DRAWING
PROPOSED SITE PLAN

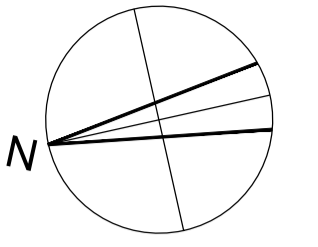
CLIENT
SEGRO

DATE JUNE 2021	SCALE 1:1250 @ A1	DRAWN PT
STATUS PLANNING		CHECKED AC

DRAWING NUMBER
31603-PL-100C

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- APPLICATION BOUNDARY
- ← ACCESS / EGRESS
- ↔ ACCESS & EGRESS BETWEEN ARROWS
- * EGRESS ONLY
- STRUCTURAL LANDSCAPING/
GREEN INFRASTRUCTURE
- DEVELOPMENT PLOT
Industrial Buildings (B2,B8,EGiii)
Ancillary Offices
Gatehouses/Entrance Buildings
Plant
Ramps
Servicing areas
Parking/cycle storage
Industrial landscaping
Ancillary Infrastructure
Substation

DEVELOPMENT PLOT
 MAX AREA: 10,128 SQM GEA
 MAX BUILDING HEIGHT: 28M AFL

PLANNING				
REV	DATE	NOTE	DRAW	CHECK
B	28/11/2023	Updated	GZ	AC
A	27/11/2023	Updated	GZ	AC
-	30/08/2023	Planning Issue	GB	AC



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TITLE
SEGRO PARK, DAGENHAM

DRAWING
**PLOT 3
PROPOSED PARAMETERS PLAN**

CLIENT
SEGRO

DATE AUGUST 2023	SCALE 1:500 @ A1	DRAWN GB
STATUS PLANNING		CHECKED AC

DRAWING NUMBER
31603-PL-211B



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CGI View from Choats Road - Single Storey



CGI View from Choats Road - Multi Storey

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Working in partnership


**Barking &
Dagenham**

LONDON BOROUGH OF BARKING & DAGENHAM PLANNING COMMITTEE

20 May 2024
Application for Planning Permission

Case Officer:	Esther Rubinsohn	Valid date:	18/12/2023
Applicant:	Invision Care	Expiry date:	15/03/2024
Application number:	23/01824/FULL	Ward:	Longbridge
Address:	33 Beccles Drive, Barking IG11 9HX		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at 33 Beccles Drive, Barking, Barking And Dagenham, IG11 9HX.

Proposal:

Change of use of existing property (Use Class C3) to children's care facility (Use Class C2).

Officer recommendation:

Agree the reasons for approval as set out in this report, and delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised Officer) to grant planning permission subject to the Conditions listed at Appendix 4 of this report.

Summary of conditions and informative:

Compliance

1. Time Limit
2. Approved Plans and Documents
3. Care Home Capacity
4. Cycle Parking
5. Ancillary Outbuilding Use

Prior to Commencement

6. Care Home Management Plan

OFFICER REPORT

Site, Situation, and relevant background information:

The site and its use

The application site is a three-storey, semi-detached dwelling located on the north side of Beccles Drive. The pair are uniform in design and scale, both featuring key architectural features such as bay windows with gabled protruding roofs.

The road is characterised predominantly by two and three storey, semi-detached and terraced dwellings. The built form is separated by regular gaps which cultivate a breathing space, opening up the road and allowing light to penetrate between the buildings.

The site is 0.04 ha and comprises the existing property and associated rear garden, including a garden annexe.

Figure 1: Google Earth screenshot of aerial view of the application site (marked red) and the surrounding area



Surrounding area and background

The site, as it can be seen from Figure 1 above, is located within a residential area. The majority of the houses along Beccles Drive retain their C3 single residential use.

Transport

The application site has a Public Transport Access Level (PTAL) of 3, on a scale whereby 1 means poor and 6 means excellent access. As such, it can be considered that the site has ok access to public transport.

The site is about a 12-minute walk (0.6miles) from Upney Station. The site is a 3-minute walk (0.1miles) from Upney Lane whereby the bus route 62 runs along and is about a 5-minute walk (0.2miles) from Longbridge Road (A124) whereby the bus routes 5, 145, EL2, EL3 and N15 all run along.

Proposed Development

The proposed development seeks full planning permission for the change of use of existing property (Use Class C3) to children's care facility (Use Class C2). No physical alterations to the building are proposed.

Amended Planning Application

In response to consultation comments from the Childcare Commissioning team and Transport the following amendments were made to the application in order to resolve the concerns:

- Refining of the proposed support that would be provided to the children
- Reduction in number of off-street parking spaces
- Amending the location of long-term cycle parking

Summary of function

Childcare provision

The proposal aims to house up to 6 children, aged between 11-17 of mixed gender who require an urgent placement. The care home would be designed to support young people who require support in the following areas:

- a) Children or young people that display social, emotional, and/or behavioural difficulties;
- b) Children or young people that have low-moderate additional learning needs;
- c) Children or young people at risk or involved in contextual safeguarding risks;
- d) Children or young people who have been victims of abuse;
- e) Children or young people new to care requiring an assessment or whilst the LA complete the young person's care plan;
- f) Placement breakdowns in the family home;
- g) A bridging placement due to a placement breakdown;
- h) Children in need of urgent short-term respite placements;
- i) Young people preparing to transition into a 16 plus service requiring semi rapid independence preparation; and
- j) Unaccompanied minors

Shift patterns

There would be two members of staff providing care at one given time. 12 members of staff would be employed and would work on a shift rotation to cover the support. That being said, at handover times there would be about four staff on site. Handover times would last from 15-30 minutes maximum.

Within the Planning Statement, it refers to three different shift plans for the proposed staff.

- a) Day shift – 9:00-18:00 or 9:00-21:00
- b) Sleep-in night shift – 17:30-10:00
- c) Night shift – 17:30-9:30 or 21:00 – 9:30

In an email (dated 22/02/2024) the agent provided additional clarification to the difference between sleep-in shift patterns and waking night shifts:

- Sleep-in Shift
 - During sleep-in shifts, staff members begin their duties between 10:00am and 17:30pm and continue until 23:00pm. At 23:00, designated staff members sleep within the home premises until 07:30am the following day.
 - Their primary responsibility during this period is to settle young people into their bedrooms between 20:30pm and 22:00pm. Importantly, the sleep-in staff remains available to support waking night staff in case of any issues.
- Waking Night Shift
 - Waking night shifts commence at either 17:30pm or 21:00pm, where the assigned staff member stays awake throughout the night.
 - Their role involves continuous monitoring of the home and providing necessary support to service users whenever required. The waking night shift concludes at 09:30am, marking the end of the overnight monitoring and support period.

Visitor frequency

Within the Planning Statement, it was stated that visitors would be allowed to visit the children who are receiving care. It is proposed that visitors adhere to the typical practices expected in a family home setting when attending the site. Anticipated weekly visitor numbers are estimated to average 2-3 individuals in person from Monday to Friday, between the hours of 10:00 and 17:45. However, the majority of visits are expected to occur virtually, minimizing physical foot traffic to the site.

In a follow up email with the agent (dated 22/02/2024), the following was clarified:

"Typically, the home welcomes visitors between the hours of 09:30-18:00. We aim to keep the number of visitors limited to ensure minimal disruption to both the service users and our neighbours. To enhance efficiency, most meetings are conducted virtually through platforms like Zoom or Teams, and these arrangements are usually coordinated by the LA. In instances where physical visits are necessary, we kindly request that the number of professionals or family members present be limited to two at any given time. Our diary management system ensures that there are no conflicting appointments, preventing an influx of visitors simultaneously. The approach we adopt in managing visitors reflects the atmosphere of an ordinary family home, much like one with extended family members dropping by occasionally. While it is challenging to quantify an exact figure, as a guideline, I would estimate no more than five visitors per week to maintain a balanced environment".

Key issues to assess:

1. Principle of the development
2. Quality of Accommodation
3. Design and Quality of Materials
4. Impact to Neighbouring Amenity
5. Sustainable Transport

Planning assessment:

1. Principle of the development

Policy

Loss of family-sized dwelling

- 1.1 Paragraph 61 of the National Planning Policy Framework (NPPF) states that 'to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment... [and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies'.
- 1.2 Policy H1 (Increasing housing supply) and Table 4.1 of the London Plan places a strategic expectation that the borough will need to deliver 19,440 as a 10-year housing target (annualised to 1,944 per year) between 2019 and 2029. The emerging policy in the draft Local Plan reflect this target. This policy also requires that Londoners have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation. In addition, Policy H2 (Small sites) supports the use of small sites, highlighting that boroughs should support the construction of well-designed dwellings on small sites. This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision.
- 1.3 Policy CM1 (General principles for development) and CM2 (Managing housing growth) of the Core Strategy seeks to ensure the borough contributes to meeting its housing targets and supports the delivery of a variety of housing types.
- 1.4 Policy SPDG 1 (Delivering growth in Barking and Dagenham) of the Draft Local Plan (December 2021) seeks to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough. Policy SP 3 (Delivering homes that meet peoples needs) emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need.
- 1.5 On the 19th January 2021, the Government published the 2020 Housing Delivery Test (HDT) results. The HDT results show that the London Borough of Barking and Dagenham has delivered 57% of its housing requirement over the latest 3-year period. Consequently, the presumption in favour of sustainable development contained within paragraph 11 d) of the National Planning Policy Framework (the Framework) will be engaged.

New Care Facility

- 1.6 Chapter 5 of the NPPF sets out that the needs of groups with specific housing requirements should be addressed. The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. Chapter 8 of the NPPF seeks to promote healthy and safe communities, setting out that planning decisions should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

- 1.7 Policy S2 of the London Plan supports development proposals which support the provision of high-quality new and enhanced health and social care facilities to meet identified need. Policy H12 of The London Plan states that the delivery, retention and refurbishment of supported and specialised housing which meets an identified need should be supported. Whilst the form this comes in may vary it should satisfy the requirements of specific groups and uses who use it. Boroughs should undertake assessments of the need for short-term, medium-term and permanent supported and specialised accommodation within their borough. This is further supported by Policy D7 which seeks to ensure a suitable genuine choice of housing is provided to support a range of needs and allows residents to live an independent and dignified lifestyle.
- 1.8 Policy CM1 of the Core Strategy seeks to ensure that development meets the needs of new and existing communities.
- 1.9 Policy SPDG1 and SP3 of the Draft Local Plan Reg 19 seek to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough. Likewise, Policy SP3 seeks to ensure development does not undermine the supply of family sized housing whilst simultaneously supports applications which seek to meet the needs of specific communities, including older people, disabled and vulnerable people, LGBT community, students, families and private rented sectors (PRS) and Gypsies and Travellers. Further, Policy DMH3 supports the provision of specialist housing within the borough providing it meets the identified need within the borough based on evidence.

Assessment

- 1.10 The proposal seeks for permission for the change of use from a residential dwelling house (Use Class C3) into a residential institution/residential care home for up to 6 children with 2 full time adult carers (Use Class C2).
- 1.11 The application site is a two-storey, 6-bedroom dwelling. As defined by the LBBB Draft Local Plan, a family sized dwelling is "A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms". Therefore, this proposal would, in essence, entail the loss of a family dwelling, which is in high demand within the borough and thus should be preserved.
- 1.12 The proposal, however, would introduce a new children's care home. The site would provide support for children between the ages of 11 to 17 who have minimal care needs. It is designed to operate comparably to a typical household, ensuring that the children adhere to a consistent schedule that includes fixed times for meals and bedtime. Meals would be a communal activity, with both caregivers and children sitting together to eat. Additionally, the children residing in the home would be expected to take on household duties, sharing responsibilities akin to those in a standard family setting. This approach would aim to emulate the daily rhythm and way of life of an average family.
- 1.13 The recent Ministerial Statement on 'planning for accommodation for looked after children' (May 2023, Statement UIN HCWS795), underscored the need for additional care homes, particularly for children and indicated that Local Authorities must work with commissioners to assess local need and closely engage to support applications, where appropriate, for accommodation for looked after children as part of the authority's statutory duties for looked after children.
- 1.14 Policies also endorse specialised accommodation when there is a demonstrated need for the type of facility proposed within the borough, as evidenced by the applicant. In this case, the applicant has provided a detailed needs assessment based within the Planning

Statement. The submission indicates that there is a significant lack of children's social care services within the borough, and OFSTED has indicated the improvement which is required here. Within the Planning Statement a 2022 report by OFSTED is also referenced, which indicates there are a lack of sufficiently sized children's homes which meet the long-term needs for stability.

- 1.15 Officers consulted LBBB Childcare Commissioning Team to better comprehend this need and whether this property would be suitable for their use. Both the disabilities team and general social care team were consulted. While the disabilities team did not believe this site would be suitable for children with moderate to high learning difficulties, the general childcare and support team did support this proposal, indicating that *"The proposed home would be considered suitable to CYP with EBD [...]. I can confirm that we have no concerns regarding the suitability of this site for accommodating children in need of care with no "care needs" but requiring support"*. It was highlighted by the children general social care team that *"often LA's need to place children out of the borough and there is a high chance that other LA's would place young people there also"*. That being said, there is also a significant chance it would be used for local children too.
- 1.16 This site is located only about a minute walk (0.4miles) from Barking Abbey School and is in close proximity to Faircross Parade (a neighbourhood centre) consisting of shops, restaurants and cafes meaning that the children would have the amenity and access to facilities which would be required. The dwelling would also provide a sizeable, long-term good quality home to house children in care, thus would help to contribute to the stock of children's homes which are of sufficient quality within the borough.
- 1.17 When considering the loss of a family-sized dwelling against the provision of a new care home, officers refer to an appeal outlined in the Planning Statement (received: 26/01/2024) whereby the applicant makes reference to a recent appeal (ref. APP/Z5060/W/19/3233360). In January 2020, an appeal in the Borough of Barking and Dagenham was allowed for a care home that, despite being significantly smaller than the current proposed care home, highlighted some key principles. The Inspector recognised that although converting a family dwelling (under C3 use) to a care home conflicted with policy BC4, the change would still provide suitable living accommodation. Additionally, there was no stipulation that the dwelling needed to be occupied by a family specifically, suggesting that the care home would still retain the characteristics of a 'family-sized' property. The care home's intended use would maintain essential residential functions such as shared meals, a structured routine, and involvement in household tasks, thus it is not considered that the proposal would adversely affect the availability of family-sized homes in the area.
- 1.18 The proposed development would therefore help to address the high demand for care homes in the borough, aligning with relevant policies and the recent ministerial statement emphasising the need for supported care homes for children. While it is acknowledged that this proposal would result in a loss a family sized dwelling for the use by a singular conventional family, it would still have a residential use and would have the functionality similar to that of a singular family. Due to the significant need of this form of care home, as displayed above, officers believe this holds considerable weight and on balance deem view the proposed change of use as acceptable in principle.

2. Quality of Accommodation

Internal Space Standards

Policy

- 2.1 The 'Technical housing standards – nationally described space standard' (NDSS) deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. Policy D6 (Housing quality and standards) and Table 3.1 of the London Plan is in line with the national space standards.
- 2.2 The technical housing standards - nationally described space standards, Policy D6 and Table 3.1 of the London Plan do not provide specific guidance for states that properties 6-bedroom, 3-storey dwellings which have the capacity to house 11 occupants. For a 6-bedroom, 8-person, three storey dwelling the NDSS states that a gross internal floor area of 138sqm and built in storage of 4sqm. It further states that a dwelling with two or more bed spaces must have at least one double (or twin) bedroom. In addition, double bedrooms should have a floor area of at least 11.5sqm and a width of 2.75metres; single bedrooms should have a floor area of at least 7.5sqm and a width of 2.15metres. Not only must new dwellings meet the minimum space standards in Policy D6 Part F and Table 3.1 of the London Plan, Part C2 of the Housing Design Standards London Plan Guidance (LPG) (June, 2023) further expands on the internal space standards that should be expected to be met. Importantly, it recommends that for a four-bed property, the combined floor areas for living/kitchen/dining spaces should meet or exceed 31sqm, thus for a six-bed property this is expected to be exceeded.
- 2.3 Policy BP6 (Internal Space Standards) of the Borough Wide DPD also provides quantitative and qualitative standards are achieved. The policy differs from the national housing standards and London Plan. As these three documents are up-to-date, the Council will relies on them when checking compliance.

Assessment

- 2.4 Each bedroom in the house would be used to house one child. They would all have their own separate rooms.
- 2.5 The space standards for the proposed dwellinghouse are set out below:

	NDSS requirement	Proposed Provision	Compliant
Gross Internal Area (sqm)	+138sqm	Approx. 258.8sqm	YES
Storage (sqm)	4sqm	46.75sqm	YES
Bedroom 1	7.5sqm, 2.15metres wide	14.4sqm, 3.5metres wide	YES
Bedroom 2	7.5sqm, 2.15metres wide	8.45sqm, 2.6metres wide	YES
Bedroom 3	7.5sqm, 2.15metres wide	11.8sqm, 3.2metres wide	YES
Bedroom 4	7.5sqm, 2.15metres wide	13.6sqm, 3.6metres wide	YES

Bedroom 5	7.5sqm, 2.15metres wide	15.2sqm, 5.3metres wide	YES
Bedroom 6	7.5sqm, 2.15metres wide	23.3sqm, 3.9metres wide	YES
Sleep-in Staff Room	7.5sqm, 2.15metres wide	13.8sqm, 3.6metres wide	YES

- 2.6 No internal alterations are being made to the size of the bedrooms in the dwelling as existing and they all comply with the internal space requirements for a single bedroom.
- 2.7 The site would provide internal storage within the dwelling (approx.19.85sqm) however the majority of this would be located within the outbuilding which is located at the end of the rear garden (approx. 26.9sqm). While additional storage within the dwelling would be preferable, the current provision already exceeds the requirements set by the NDSS, making it an extra benefit for the proposed development.
- 2.8 The site would provide combined living spaces for the children to socialise and relax. This would be provided within the house (about 59sqm) and within the outbuilding located at the end of the rear garden (an additional 50sqm).
- 2.9 The existing outbuilding has been designated for use as an education/games room and a gym and for storage. This is deemed to be ancillary to the main care home and would provide the care home with essential recreational and storage space. To ensure the outbuilding maintains its intended use, officers would impose an ancillary use compliance condition. This condition is designed to prevent the outbuilding from being converted into sub-standard accommodation in the future, thus preserving its designated function.

Aspect, Daylight, Sunlight, Ventilation

Policy

- 2.10 Part C in Policy D6 (Housing Quality and Standards) of the London Plan requires new development to maximise the provision of dual aspect dwellings and avoid single aspect dwellings. This is to ensure that passive ventilation is possible and to avoid the dwelling to overheat.
- 2.11 Part D of the Policy D6 (Housing Quality and Standards) of the London Plan talks about the design of the development and how it should provide sufficient daylight and sunlight to new housing, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Assessment

- 2.12 No amendments are going to be made to the existing bedrooms within the house. All of the bedrooms proposed in the new care home are the same those already existing. They all have access to at least one openable window which would provide sufficient daylight and ventilation into the rooms.

External Amenity

Policy

- 2.13 Policy D6 of the London Plan states that where there are no higher local standards in the borough's development plan documents, a minimum of 5 sqm of private outdoor space

should be provided for 1-2 person dwellings, with a further 1 sqm per additional occupant, and it must achieve a minimum depth and width of 1.5m.

- 2.14 Policy BP5 of the DPD requires a 4+ bedroom house to provide 75 sqm of outdoor amenity space. It further states that amenity space for all new dwellings should be: private, useable, functional and safe; easily accessible from living areas; oriented to maximise sunlight; and of a sufficient size to meet the needs of the likely number of occupiers. It is noted that this policy predates the London Plan, which forms part of the development plan, and the Mayor of London's Housing SPG, which have lower requirements. It is further noted that the preceding policies relate to new dwellings, rather than Class C2 residential accommodation. However, they are considered an appropriate starting point for an assessment to be made.

Assessment

- 2.15 The proposal would provide 162.9sqm of external amenity space. No changes would be conducted on the size of the amenity space. This is deemed to be adequate regarding the proposed number of occupants and would facilitate a high quality of living for the children who live there.

Summary of Quality of Accommodation

- 2.16 The dwelling is therefore considered to provide good quality bedrooms, all with sufficient internal space and adequate daylight/ventilation. The external amenity space provided would also be vast and policy compliant both contributing towards a high quality of accommodation. As a result, this is deemed to be acceptable.

3. Design and Quality of Materials

Policy

- 3.1 Paragraph 130 of the NPPF, Policy D6 of the London Plan, Policies BP8 and BP11 of the Borough Wide DPD, and Policy DMD1 of the Draft Local Plan all have reference to the importance of quality development which addresses neighbouring amenity and avoids unacceptable impacts. Those policies seek to ensure that residential amenity is protected with particular reference to daylight, sunlight, overshadowing, outlook and privacy.

Assessment

- 3.2 The proposed development would result in no further external changes to the appearance of the dwelling. As such, officers do not believe further assessment is required here.

4. Impact on Neighbouring Amenity

Daylight, sunlight, privacy

Policy

- 4.1 Paragraph 130 of the NPPF, Policy D6 of the London Plan, Policies BP8 and BP11 of the Borough Wide DPD, and Policy DMD1 of the Draft Local Plan all have reference to the importance of quality development which addresses neighbouring amenity and

avoids unacceptable impacts. Those policies seek to ensure that residential amenity is protected with particular reference to daylight, sunlight, overshadowing, outlook and privacy.

Assessment

- 4.2 No external extensions or alterations have been proposed as part of the development. Therefore, as a result, it is not considered that the proposal would result in any additional loss of daylight, sunlight, overshadowing, outlook or privacy.

Noise and disturbance

Policy

- 4.3 Policy D14 of the London Plan and Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by Policy BP8 of the Borough Wide DPD.

Assessment

- 4.4 While the proposal would not alter the number of bedspaces at the site or make any external alterations, the proposed residential care home (Use Class C2) may result in a different impact on neighbouring amenity than the existing use as a single dwelling house (Use Class C3). There were 10 objections received about this application. The majority of these raised concerns over parking (see sections 5.8 and 5.9), anti-social behaviour and noise.
- 4.5 The proposed care home would house up to 6 children, with a maximum of 2 carers on site during shift times. During handover periods there would be a maximum of 4 carers on site. This would only be for about 15-30minutes twice a day at the beginning and end of shifts. It would not therefore occur at antisocial times of the day. The occupiers would benefit from visitors. It was confirmed via email (dated: 26/02/2024) with the applicant that the anticipated weekly visitor numbers are estimated to average 2-3 individuals in person from Monday to Friday, between the hours of 10:00 and 17:45. No visitors would be permitted to visit on the weekends. The majority of visits (70-80%) are expected to occur virtually, minimising physical foot traffic to the site. In instances where physical visits are necessary, it would be ensured that the number of professionals or family members present be limited to two at any given time.
- 4.6 Officers obtained more specific information regarding the anticipated arrivals and departures of both the caregivers and children. In email dated 05/04/2024, it was confirmed that generally Monday through Friday during term time, a regular routine would be followed. A maximum of 6 children leaving to go to school in the morning with a maximum of 2 staff escorting in the morning and the same in the afternoon. The children would receive support in attending school and appointments primarily through walking or utilising public transport. Typically, the younger children would be escorted to and from school by staff members. This practice would ensure their safety and promotes a sense of security during their commute. For older young people who are transitioning towards semi-independence and seek greater autonomy, they would be provided with the opportunity to travel independently (by walking or public transport), provided they undergo a positive risk assessment. However, regardless of age, all young people would receive escorting to and from the bus stop to ensure their safety and well-being. On weekends as per a normal family dynamic some young people would leave the home to attend extracurricular activities but the same applies with a maximum of 6 children and

2 staff. The comings and goings on the weekends would therefore be more irregular however not significantly different to that of a normal household.

- 4.7 The dwelling is a large 6, double bedroom dwelling with the capacity to house up to 13 residents, due to the size and scale of the dwelling. Therefore, it is not considered that this proposal which would have a maximum of 12 people on site at a maximum for short periods and the majority of the time only 8 would create significantly more noise than a large family. The carers would cook meals daily for the children and they would have regular, standardised mealtimes. The care home would function similarly to that of a singular conventional family.
- 4.8 The childcare disabilities team stated in their response to the consultation that they cater to children with moderate to severe disabilities, and that a semi-detached property situated close to other homes may be unsuitable for placing children with moderate to severe disability needs. As such, officers have devised a pre-commencement condition which would involve the submission and approval of a Care Home Management Plan which would control the manner of placements at the home, lay out what types of support would be provided in this home to set out a strategy to mitigate against and loss of amenity of neighbouring residents. This would be agreed with the Local Planning Authority and enforced thereafter to ensure that the care home would only provide support for those with limited care requirements.

Summary of Impact on Neighbouring Amenity

- 4.9 In summary, the proposed development would not result in more people on site at any particular time than the dwelling has capacity for. The care home would function in a way which is similar to that of a singular, conventional family, therefore it is not considered that the proposal would cause a significant increase in noise or disturbance. Alongside the implementation of an appropriate Care Home Management Plan, the proposed scheme would not lead to an unacceptable escalation in noise levels beyond what is typical for a conventional family home already on site. Consequently, it is assessed that the proposal would not adversely affect the quality of life for neighbouring residents.

5. Sustainable Transport

- 5.1 Chapter 9 of the NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. Paragraphs 104 and 106 outline that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated 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.

Public Transport

- 5.2 The application site has a Public Transport Access Level (PTAL) of 3, on a scale whereby 1 means poor and 6 means excellent access. As such, it can be considered that the site has ok access to public transport. The site is about a 12-minute walk (0.6miles) from Upney Station. The site is a 3-minute walk (0.1miles) from Upney Lane whereby the bus

route 62 runs along and is about a 5-minute walk (0.2miles) from Longbridge Road (A124) whereby the bus routes 5, 145, EL2, EL3 and N15 all run along.

Car Parking

Policy

- 5.3 Policies T6 (Car Parking), T6.1 (Residential Parking), and Table 10.3 of the London Plan seek to ensure that new developments control parking provisions to avoid dominance of vehicles on streets. This policy aims to restrict car parking in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals, if this cannot be achieved a car lite approach should be taken.
- 5.4 Table 10.3 states that in outer London area (which Barking and Dagenham is) that have PTAL score of 3 and the proposal provided 3+ beds up to 1 car parking space should be provided. That being said, it also indicates that boroughs can consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.
- 5.5 This is further supported by policy BR11 (Walking and Cycling) of the Borough Wide DPD and policy DMT 2 (Car Parking) of the Draft Local Plan 2037 (Reg 19).

Assessment

- 5.6 The application site is located within an area with a PTAL rating of 3 and is located within a Controlled Parking Zone, therefore there is limited on-street parking in the area.
- 5.7 In the original submitted documents 3 off-street parking spaces were proposed. This was rejected by the Be First Transport Officer due to space and capacity. The submission was therefore revised and now proposes on 2 off-street parking spaces which was supported by the Transport Officer.
- 5.8 The proportion of proposed off-street parking spaces would mean that both carers on shift at a particular time would be able to drive and park at the site. Due to the age range of the children who would be supported in this home (11-17 years old) they would not have access to their own private car, as a result, it is not considered that this would result in any additional car parking demand or adverse pressure on the highway network. As noted above, there would be visitors who would be allowed to come to the site. These would be limited and controlled allowing a maximum of 2-3 visits in person a week. The rest would be virtual. It was clarified in an email dated (04/04/2024) that the applicant is introducing a Go Green Incentive Policy. As part of this initiative, all employees and visitors will be notified that no parking facilities or permits would be available at the home, which is situated within a CPZ. While visitors would be discouraged from parking on the road, it is recognised that in certain situations a visitor may need to park. Fortunately, the CPZ restrictions apply for only one hour in the middle of the day, allowing visitors the possibility to park on the road when and where space is available outside of this restricted time. Officers believe this is a similar arrangement to any of the adjacent houses getting visitors throughout the day. As a limited number of visits would be received a week, it is not considered that it would pose significant harm on parking.
- 5.9 While it's recognised there were a number of objections from neighbours raising concerns about parking and the potential impact of the proposed development on the local traffic flow, officers deem that the arrangement outlined above would not result in adverse effects on the local highway or differ significantly from those typically associated with an average household.

Cycle Parking

Policy

- 5.10 Policy T5 (Cycling) and Tables 10.2 of the London Plan encourage development to facilitate and encourage cycling and reduce car dependency and the health problems it creates. Table 10.2 provided a minimum cycle parking standards new dwelling, and it states that a minimum of 2 long-stay and 2 short-stay cycle parking spaces for a 2+bedroom dwelling is required. This is further supported by policy BR11 (Walking and Cycling) of the Borough Wide DPD and policy DMT3 (Cycle Parking) of the Draft Local Plan 2037 (Reg 19).

Assessment

- 5.11 The proposal has undergone various amendments to the type of cycle storage provided and the location.
- 5.12 Initially, the applicant planned to locate the sole parking storage for bicycles within the outbuilding at the end of the rear garden. This arrangement was found to be unsuitable because the dwelling lacks a side passageway, requiring bikes to be transported through the home.
- 5.13 Subsequently, an alternative solution was proposed. Permanent bicycle storage would still be housed within the outbuilding, complemented by an additional smaller cycle storage unit at the front of property. This would have only been suitable for foldable bikes, which the applicant offered to provide, free of charge for staff to use. However, this storage locker was considered to be too small and would not be suitable in the case that the children had bikes to use or staff member had their own bike they wanted to commute daily on.
- 5.14 As a compromise to prevent the loss of an additional off-street parking space, it was agreed that the existing garage, initially proposed to be converted into an office, would instead be transformed into cycle storage. This is just under 40 sqm therefore would provide sufficient space for the number of bikes required, for short and long-term stay. 6 cycle spaces are indicated on the plans however there would be capacity for this to be increased if necessary.

Refuse and Recycling

Policy

- 5.15 Part 3 in Policy DMSI 8 (Demolition, construction and operational waste) of the Draft Local Plan (2021) requires all new development proposals to submit strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within the development. As a minimum, appropriate facilities must be provided, both within the individual units and for the building as a whole, in order to separate and store dry recyclables (card, paper, mixed plastic, metals, glass), organics and residual waste.
- 5.16 The Council's Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (dated 20/05/2021) provides advice on how to calculate storage capacity required, where the bins should be located and other general advice on waste.

Assessment

- 5.17 The refuse and recycling arrangement would be the same as currently exists on the site. Officers do not consider the proposal would result in significantly more waste than an average large family, therefore do not have concerns with this element. The proposed development is considered to have an acceptable refuse and waste strategy.

Conclusion

In conclusion, the proposal aims to convert a three-story, 6-bedroom residential house into a care home for one child with a full-time adult carer. Despite the loss of a family-sized dwelling, which is in high demand, the plan aligns with the need for more children's care homes as highlighted by recent policies and the ministerial statement. The Childcare Commissioning Team's feedback was supportive subject to a condition which would address the concerns of the disabilities team regarding suitability for children with moderate to high learning difficulties.

The proposal would provide an acceptable quality of accommodation and adequate transport arrangements to facilitate a residential care home which is in high need within the borough. As such, the proposal is considered to accord with the relevant Development Plan Policies, and it is recommended that planning permission is granted. It would be subject to the proposed measures being implemented, and these would be subject to planning conditions.

Appendix 1:

Development Plan Context	
<p>The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, December 2023)</i></p>	
<p><i>The London Plan – March 2021</i></p>	<ul style="list-style-type: none"> • Policy D4 - Delivering good design • Policy D6 - Housing quality and standards • Policy D7 – Accessible Housing • Policy D14 - Noise • Policy H1 - Increasing housing supply • Policy H2 - Small sites • Policy H12 – Supported and Specialised Accommodation • Policy T5 - Cycle Parking • Policy T6 - Car Parking • Policy T6.1 - Residential Car Parking • Policy S2 – Health and Social Care Facilities • Table 3.1 - Minimum internal space standards for new dwellings • Table 4.1 - 10 year targets for net housing completions (2019/20- 2028/29) • Table 10.2 - Minimum cycle parking standards • Table 10.3 - Maximum residential parking standards
<p><i>Local Development Framework (LDF) Core Strategy - July 2010</i></p>	<ul style="list-style-type: none"> • Policy CM1 - General Principles of Development • Policy CM2 - Managing Housing Growth • Policy CP3 - High quality-built environment
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) – March 2011</i></p>	<ul style="list-style-type: none"> • Policy BP5 - External Amenity Space • Policy BP6 - Internal Space Standards • Policy BP8 - Protecting Residential Amenity • Policy BP11 - Urban Design • Policy BR9 - Parking • Policy BR11 - Walking and Cycling
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan (Regulation 19 Consultation Version, Autumn 2021) was submitted for examination in public to the Planning Inspectorate in December 2021. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making, unless other material consideration indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan (Regulation 19) – Submission version December 2021</i></p>	<ul style="list-style-type: none"> • Policy SPDG 1 - Delivering growth in Barking and Dagenham • Policy SP 2 - Delivering a high quality and resilient built environment • Policy SP 3 - Delivering homes that meet people's needs • Policy DMD 1 - Securing high-quality design • Policy DMD 6 - Householder extensions and alterations

	<ul style="list-style-type: none"> • Policy DMH3 – Specialist Housing • Policy DMNE 1 - Parks, open space and play space • Policy DMSI 3 - Nuisance • Policy DMSI 8 - Demolition, construction and operational waste • Policy DMT 2 - Car parking • Policy DMT 3 - Cycle parking
<p><i>Other Relevant Planning Document</i></p>	<ul style="list-style-type: none"> • LPG: Optimising Site Capacity: A Design-led Approach (GLA, June 2023) • LPG: Small Site Design Codes (GLA, June 2023). • DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) • Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (dated 20/05/2021) • Housing Delivery Test (HDT) • The Council's Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (dated: 20/05/2021) • London Cycling Design Standards (2016)
<p><i>Human Rights Act</i> The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.</p> <p><i>Equalities</i> In determining this planning application, the Be First on behalf of the London Borough of Barking and Dagenham has had regard to its equality's obligations including its obligations under section 149 of the Equality Act 2010 (as amended). For the purposes of this application there are no adverse equalities issues.</p>	

Appendix 2:

Relevant Planning History			
Application Number:	18/01094/FUL	Status:	Refused (Decision Issued: 15/10/2018)
Description:	Erection of outbuilding and alterations to the rear garden to provide an outdoor play area in connection with change of use of dwelling (Use Class C3) to a crèche and day nursery (Use Class D1).		
Application Number:	18/02090/CLU_P	Status:	Lawful (Certificate) (Decision Issued: 01/03/2019)
Description:	Application for a certificate of lawfulness for a proposed development: Erection of outbuilding in rear garden.		
Application Number:	18/00652/CLU_P	Status:	Not Lawful (Certificate) (Decision Issued: 06/06/2018)
Description:	Application for a certificate of lawfulness for a proposed development: Erection of rear outbuilding.		
Application Number:	17/00503/PRE	Status:	Pre-application Advice Issued (Issued: 21/04/2017)
Description:	Erection of two storey rear extension and loft conversion involving construction of rear dormer window.		
Application Number:	18/00097/FUL	Status:	Approved (Decision Issued: 26/03/2018)
Description:	Erection of rear dormer window.		
Application Number:	17/01305/FUL	Status:	Approved (Decision Issued: 06/10/2017)
Description:	Erection of first floor side and rear extensions.		
Application Number:	12/00957/FUL	Status:	Approved (Decision Issued: 25/02/2013)
Description:	Erection of first floor side/rear extension, loft conversion involving construction of rear dormer window and replacement rendering.		
Application Number:	16/01842/FUL	Status:	Approved (Decision Issued: 06/03/2017)
Description:	Erection of two storey side extension, first floor rear/side extension and loft conversion involving construction of rear dormer window.		
Application Number:	06/00242/FUL	Status:	Approved (Decision Issued: 24/05/2006)
Description:	Erection of single/two storey rear extension and two storey side extension		
Application Number:	05/01259/FUL	Status:	Approved (Decision Issued: 23/02/2006)
Description:	Erection of single/two storey rear extension and two storey side extension		
Application Number:	70/00313/TP	Status:	Approved (Decision Issued: 12/08/1970)
Description:	Erection of conservatory		
Enforcement Case:	21/00394/ENF	Status:	Case Closed
Alleged Breach:	Renting out outerbuilding		
Enforcement Case:	06/00139/NOPERM	Status:	Case Closed
Alleged Breach:	Garage demolished possible 2 storey extension going up in its place also a s/s/r/extn may be being started.		

Appendix 3

Internal and External Consultees	Section Addressed
<p>LBBB Children Care Team</p> <p><u>Children Care Commissioning (Children’s Care and Support)</u></p> <p>The overall positioning indicates the support from the general childcare team.</p> <p>First response was received (22/01/2024) via a phone call with the case officer. The contents was as follows:</p> <ul style="list-style-type: none"> • Supportive of the proposed childcare • However, concerned about the support being provided to “children or young people who have been the perpetrators of abuse”. • Must be registered with Ofsted as children are aged between 11-17. • Will conduct an assessment and spot checks to make sure that the facility is run to acceptable standards. <p>The follow up response was received (07/03/2024).</p> <ul style="list-style-type: none"> • The proposed home would be considered suitable to CYP with EBD • Although often LA's need to place children out of the brough and there is a high chance that other LA's would place young people there also. <p><u>Children Care Commissioning (Disabilities)</u></p> <p>The disabilities stream of the childcare team were less supportive of the scheme, stating the following:</p> <ul style="list-style-type: none"> • There is a shortage of homes for children with complex needs. • This dwelling would not be suitable for children with moderate to severe disabilities 	<p>See section 1.14 where this is addressed.</p>
<p>Be First Transport Officer</p> <p><u>Site Access</u></p> <p>No new vehicle access points are proposed within this application. However, there are proposals for a wall at the front of the property to be removed to allow for a third car parking space. Highways would object to this as the front garden appears to have insufficient space. Three vehicles parked alongside each other would inevitably overhang onto the pavement which would be deemed unacceptable. The existing vehicle crossover is also insufficient for</p>	<p>Comments all addressed within section 5.</p>

three vehicles to be accessing the property. The existing arrangement (wall retained) would be deemed acceptable.

Car Parking

The site has a PTAL of 3, indicating moderate access to public transport. The development is located within a Controlled Parking Zone (CPZ) UP.

Staff would likely rely on private vehicles for commuting to and from the site. The London Plan guidance suggests up to 1 space per unit for development located in this PTAL area. This equates to a maximum of 1 off-street parking space.

The existing front garden can accommodate 2 off-street car parking spaces. If the 2 existing parking spaces were to be retained, there would be no objections from the Highway Authority. However, the 'Planning Statement' suggests plans for the wall at the front of the property to be removed to allow for a third car parking space. Highways objects to a third parking space as the front garden appears to have insufficient space. Three vehicles parked alongside each other would inevitably overhang onto the pavement which would be deemed unacceptable.

Cycle Parking

The proposal outlines the provision of 4 cycle parking spaces in the rear garden which is accepted in principle. The parking should be fully accessible (for all types of cycles) and sheltered, in accordance with the London Cycling Design Standards.

The implementation of this cycle parking must be conditioned so that it will be implemented before the occupation of the unit and arrangements shall be retained for the life of the development.

This should be enforced to promote alternative, sustainable forms of transport, in accordance with The Local Plan POLICY DMT 3 and The London Plan 2021 policy T5.

Appendix 4

Neighbour Notification:	
Number of neighbouring properties consulted:	5
Number of responses:	10

Address	Summary of response
16 Beccles Drive	I would like this application to be fully rejected. The street will become dangerous and unsafe. It's very dangerous to have unstable teenagers around in area. Especially for the families with the kids.
22 Beccles Drive	I would like to object this application of change use to children's care facility. There are many reasons: 1) First of all, this is a residential area and having this childcare nursery will become very busy with traffic and will have more parking issues as there are not enough parking bays at the moment. Having such faculty in a residential area is not a suitable proposal, hence it should be rejected. (2) Secondly, the property itself is situated at bend. It is already dangerous, even with speed humps on the road, cars come at a fast pace. I have already witnessed in past whereby a car skidded in frosty conditions causing an accident. Hence, defeats the object of safeguarding the children, therefore it is not a suitable and safe place for vulnerable children. Such place will put children at more risk. 3) Third, there are a number of same facility/nursery on Upney lane, Sandringham road etc. Therefore, area is not short of nurseries. This will really affect residents to have a nursery in a quiet residential area considering there are many nurseries at walking distance. Clearly, this is not an appropriate proposal and should be rejected immediately as considering the safety and peace of residents on this road and to avoid serious incidents due to direct effect on traffic. Therefore, I request you to reject this application as soon as possible
31 Beccles Drive	The troubled children will attract criminal activity, anti-social behaviour, drug use, abuse etc. They'll be bringing unknown risks to the neighbourhood. There will be significant noise increase throughout the day and night. (Unlike mentioned in the report) The people living there now are all working nurses and are hardly at home. There is no noise. Whereas if there are up to six troubled children living there, which may include perpetrators of abuse, requiring emergency care 24 hours a day, it will be very noisy. There will be conflicts amongst the children, carers and emergency services being called at any time of day and night. In warmer conditions we will have no peace and quiet. We won't be able to sit outside with the children in the garden next door. We won't be able to open windows due to the noise. We have a member of the family who works night shifts. His bedroom is in the rear looking over the garden where the children will be playing. He will be deprived of his sleep. Impact it will have on

	<p>vulnerable adults with learning difficulties living in the care home directly opposite. Have they been consulted?</p> <p>Street will turn into care homes, in the residential area. The property has one real parking space and there will be up to four carers at one time. What about the when the children have visitors. There is insufficient parking on the street as it is. The property is situated on a 90 degrees bend not a slight incline as in transport report. It is already dangerous, even with speed humps on the road, cars come at a fast pace. In the past in front of my own eyes, a car skidded in frosty/snowy conditions and end up on my drive. It was inches away from my front door. There have been many accidents on the bend in the past. It defeats the object of safeguarding the children.</p> <p>We have had overflow sewage problems caused by bellied underground pipe in the back extension of the applicant. The water company were called out but the problem is still not 100 % sorted. Having a greater number of occupiers, the problem will get worse</p>
35 Beccles Drive	<p>The Planning Statement, November 2023 at 2.6 refers to Beccles Drive - site is located in a predominately residential area in north Barking and is bounded by residential development on all sides. On the opposite side of the road to 33 there is a residential care home which accommodates extremely vulnerable adults who may be impacted by proposed facility.</p> <p>Of major concern is having a children's care facility in a built up residential area and the social challenges that mat arise (11 - 17). The Planning Statement at 4.6 refers to young people concerns may have. Living next door could dramatically impact daily living of occupants. Life has already 'dealt' these young people unimaginable hardships before coming to proposed children's care facility for short term emergency care.</p> <p>Within the Planning Statement of November 2023 on page 2, the aerial view of the site at 1.2 gives the impression that 33 is a detached property with no label stating 35; no reference to 35 Beccles Drive (to be referred to as 35 in this response). 33 is a semi-detached house adjoining 35. There is no 'firewall' between properties. Only a thin abutting party wall. Noise can be heard through this party wall which is likely to increase when activities indoors are undertaken by up to six young people and/or the accompanying staff. Voice level beyond normal speaking is transmitted through the wall. Activities in 33 might easily become an issue at 35 where a peaceful environment is essential for the resident's relaxation. Given the age of the young people they will spend time in the garden. There is only a fence between properties which could be scaled if someone wished to access into another garden. Noise will be carried into neighbouring garden at 35 and is likely to restrict the use of the garden as a quiet sitting area. A disturbance that is not acceptable. Specific to 35 will be lack of privacy which is paramount. This will dramatically change the well-being of those living in 35.</p>

	<p>Regarding parking, the Planning Statement, November 2023 and Transport Statement of 28 November 2023 are at variance. The Planning Statement states at 4.18....the wall to the front of the property will be removed to allow for a third car parking space. Within the Transport Statement of 28 November 2023 at 3.4.1 states the proposed development will continue to use the existing two parking spaces within the existing private drive. The drive itself can take only one vehicle. Another vehicle would have to park sideways between the house and front wall. This area is very tight. As such, the owner mainly uses the driveway and parks his second vehicle outside on the kerb. Beccles Drive is a narrow residential street which suffers from too many cars, particularly during the 'school run' periods. The traffic problem is exaggerated in Beccles Drive at a dangerous blind right-angled corner/ bend outside 33 which leads on occasions to two way traffic having to quickly stop to avoid collision. There is restricted visibility by drivers from both directions. Additionally, Beccles Drive is also used by a number of cars whose drivers want to avoid the traffic lights at Faircross or since Cavendish Road was changed to 'one way' road at Beccles Drive end.</p> <p>Parking within Beccles Drive is a major problem. The Transport Statement states at 2.6.1 that the majority of properties benefitting from on-plot parking. These areas are not designated parking slots for each house. Indeed, there is no plot parking outside 33 due to the dangerous bend in the road. During the period of Controlled Parking Zone, vehicle owners have to find a parking slot along the road. The care home opposite 33 also has parking needs on the road for additional parking due to suppliers' vehicles and visitors. If staff and visitors need car parking space around 33 which is highly likely this will exacerbate the issues of car parking in Beccles Drive increasing concerns of highway safety. The proposal within the Planning Statement to have off street parking for three cars within front of property is a traffic hazard. Further pressures on parking which is already in short supply in the area may be compounded by staff and visitors seeking to park in Beccles Drive as well as everyday supply and contractor vehicles. To be able to neatly park three cars abreast, indeed dependant on size of vehicles this may be an issue and also car(s) may overlap onto pavement; pedestrian walkway. It will be necessary to either reverse into or out from the frontage at the blind corner, further increasing the possibility of a collision on this blind bend. It is not agreed that car parking will not result in a material impact of the operation of the local highway network.</p> <p>Additional concerns were raised about noise from the garden.</p>
43 Beccles Drive	<p>I am writing to express my strong objection to the proposed planning permission for a care facility for children in our residential area. While I understand the importance of providing care for children in need, I believe that our neighbourhood is not the suitable location for such a facility. Our area is primarily residential, and the introduction of a care facility may lead to a disruption of the peaceful and quiet environment that we have come to cherish. One of my main concerns is the potential for increased noise levels and traffic in the area. A care facility</p>

	<p>catering to children could result in a significant increase in activity, leading to disturbances for the residents, particularly during evenings and weekends. This could disrupt the tranquillity of our neighbourhood and negatively impact our quality of life.</p> <p>Additionally, the presence of a care facility may raise concerns about anti-social behaviour. While I understand that not all children in care exhibit such behaviour, there is a possibility that the facility could attract individuals who engage in activities that are not conducive to a safe and secure environment for the community. I strongly believe that it is crucial to maintain the residential character of our area. Our neighbourhood has always been a peaceful haven for families, and introducing a care facility may compromise the sense of security and serenity that we currently enjoy. I kindly request that you carefully consider the concerns raised by the residents of this community and reconsider the proposed planning permission for the care facility. I am confident that there are more suitable locations within our city that can cater to the needs of these children while also preserving the residential nature of our area. Thank</p>
45 Beccles Drive	<p>I firmly object to this Children's Emergency Residential Care facility ages 11-17 years as I have an elderly mother who suffers from anxiety and depression. I believe this will impact her health as having as these type of individuals around a stone throw from my property will only further aggravate her condition. I have lived here for 30 years and I believe this will have a direct impact on property prices and I do not want these kind of people around my property. There is also a residential care home opposite already and this will grid lock with traffic and parking is already a constraint on this road.</p>
47 Beccles Drive	<p>Fully object to this proposal. This is a residential and well regarded and maintained street in Barking which attracts many buyers from outside of Barking due to the quiet and pleasant nature of the street. This business is not in line with the residential quiet nature of this street. In recent years the parking congestion and traffic jams have increased, resulting in permit holder spaces being enforced and difficulty in finding parking for the residents here - a business of this nature will only making the parking situation much worse. The property is situated on a 90 degree bend which is a dangerous blind spot, cars speed regularly on this corner and I have nearly crashed several times with oncoming cars even when reducing my speed to very slow. We as pensioners and the young kids on the street will not feel safe anymore with the introduction of this business on our homely street. This business will drive out residents and reduce residential interest from buyers and investors in this street and will negatively impact the local economy. We will have no more peace and quiet. I have spoken to all the residents on the street and NO ONE is in favour of this. It will disturb the social fabric of the area. The property values will go down on the street and impact the young kids living on the street in terms of bad influences. The people are not comfortable on their own street and are not safe anymore</p>
Anonymous 1	<p>I appreciate there is an acute need for child residential care placements but request that due regard is given to the potential impact on existing residents. Constraints on existing limited on</p>

	<p>street parking, noise and risk of anti-social behaviour are not confined to neighbouring properties – noise in the street and gardens travels and impacts greatly on peoples wellbeing. Overlooking genuine risks would not benefit the proposed service users / local residents or the existing care home residents. Road safety and parking The property is close to a sharp blind bend which has resulted in past accidents and near misses. There will be up to 4 staff on site and there are only two parking spaces at most (second space is not used 99.9% of the time due to limited space). Additionally contrary to hgh report visitors would not be like a family home as each of the 6 placements would have differing networks. This would increase pressure on limited on street parking. Noise/ Disturbance I would dispute the comment 'levels of noise similar to that of existing use'. Adults currently residing there are often at work. This will be a 24-hour facility with 6 teenagers many of whom will have behavioural/emotional needs. It is normal for young people to be lively but not many family units would have so many adolescent children with existing problems. There are many multi-generational family units on the estate but not with this structure. The noise would not be comparable to a domestic setting. Limited noise mitigations may be attempted internally but not in gardens or outdoor spaces. Emergency placements can occur at any time of the day or night causing disturbance. The B&D local plan states the amenity standards of existing residents should be preserved; the right to enjoy their homes and gardens is fundamental. Sadly, there is evidence that vulnerable young people can be targeted by undesirable elements impacting on the peace and security of the neighbourhood and various risks are acknowledged in the HGH report. The local plan states that a specialist facility should be supported by a relevant operator and must not be speculative. We do not know Invision's track record or if the company has been created solely for this purpose? It could be argued that as the nursery application was unsuccessful this facility would be accepted and extremely beneficial financially. We have no proof that the suggested remedies to counter behavioural issues in the HGH report would work. Existing Care Home There is already a specialist care home for vulnerable adults opposite the proposed facility. Apart from the needs of the two conflicting it would not be balanced for the local authority to permit two facilities so close together. There is a limit to the amount of extra parking required that can be absorbed. Moreover, the existing home benefits from a proper sized car park and does not have out of hours noise etc.</p>
Anonymous 2	<p>Suffice it to say ' neighbour who lives within a quarter of a mile if 33 Beccles Drive'.</p> <p>To expand on my objection to this change of use, I wish to further mention:</p> <ol style="list-style-type: none"> 1. School children daily use this road to either go to school in Sandringham Road or Longbridge Road 2. Last summer roads were closed because of gun shots and assault near to these premises 3. The service road off Beccles Drive (serving the rear of shops in Longbridge Road) Is continually used for drug dealing

	<p>by certain tenants that live in in the flats in the service road between Beccles Drive.</p> <p>4. The Co-Op shop was 'robbed' las Saturday evening at about 10pm</p> <p>I can not emphasis too strongly the proposed change of use is definitely not in the best interest of existing residents and, also and perhaps most importantly, definitely not in the interest or wellbeing of young people required 'emergency' level of care and often unaccompanied minors.</p> <p>This is a very important issue and requires a great deal of more consideration in finding and establishing a location best suited to their needs and future stability. Not where there are already social issues that will be detrimental to their safety and have no chance of improving outcomes</p>
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Appendix 5

Planning conditions:

COMPLIANCE

1. **Time Limit**

The development hereby permitted shall commence before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. **Approved Plans and Documents**

The development hereby approved shall only be carried out in accordance with the approved drawing and documents.

Drawings:

Name	Drawing number	Dated
Amended Proposed Floor Plans	A_PL_E001, Revision B	23/02/2024
Proposed Elevations	P-103	21/07/2017

Documents:

Document title	Author	Date	Document number	Revision
Planning Statement	HGH consulting	26/01/2024	N/A	B
Transport Statement	Markides Associates	25/01/2024	TS01	B

Reason: To ensure that the development is undertaken in accordance with the approved plans and documents.

3. **Care Home Capacity**

The care home hereby approved shall be occupied by no more than 6 children and 2 carers at any one time without prior permission of the Local Planning Authority.

Reason: In the interests of the residential amenity of the occupiers of neighbouring and adjoining dwellings.

4. **Cycling Parking**

The cycle parking spaces shown on the submitted plan (drawing number: A_PL_E001, Revision B, Dated: 23/02/2024) shall be made available for the development prior to first occupation and thereafter the approved facilities shall be maintained as approved, and be reserved for the benefit of the development hereby permitted.

Reason: To ensure that the proposed development support sustainable modes of transport.

5. **Ancillary Outbuilding**

The existing outbuilding shall not be occupied or used at any time other than for purposes ancillary to the use of the care home hereby approved, and shall not be used as additional residential accommodation .

Reason: To protect the character and appearance of the surrounding area, to safeguard the living conditions of neighbouring occupiers and to ensure that the building is not used as self-contained accommodation, which may give rise to substandard living conditions.

PRE-COMMENCEMENT

6. **Care Home Management Plan (details)**

Prior to the commencement of the development hereby approved, a Care Home Management Plan (CHMP) shall be submitted to and approved in writing by the Local Planning Authority (LPA) in consultation with LBBDCare Team. The CHMP shall include a full list of the profile of children that are to be placed within the development which, for the avoidance of doubt, shall not include children placed via disabilities services from any borough. The CHMP shall also include details as to how the facility shall be managed and the measures in place to mitigate the amenity impacts of the development.

The approved CHMP shall be implemented as approved and maintained thereafter and no change shall take place without the prior written consent of the Local Planning Authority in consultation with the Care Team.

Reason: To protect the amenity of neighbouring properties.

INFORMATIVE

1. **Discharge of planning conditions**

All relevant planning conditions must be discharged in accordance with the triggers given. Requests to discharge conditions must be made by formal application. Fees are £116 per request.

2. **Building Control**

The approved development is required to comply with the Building Regulations. Please contact Be First Building Control at BuildingControl@befirst.london will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process.

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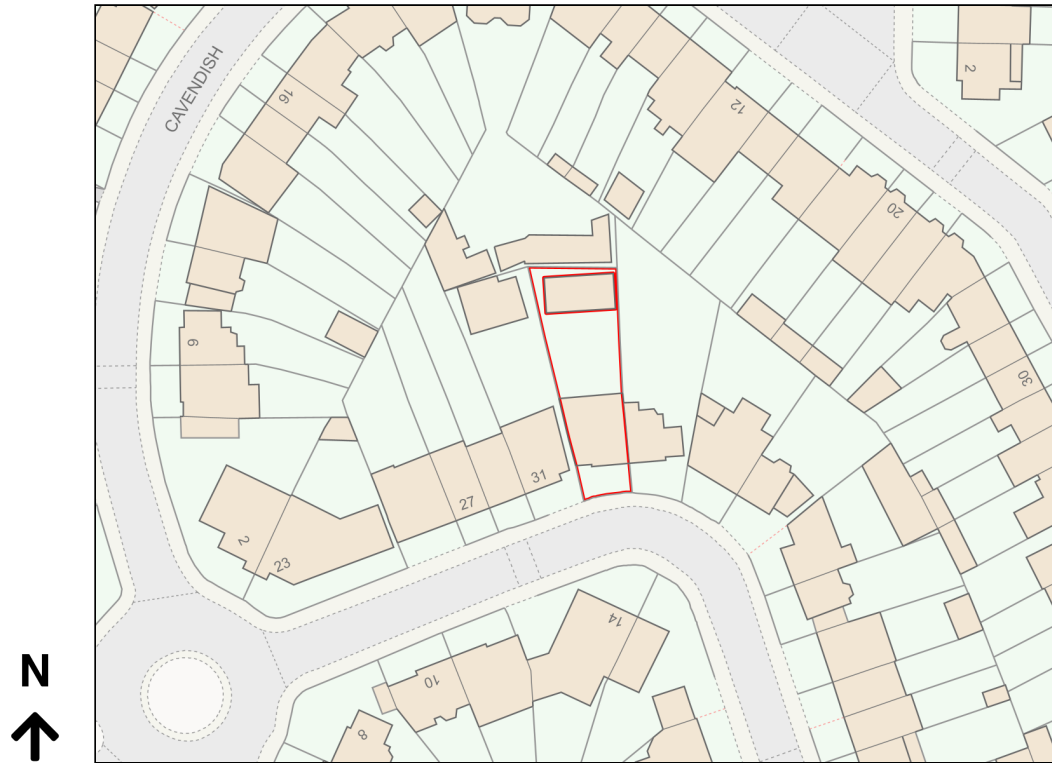
Location Plan

Site Address: 33, Beccles Drive, Barking, IG11 9HX

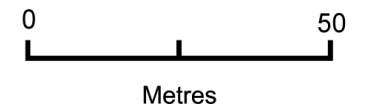
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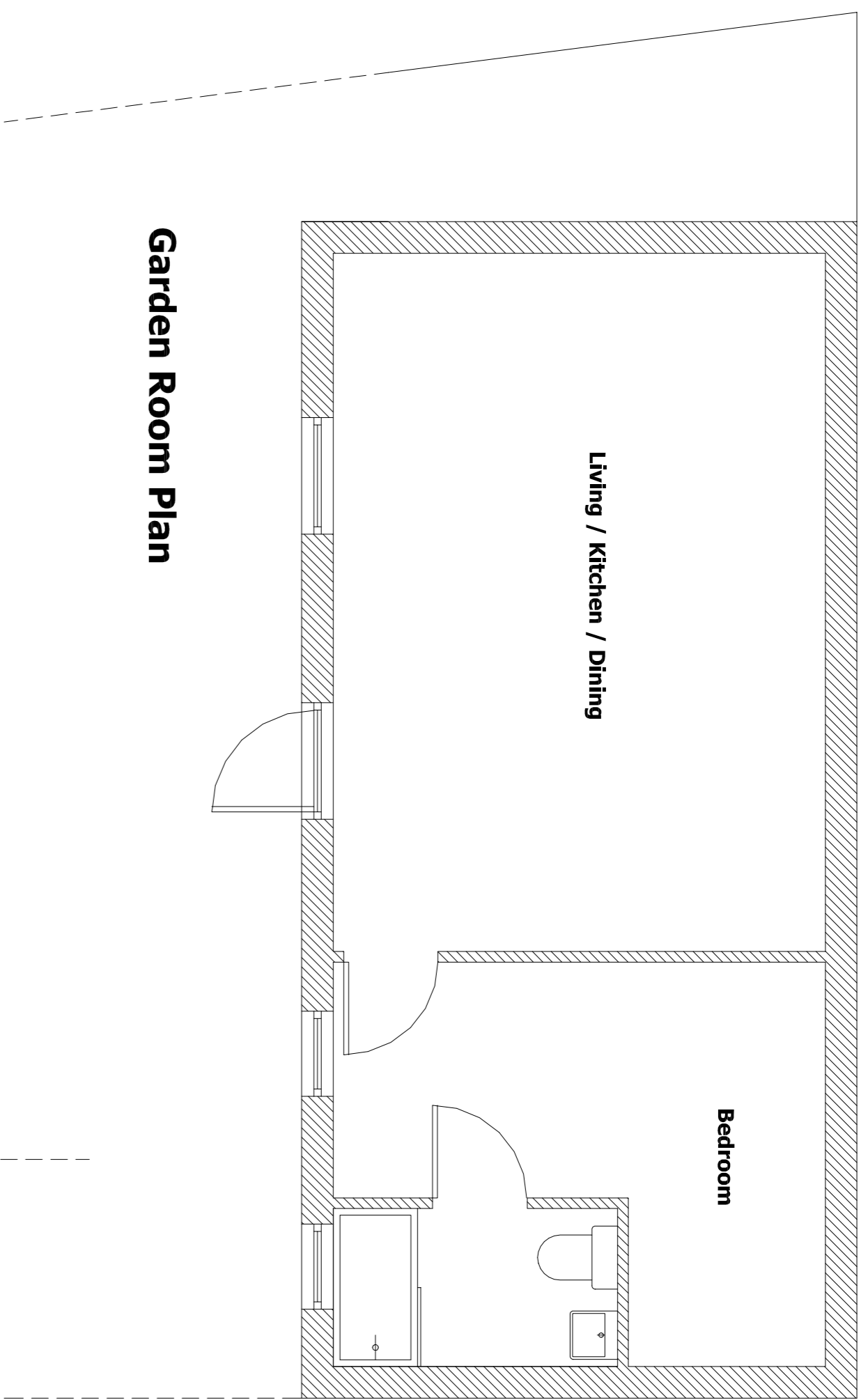
Page 99



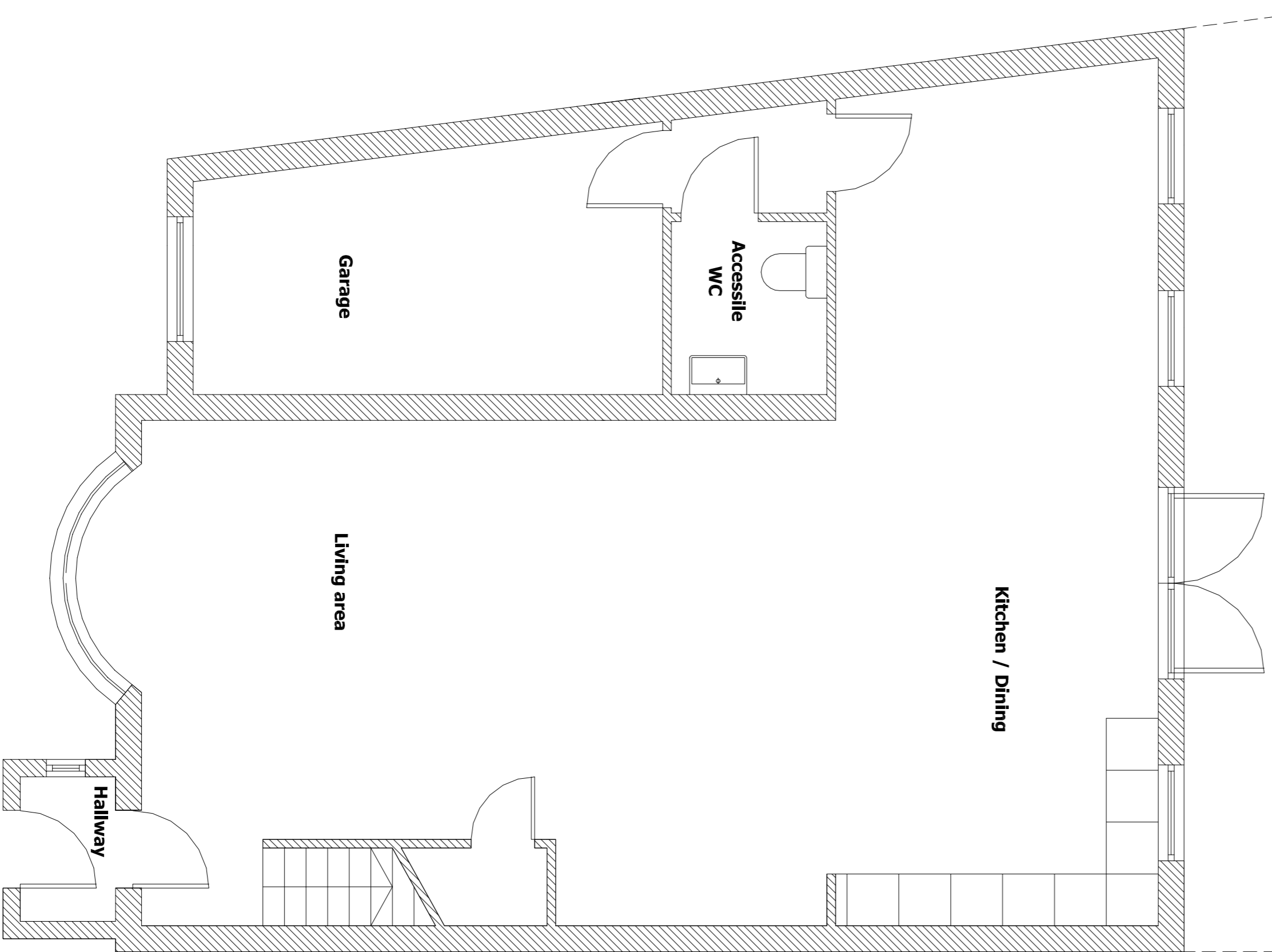
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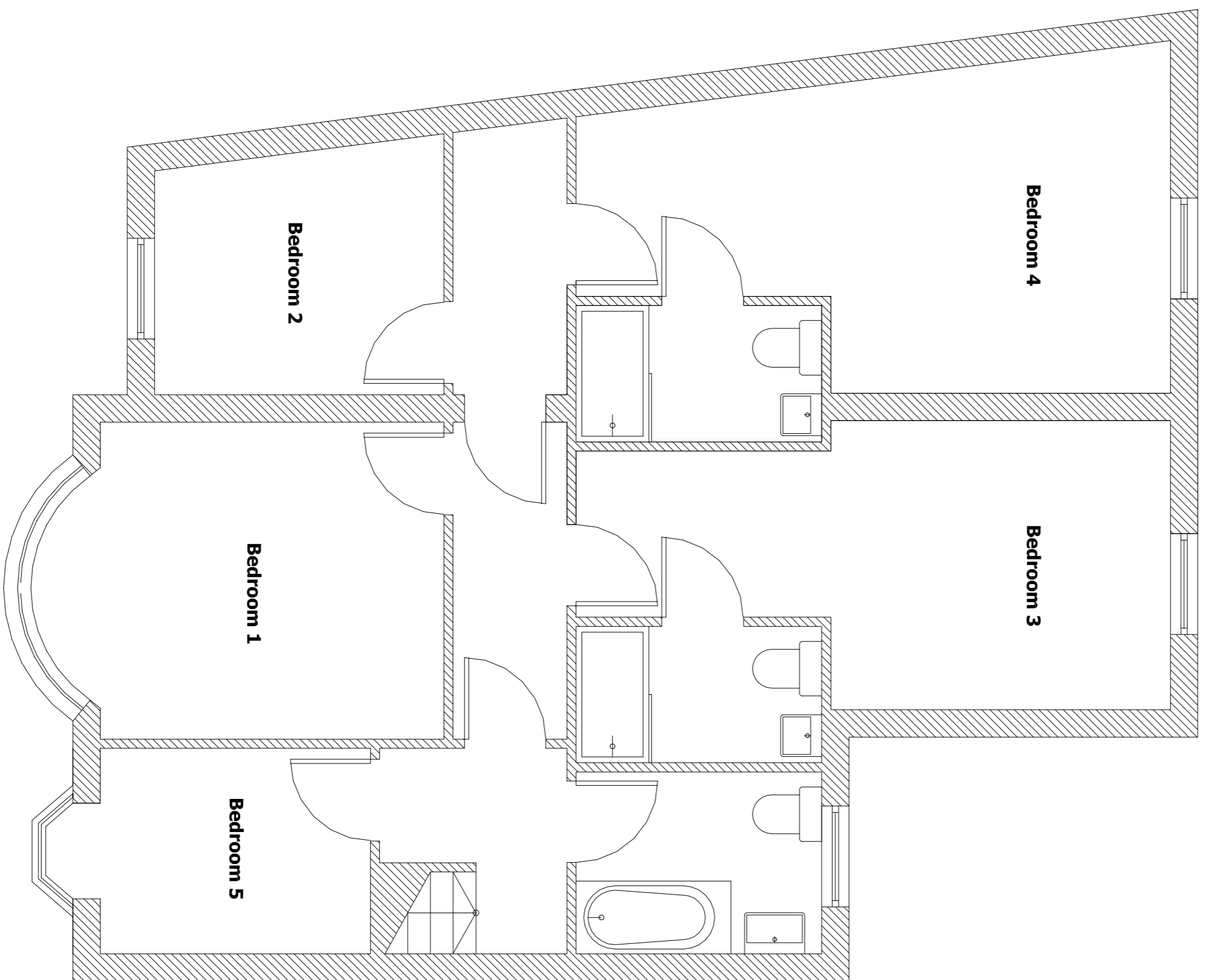
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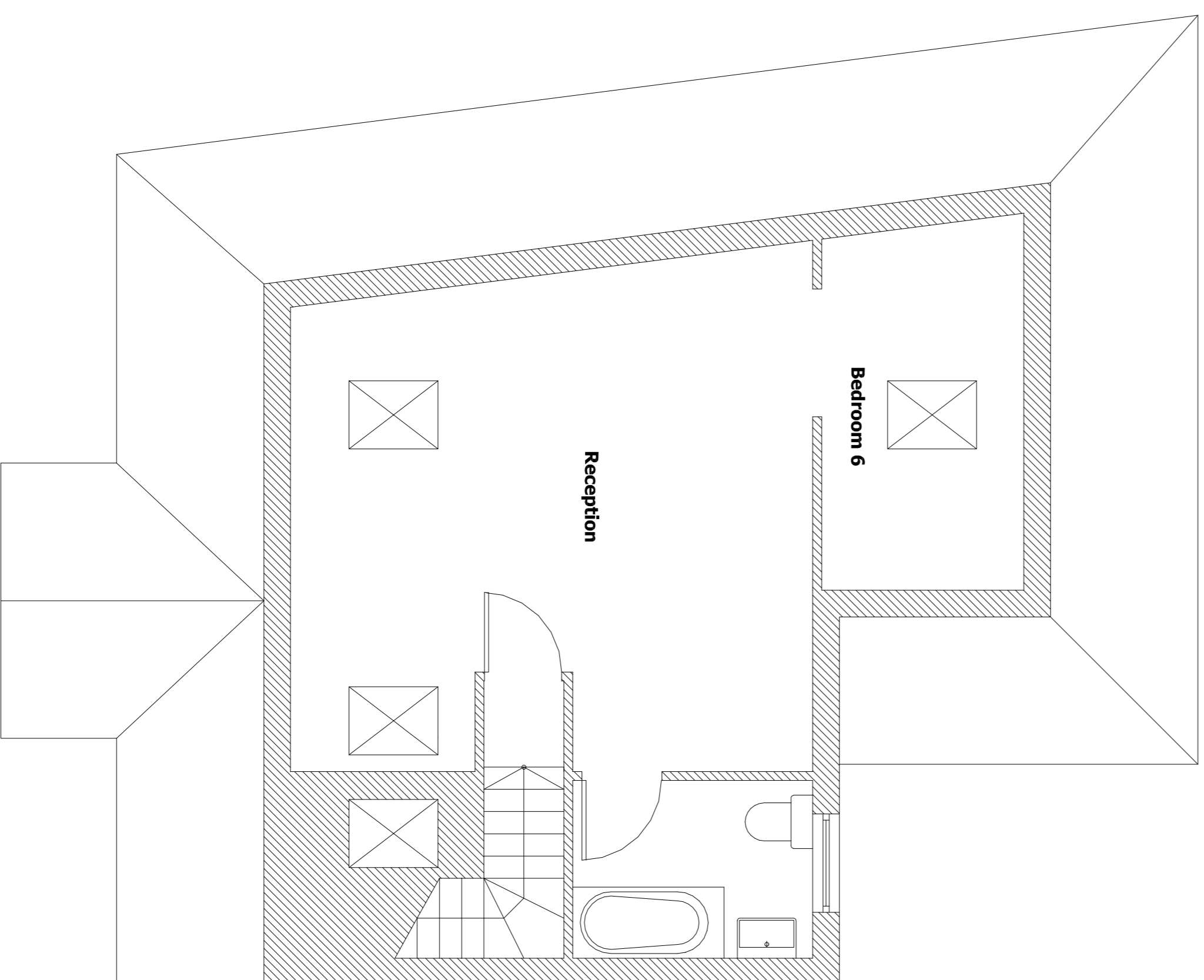
Garden Room Plan



Ground Floor Plan



First Floor Plan

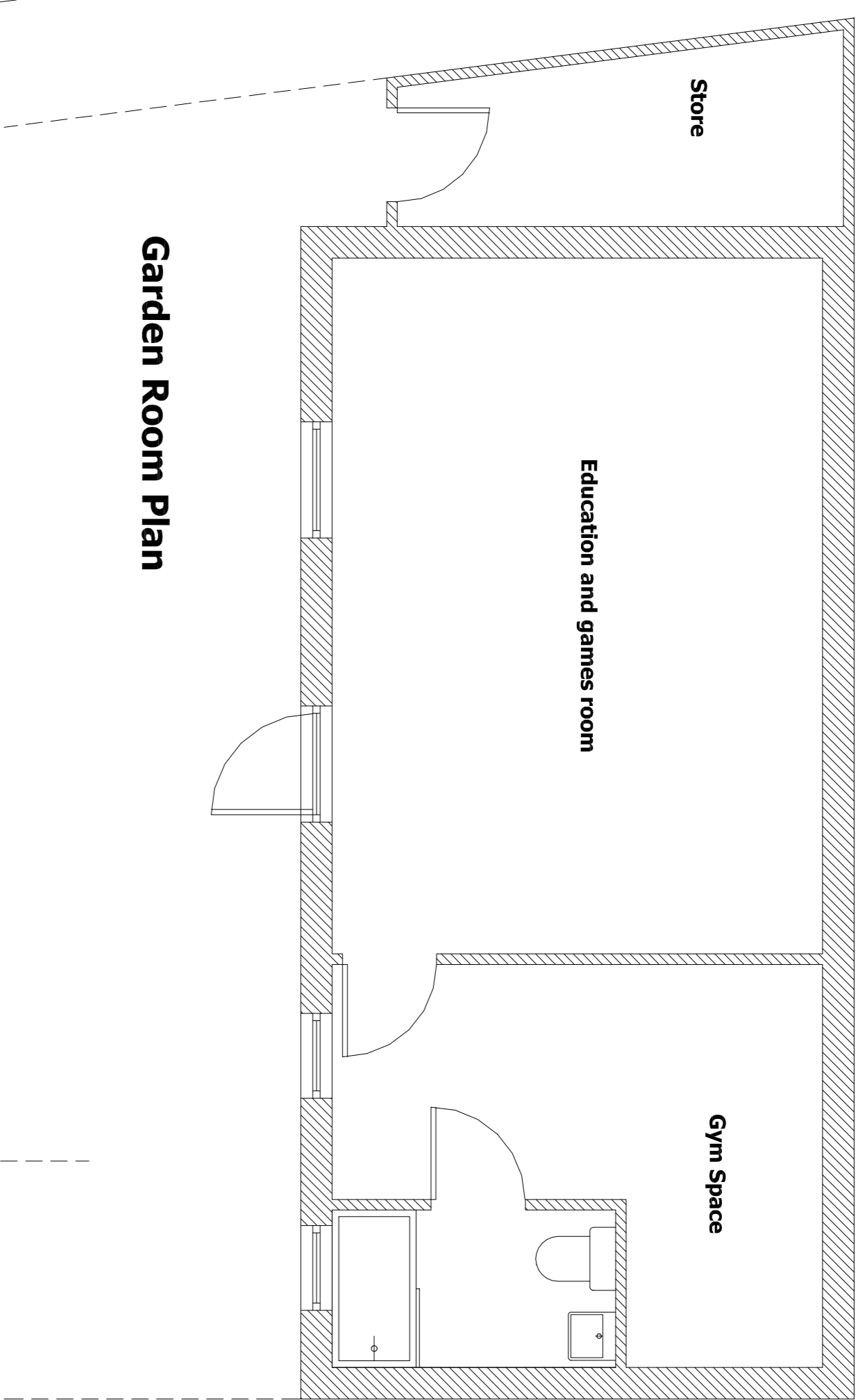


Second Floor Plan

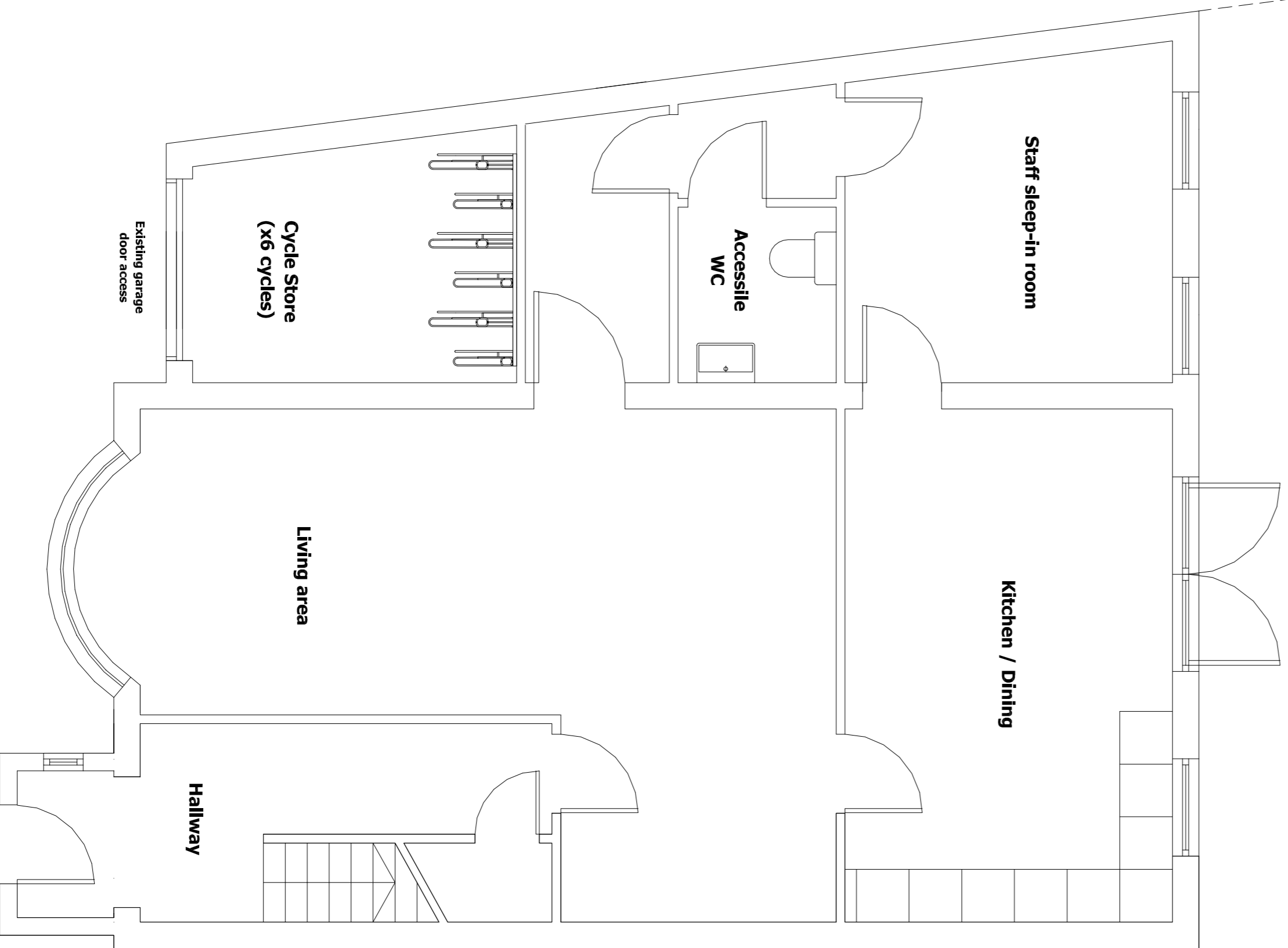
made-in

client: Confidential
project title: 33 Becdes Drive | Barking
job number: 20068
drawing number: A_PL_E000
(Existing Plans)
date: November 2023
scale: 1:50 @ A1

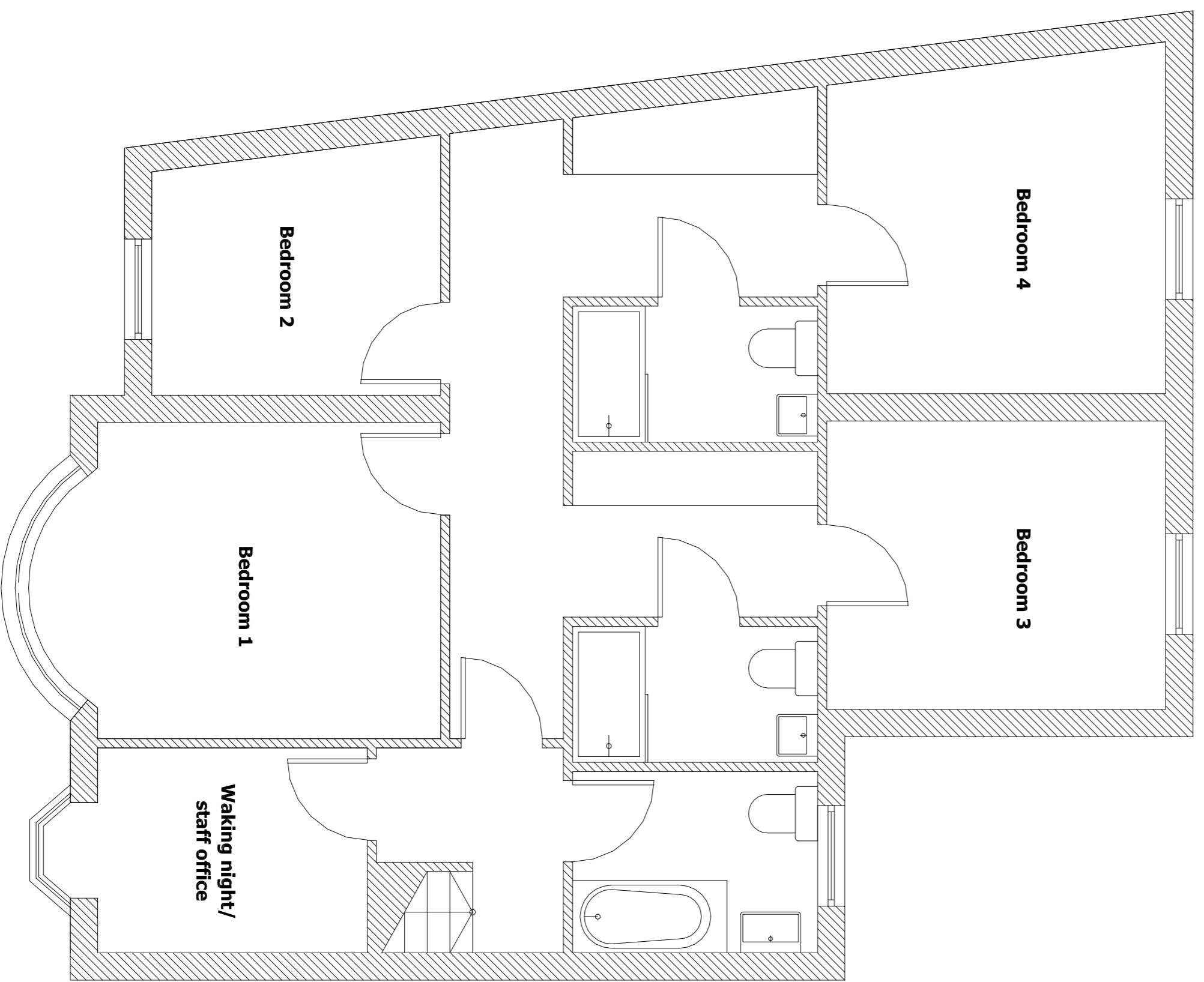
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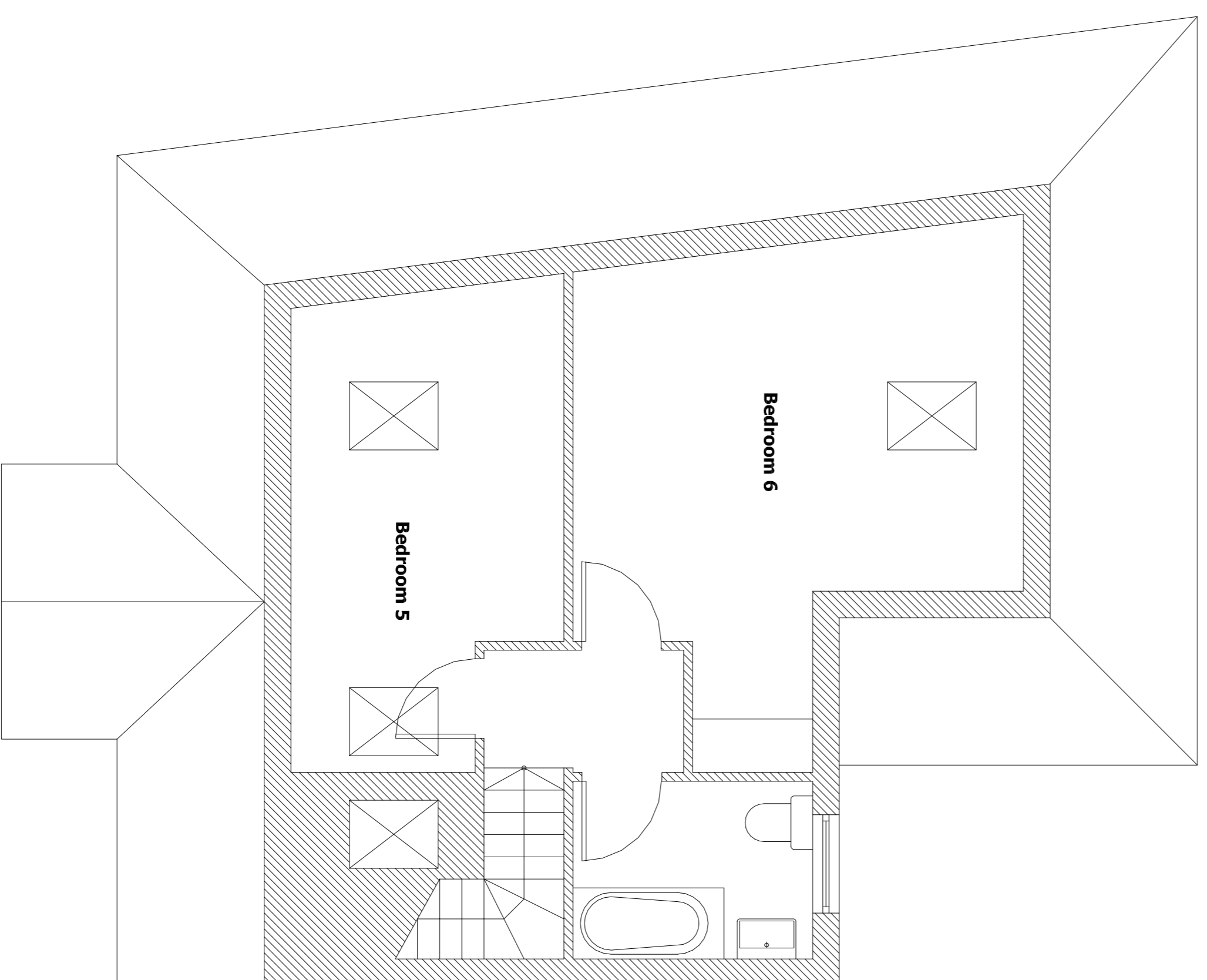
Garden Room Plan



Ground Floor Plan



First Floor Plan



Second Floor Plan



client: Confidential
 project title: 33 Becdes Drive | Barking
 job number: 20068
 drawing number: A_PL_E001
 (Proposed Plans)
 date: November 2023
 scale: 1:50 @ A1
 revision A - 2023/01/29 (Addition of cycle locker)
 revision B - 2023/02/23 (Amendment to create a cycle store
 for x6 bikes utilising existing garage door access)

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Working in partnership


**Barking &
Dagenham**
LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
20 May 2024
Application for Full Planning Permission and Listed Buildings Consent

Case Officer:	Alex Tayler	Valid Date:	19 th December 2023
Applicant:	Mr Avinash Tiwari (Scientific Designs)	Expiry Date:	31 st May 2024
Application Numbers:	23/01878/FULL 23/01937/LBC	Ward:	Eastbrook and Rush Green
Address:	The Eastbrook Hotel, Dagenham Road, Dagenham RM10 7UP		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for full planning permission and an application for listed buildings consent: This is being brought to Planning Committee for determination as there are a number of objections to the scheme.

Proposal:
23/01878/FULL

“Change of use to a hotel (Use Class C1) with retention of public house (sui generis) at ground floor, partial demolition to internal areas and to the rear elevation, and the construction of a part one storey, part two storey and part three storey extension, and loft conversion including front and rear dormers relating to 23/01937/LBC.”

23/01937/LBC

“Listed building consent relating to the change of use to a hotel (Use Class C1) with retention of public house (sui generis) at ground floor, partial demolition to internal areas and to the rear elevation, and the construction of a part one storey, part two storey and part three storey extension, and loft conversion including front and rear dormers relating to 23/01878/FULL.”

Officer Recommendations:

In relation to 23/01878/FULL, Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised officer) to grant planning permission subject to the Conditions listed in Appendix 5 of this report.

In relation to 23/01937/LBC, Planning Committee is asked to resolve to

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised officer) to grant listed building consent subject to the Conditions listed in Appendix 6 of this report.

Conditions Summary:**23/01878/FULL**

1. Statutory Time Limit
2. Approved Plans
3. Permitted Uses
4. Hours of Use
5. Construction Logistics Plan
6. Mechanical Services
7. Commercial Kitchen Extract Ventilation System
8. Construction Environmental Management Plan
9. Hard/Soft Landscaping Details
10. Materials
11. Car Parking Design and Management Plan
12. Delivery and Servicing Plan
13. Travel Plan
14. Secured by Design, Lighting and CCTV
15. Cycle and Bin Stores
16. Window Sealed Shut and Obscure Glazed

23/01937/LBC

1. Statutory Time Limit
2. Approved Plans
3. Site Meeting
4. Structural Survey
5. Building Contract
6. Detailed Schedule of Repairs and Restoration
7. Architectural Details (including Windows and Doors)
8. Materials
9. Internal Finishes and Decoration
10. Oak Bar Fireplace
11. Geometric Bathroom Tiles
12. Utility Service Routes
13. Internal Walls and Cornices
14. Internal Doors
15. Retention of Fabric
16. Retained Downstand and Nibs

17. Retention, Repair and Reuse of Attic Panelling

OFFICER REPORT

Site, Situation and Relevant Background Information:

Site Description

The application site sits on the south side of Dagenham Road, one of the main historic routes linking London and Essex. It comprises an inter-war Grade II* listed two storey 'improved public house', including generous car park and an enclosed beer garden. It has been extended on several occasions over time, but is generally well preserved in its original form. Internally, preservation of the ground floor bar and toilet areas is excellent, with many original features also well preserved within the upper levels. Notwithstanding, the building is in need of restoration, as part of an ongoing maintenance programme, in order to ensure its continued preservation, with parts of the site having been allowed to fall into a state of poor repair.

Dagenham Road runs through partly built-up urban development, open fields and the Chase Nature Reserve/Eastbrook Country Park. To the northeast of the site, the road is characterised by a series of interwar terraced housing which terminates at the country park. Further south along Rainham Road South, the street also comprises a series of 1930s terraced housing with shopfronts at street level where local amenities are concentrated. Both roads are busy traffic thoroughfares, which is a key reason for the pub's strategic location. The west side of Rainham Road South is dotted with large 20th and 21st century industrial buildings. Generally, there are no features of particular interest or quality that contribute to the setting of the listed building or the wider townscape around the site.

Planning Designations

Being a short walk north of Dagenham East station, the Site has a PTAL of 3. It sits within Flood Zone 1, denoting a low risk of fluvial flooding. The site falls within an Air Quality Management Area. As set out within the draft new Local Plan, it is within the Dagenham East and The Village Strategic Planning Sub Area, although it also sits on the boundary with the Becontree Heath and Rush Green Strategic Planning Sub Area. In addition to its status as a Grade II* Listed Building, the site is noted as a cultural location, being one of LBBD's remaining public houses.

Planning History

The site has a planning history going back many years. It is of note that recent applications on the site for a greater scale enlargement were withdrawn following officer advice. The applicant has since undertaken extensive pre-application engagement with LBBD officers and the proposals have also been considered thoroughly by Be First's appointed heritage advisors at Essex County Council.

The Proposal

The proposed development is for a rear extension, and the conversion of attic space through the creation of new dormer windows. This will enable the creation of 18 hotel rooms, including the conversion of existing accommodation on the upper floors, which is currently used by the tenants of the pub and other residential occupiers. The car park area would be resurfaced, with spaces formally demarcated. A new site boundary and landscaping is also proposed in the form of a perimeter hedge.

Key issues:

- 1. Principle of the Development
- 2. Design and Landscape

- 3. Impacts to Neighbouring Amenity
- 4. Sustainable Transport, Waste Management and Construction Impacts

Planning and Heritage Assessment:

1. Principle of Development:

- 1.1 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990). Planning (Listed Buildings and Conservation Areas) Act 1990 gives the LPA special duties in respect of heritage assets. Section 16 sets out that the decision maker should have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 1.2 The National Planning Policy Framework 2023 (NPPF) sets out that sustainable development must be pursued in a positive way. At its heart, it sets out a presumption in favour of sustainable development. For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.
- 1.3 Paragraph 195 of the NPPF recognises that heritage assets are an irreplaceable resource and requires the significance of heritage assets to be considered in the planning process, whether designated or not. Paragraph 200 places a duty on local planning authorities to require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 1.4 Paragraph 205 of the framework states that, ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 1.5 Paragraph 206 of the framework states that, ‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’
- 1.6 Paragraph 207 of the framework states that, ‘Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.’
- 1.7 Paragraph 208 of the framework states that, ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.’
- 1.8 Paragraph 214 of the Framework sets out that Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning

policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

- 1.9 Policy HC1 of the London Plan states that “Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.
- 1.10 Policy E10 of the London Plan sets out that serviced accommodation [such as hotels] should be provided in locations that are well connected by public transport.
- 1.11 Policy HC7 of the London Plan sets out that boroughs should protect public houses where they have a heritage, economic, social or cultural value to local communities. Applications that propose the loss of public houses with heritage, cultural, economic or social value should be refused. Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use should be resisted. This is echoed by policy DMS3 of the emerging Local Plan.
- 1.12 Policy DMD4 of the emerging Local Plan sets out that development proposals affecting designated heritage assets should preserve the setting of the assets and its historic significance. They should also demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the asset and its setting and secures its long-term viability. Where a development proposal would lead to harm to designated or non-designated heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.
- 1.13 Policy DME4 of the emerging Local Plan sets out that proposals for visitor accommodation must not create an over-concentration of such accommodation or have a significant adverse impact on the surrounding amenity of local character. It also sets out that proposals for visitor accommodation must be considered in relation to emerging Policy DME3. This states that town centre uses, such as visitor accommodation, should generally be focussed within designated town centres.
- 1.14 Officers also note the LBBDD “Last Orders? Preserving Public Houses SPD” (2014). The policies and guidance notes set out within this document set out that specific protection should be applied to public houses of heritage value to local communities. The Eastbrook is one of very few Grade II* Listed Buildings in LBBDD and a significant element of the heritage significance of the building lies in its continued use as a public house.
- 1.15 The site is currently in use as a public house. Residential accommodation is provided at upper floors, within former guest bedrooms. The proposal is for the enlargement and refurbishment of the building, to restore the hotel use within the upper floors.
- 1.16 As set out in the relevant local planning policies, hotel accommodation should generally be located within designated town centre locations. Whilst the site is not within a town centre, it does sit within a small area of shops, designated as the Eastbrook Neighbourhood Centre. Further, the site sits in very close proximity to a range of important facilities in the borough, including the Pearl, the Eastbrook Film Studios and a wide range of other local businesses. It is also situated within a ten-minute walk of Dagenham East station, which provides frequent connections throughout the borough and into Central London. Given this location, a relative lack of hotel accommodation in the area and the historic hotel use at the site, officers consider that this is an acceptable location for such a development in this instance.

- 1.17 Officers note the thrust of development plan policy to ensure the protection of public houses in the borough, particularly those of noted heritage or cultural value. The applicant has advised that the public house, in its current form, is unviable. Without some form of intervention, this puts the public house at risk of closure. Thus, the applicant has set out that additional revenue streams are required to remain in business and preserve the public house.
- 1.18 As set out in the applicant's heritage statement, the site is an inter-war "improved pub", which would have originally included visitor accommodation at upper floors. The proposals would therefore result in the restoration of the original use of the site, whilst aiding the long-term viability of the existing public house at ground floor.
- 1.19 Notwithstanding, the site is one of very few statutorily listed buildings in the borough and the only Grade II* public house. Therefore, there are a number of important heritage considerations relevant to the principle of the proposed development. The relevant assessment criteria for heritage buildings and the statutory duties of local authorities in relation to heritage buildings are clearly set out in the NPPF and in the Planning (Listed Buildings and Conservation Areas) Act 1990. The relevant policies are outlined above and officer assessment in relation to heritage matters is set out below.
- 1.20 Officers consider the proposed design of the development in significant detail within the design section below. Based on this assessment, officers consider that the proposal would result in less than substantial harm to the Listed Building. This is primarily due to loss of the original layout (first and attic floors), the addition of the proposed dormer windows, the inclusion of the proposed rear extension and the loss of some historic fabric. Paragraph 205 of the NPPF requires great weight to be given to the asset's conservation while paragraph 208 requires harm to be weighed against any public benefits of the proposal.
- 1.21 A key element of the building's listing lies in the preservation of the interior architecture, which has been largely unaltered over time. Great significance of the listing also lies in its use as a public house. The applicant has advised that the current operation is not viable. If the public house were to close for this reason, then a significant element of its historic significance would be lost. The proposals would result in the addition of 18 hotel rooms, which would help generate additional custom for the public house and additional revenue for the site as a whole. Given the historic pub/hotel use of the site, securing the continuation of its operation is considered to constitute the optimum viable use and would ensure the continued enjoyment of the general public and ensure that the historic use is preserved. Further, the addition of the hotel rooms would result in the restoration of the site's original use as a public house with visitor accommodation. In heritage terms, these attributes represent significant benefit of the proposals. More broadly, securing the optimum viable use of the site would ensure the preservation of an important community and cultural asset, particularly in the context of Barking and Dagenham, where many pubs have closed down over recent decades. In addition to this, the hotel would provide new visitor accommodation for visitors coming to local assets, such as the Eastbrook Film Studios, the UCL Pearl, or visiting local businesses/residents. This will help to boost Barking and Dagenham's wider economy, through encouraging overnight stays as well as boosting local employment.
- 1.22 In securing the optimum viable use of the site, ensuring the preservation of an important heritage, cultural and community asset, and in adding value to the local economy, officers attribute significant weight to the benefits of the proposed development. In this instance, it is considered that this outweighs the identified less than substantial harm. The identification of less than substantial harm would not, therefore, be a reason for refusal of the application.
- 1.23 As noted in paragraph 214 of the NPPF, Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the

disbenefits of departing from those policies. Whilst the proposed hotel development would not strictly be located within a town centre, it would support the conservation of the heritage asset. Further, it is located within a Neighbourhood Centre, in close proximity to neighbouring businesses and visitor destinations.

- 1.24 Officers, having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990 and the relevant paragraphs in the NPPF in relation to conserving the historic environment, are satisfied the proposal would preserve the Listed Building and its setting, and that despite the identification of some 'less than substantial' harm, this harm would be outweighed by the significant benefits to the public of preserving a cultural asset and to the preservation of the building, be securing its optimum viable use. Officers are also satisfied that the proposed hotel development would be acceptable in more general land use terms, given the location and the public benefits of securing the ongoing use of the public house with additional hotel accommodation.
- 1.25 In light of the above, it is considered that the principle of the development is considered acceptable, subject to the full assessment of all relevant matters, as set out in the subsequent sections of this report, below.

2. Design and Landscaping

- 2.1 Paragraph 124 of the NPPF stresses the importance of good design and states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 2.2 Chapter 3 (Design) of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability, and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.
- 2.3 Policy CP3 (High quality-built environment) of the Core Strategy states that all development proposal will be expected to achieve high quality standards in relation to the design and layout of new building and spaces. Policy BP11 (Urban design) sets design principles that new development should follow.
- 2.4 Emerging Local Plan Policy DMD 1 (Securing high-quality design) sets out that the Council will support development proposals that make a positive contribution to the character of the surrounding area.
- 2.5 In relation to heritage buildings, Policy DMD4 of the emerging Local Plan (Heritage assets and archaeological remains) sets out that development proposals affecting designated heritage assets will be granted if they:
- set out how the application accords with the latest relevant national guidance and London Plan policies
 - demonstrate that the proposed development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context
 - preserve the setting of the asset/s and its historic significance, and include hard and soft landscape proposals, where appropriate, that respect the character and appearance of the heritage asset; and
 - demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the asset and its setting and secures its long-term viability

- 2.6 The proposed development benefits from effective pre-application engagement with Be First Officers, as outlined in the applicant's planning statement. It is accompanied by a very detailed heritage statement, which describes the proposed design changes and their significance. This has been reviewed by Be First's independently appointed heritage consultants at Essex County Council, as well as Historic England.

Design and Layout

External Alterations

- 2.7 To the north (front) and west elevations, limited alterations are proposed, excluding the dormer windows, which are discussed below. The historic public house signage and swan neck lighting is to be retained and the redundant mechanical fans are to be removed.
- 2.8 To the rear of the building, a number of piecemeal extensions have been added over time. The proposals would include a modest scale extension to the rear of the building. It is considered that this will result in an improved, rationalised appearance at the rear. In order to facilitate this, part of the original rear wall would be lost, as would some of the original steel windows. However, these are considered to be of low significance. A modern timber door and uPVC windows would also be removed as part of this proposal. These are considered to detract from the building at present and their removal is welcomed. A lift overrun would be visible from the rear. However, this has been designed such that it will blend in with the roof design of the existing building and use matching materials. Further, visibility of this part of the site from most public vantage points will be limited.
- 2.9 The proposed rear extension at first and second floor will somewhat lengthen the eastern flank elevation of the building. This would somewhat distort the proportions of the original. However, this change is not considered to be of significant detriment to the building as a whole and represents a modestly scaled extension that officers consider to be acceptable. Notably, this would allow for the inclusion of additional hotel rooms, thereby functioning as a key element of the proposals to develop a viable hotel operation and secure the long-term use of the public house.
- 2.10 The most notable change to the building will be the addition of modestly scaled dormers. These will enable the conversion of the attic into hotel accommodation and are therefore a key element of the proposals. During the course of the application, some of the dormers have been re-positioned, so that they better align with other windows on the relevant elevations. The design and materials of the dormers will match the existing building as closely as possible, and it is considered that they will sit reasonably comfortably within the roof slope.
- 2.11 Whilst the proposals for alteration to the exterior are considered to be well conceived and resolved, they would invariably result in some level of 'less than substantial' harm, given the alteration to the original design of the building. This is considered in the round with other relevant matters within the summary and heritage balancing section below.
- 2.12 In addition to the above, a programme of restoration and maintenance works would be secured by condition prior to the commencement of development. This would require significant improvement to the building, where it has been allowed to deteriorate over time. In particular, many of the original windows are in a very poor state of repair. The requirement to restore the building as a condition of planning permission is seen as a significant additional benefit to the scheme as a whole.

Internal Alterations

- 2.13 The ground floor will remain largely unaltered compared with the existing situation. The two distinct bar areas, the Oak Bar and the Walnut Bar, will be maintained. Original features, such as the fireplace in the Oak Bar, will also be opened up as part of the proposals. These areas are

some of the most important in the listing of the building in heritage terms and officers support their preservation and restoration. The listed buildings entry notes that the rear service areas of the ground floor are plainer and of less interest. It is here that the main ground floor alterations are proposed. The kitchen area will be slightly extended, and a new hotel lobby/reception area will be created to the rear of the building, within the existing alleyway area. This would be linked to the existing building through the removal of a modern timber door, which is considered to detract from the building at present. This change is therefore welcomed.

- 2.14 At first floor level, the broad layout of the existing building would remain intact. Key features, such as original fireplaces, cornicing and geometric bathroom tiles would be retained as part of the proposals. There would, however, be some changes. As set out, a new rear extension would adjoin the existing first floor area. In addition, an internal dividing wall, splitting a corridor would be removed. This is considered to be of a lesser value than many of the other historic features. Further, its removal is required to facilitate the movement of wheelchairs and prams etc. throughout this floor. Nonetheless, a condition is recommended which would include the retention of a downstand (to preserve any cornicing) and nibs, thereby providing a reminder of the historic arrangement.
- 2.15 Modern hotels typically require ensuite facilities. Therefore, it is proposed to sub divide many of the rooms, to allow for bathroom provision. In order to mitigate any loss of historic fabric, new partition walls for bathrooms would be required to cut around the cornicing and ensure this is preserved in situ. Some room layouts were amended during the course of the application to ensure that the proposed sub-divisions would not be visible behind windows on the main elevations. Overall, therefore, officers consider that the proposed first floor layout and amendments have been well considered in relation to the proposed use and the effective preservation of the heritage asset.
- 2.16 The attic floor is currently used for storage and is unremarkable in its design. It includes low quality wood panelling. Whilst this may be original, its loss is not considered unduly harmful in the wider context of the development as a whole. A condition is recommended which would require the applicant to reuse some of the panelling or offer it to relevant conservation bodies for reuse elsewhere. In terms of layout, the attic floor would be converted into further hotel accommodation, through the inclusion of dormers. This appears logical and is supported. The works would not result in a need to raise the roof level, the design would respect the character of the building as existing and the natural building hierarchy, whereby the more important ground floor and central rooms on the first floor, benefit from taller ceilings and larger room sizes. This is also supported.
- 2.17 Whilst the proposals for alteration to the interior are considered to be well conceived and resolved, they would invariably result in some level of 'less than substantial' harm, given the alteration to the original design of the building. This is considered in the round with other relevant matters within the summary and heritage balancing section below.

Accessibility

- 2.18 Policy E10 of the London Plan sets out that development proposals for serviced accommodation should provide 10% of rooms as wheelchair accessible rooms or 15% of rooms as accessible rooms under the requirements of 19.2.1.2 of British Standard BS8300-2:2018.
- 2.19 The proposals will include a new lift to all floors, which will ensure a good level of accessibility for those with mobility impairments, heavy baggage or children. LBBD's Access officer reviewed the proposals and commented that there didn't appear to be an accessible room or accessible bathroom on the upper floors. This has since been amended and the proposals now include a wheelchair accessible room. Within a new build development, officers would have expected a greater provision of wheelchair accessible rooms. However, it is important to balance this with the heritage nature of the building. The provision of fully compliant wheelchair accessible accommodation would have been very difficult to achieve without further removal of historic

fabric. Given the Grade II* status of the building, preservation of the building in its historic form is given significant weight. Officers support the inclusion of a lift and the provision of a wheelchair accessible room, and consider that the proposals in relation to accessibility are acceptable in this instance, given the unique nature of the site.

Designing Out Crime

- 2.20 Policy D11 (Safety, security, and resilience to emergency) of the London Plan states that development proposals should maximise building resilience and minimise potential physical risks, including measures to design out crime. This approach is supported by Policy CP3 (High quality built environment) of the Core Strategy and Policy BC7 (Crime prevention) of Borough Wide Development Policies DPD.
- 2.21 The proposals would not result in the creation of any new public access points into the building and would not create new hiding places or opportunities for crime to arise. The Designing Out Crime Officer for the Metropolitan Police was consulted on the application. He raised no objection to the proposals but provided detailed information, on matters such as the use of secure door and window sets etc. which the applicant should take into consideration at detailed design stage. A condition is recommended that would require the applicant to demonstrate security measures based on secured by design standards and include details of any lighting and CCTV. Overall, it is considered that the proposals are well considered in relation to the designing out of crime. Subject to the recommended condition, officers consider the proposals acceptable in relation to the designing out of crime.

Landscaping

- 2.22 Policy D8 (Public realm) of the London Plan requires development proposal to amongst other things, ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Policy G1 (Green infrastructure) expects development proposals to incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.
- 2.23 At local level, Policy CR2 (Preserving and enhancing the natural environment) of the Core Strategy stated that the Council will seek to preserve and enhance the boroughs natural environment. Policy BR3 (Greening the Urban Environment) of the Borough Wide Development Policies DPD states that all development proposal needs to demonstrate that the sequential approach set out below to preserving and enhancing the natural environment.
- 2.24 A key feature of the 1930s 'road house' or 'improved pub' was the presence of a large car park. Therefore, the retention of the car park is relevant in respecting the character of the building and its original purpose. Nonetheless, improvements are proposed, which officers consider will respond sensitively to the site. A perimeter hedge will surround the car park, thereby softening the setting and improving the wider streetscape. The planting of a native hedge would also be in keeping with the architectural style and period of design. In addition, the car park would be resurfaced, replacing the present expanse of concrete, which is considered to detract from the setting. The proposed surface would be permeable, thereby helping to reduce surface water run off and thereby reducing local risk of surface water flooding.
- 2.25 A condition is secured which would require full details of all hard and soft landscaping prior to the commencement of works. Through this condition, officers will explore the possibility of additional planting and trees, where possible.
- 2.26 As the application was submitted in January, there is no mandatory requirement to achieve 10% biodiversity net gain. Nonetheless, the proposed hedge planting would result in the creation of linear habitats, which is likely to benefit biodiversity on the site.

- 2.27 Overall, the landscaping strategy is considered appropriate and will increase the level of greening on the site, in accordance with the objectives of the development plan.

Summary and Heritage Balancing

- 2.28 Whilst the proposals are considered well resolved in relation to design matters, through their nature, it is considered that they will result in some level of 'less than substantial' harm to the designated heritage asset. On the scale of assessment of heritage buildings, it is important to note that the proposals will not result in 'substantial' harm or total loss of significance. Further, this level of harm is taken into account within the balancing exercise. The proposals will help to secure the long-term use of the public house, thereby preserving the significance in the use of the building. It will further ensure the optimal viable use of the site and provide important visitor accommodation in close proximity to numerous local facilities. The design is considered to be respectful of the original design and full detail will be tightly controlled by condition. The key elevations and the ground floor interiors, the most important elements in the building's listing, will also be well preserved. In addition, a programme of building restoration would be secured, and the proposed development also includes the addition of high-quality landscaping, which will improve the setting of the heritage asset. Therefore, despite some 'less than substantial' harm, officers consider the application acceptable with regards to matters of design.

3. Impacts to neighbouring amenity:

- 3.1 Paragraph 125 of the NPPF states that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 3.2 Policy BP8 of the Borough Wide Development Policies DPD sets out that all developments are expected to have regard to the local character of the area. They should not lead to significant overlooking or overshadowing.
- 3.3 Policy DMD1 of the draft Local Plan sets out that all development proposals must consider the impact on the amenity of neighbouring properties. Major development should clearly demonstrate consideration of the individual and cumulative impact on amenity and neighbouring buildings.
- 3.4 Officers note objection from local residents at 8 properties nearby the site, largely set out in the form of a petition. The concerns raised are set out in appendix 4 and this section of the report covers all relevant planning matters in relation to the concerns raised.

Daylight, Sunlight and Overshadowing

- 3.5 The development site is situated largely to the north of neighbouring dwellings and would not result in a sizeable expansion of the building's footprint. Further, the proposed dormers on the front and side elevation would not project beyond the existing roof slope and the roof is not proposed to be increased in height. Given this, it is not anticipated that an unacceptable impact will arise in relation to loss of daylight or sunlight.
- 3.6 The proposals include a small rear extension. This would not project any further than the greatest extent of the existing rear building line at first floor level. The extension at second floor level would match that at first floor level. Given this and given the building orientation in relation to neighbouring dwellings and the presence of existing trees, there is the potential for minimal impact through overshadowing onto the rear of some gardens during the late evening. However, this would barely be perceptible and is not considered unacceptable. It is noted that the rear elevations at upper floors are set back from the site boundary, further reducing the likelihood of harmful impact.

Privacy and Overlooking

- 3.7 Whilst the proposal is for the conversion of the upper floors into hotel accommodation, officers note that the upper floors have been used as residential accommodation for some time. Therefore, a degree of mutual overlooking between the Eastbrook and neighbouring residents on Felhurst Crescent and on the other side of Dagenham Road already exists.
- 3.8 New dormer windows will be added to the front of the site facing onto Dagenham Road. However, officers note that there is approx. 29 m between the Eastbrook and these dwellings, which represents a high degree of separation. This far exceeds the level at which officers would raise concern in relation to overlooking. No concern is therefore raised in relation to loss of privacy or overlooking with residents on Dagenham Road.
- 3.9 Properties on Felhurst Crescent sit in closer proximity to the site. At first floor, there would be no increase in the number of windows facing south onto Felhurst Crescent. One window, currently serving a toilet would be removed as part of a small extension, and would be replaced by a bedroom window, within a small rear extension. This would result in a separation distance of approx. 18m between facing first floor windows. It is notable that the neighbouring windows on Felhurst Crescent would sit at an oblique angle to the Eastbrook and would not face each other 'head on'. Further, a separation distance of 18m is not untypical within an urban area. Therefore, the impact in this location is not considered unacceptable and would not be a reason to refuse the scheme. Two new windows would be created facing east. However, these are angled away from properties to the south of the site and would benefit from over 45m distance from directly facing windows. These windows may result in some incidental overlooking over gardens on Felhurst Crescent. However, there would be no new impact when considered against the existing situation of passive overlooking by multiple neighbouring properties adjacent to each other along Felhurst Crescent.
- 3.10 Within the attic level at second floor, four dormer windows would be added to the roof slope facing south onto neighbouring dwellings. Of these, three would service bedrooms and one would service a stairwell. Given the height of the window relative to the stairwell and the stairwell not being a habitable room, it is unlikely that any harmful impact to neighbouring amenity would arise from this window. As per the new window serving the room below (room 7), the new dormer window serving room 15 would maintain a separation distance of approx. 18m from any facing windows. Again, these would sit at oblique angles to each other. As such, no new harmful impact is anticipated such that officers would consider this unacceptable.
- 3.11 On the other side of the attic floor, a new dormer window would serve room 17. Whilst this would sit just over 15m from the nearest facing window, officers note that it would sit directly above an existing window, which also has a 15m separation distance between the Eastbrook and the nearest property on Felhurst Crescent. As with other facing windows, the angle between them is oblique and the windows would not face each other 'head on'. Further, the Eastbrook, has a differing building height to the relevant neighbouring residential buildings, such that the windows are not aligned in height either. This further reduces the potential for harmful impact. Given these factors combined, officers do not consider that a new harmful impact would arise in this location.
- 3.12 Finally, a new dormer window is proposed to serve room 18. This would sit approx. 13.4 m away from the nearest window and there are no windows below it. Given the angle of the Eastbrook compared with the property on Felhurst Crescent, the windows would not face each other directly. However, this has the potential to generate a new impact, which could be considered harmful without mitigation. As such, this window would be obscure glazed and sealed shut. This is marked in the plans and would also be secured by way of planning condition. Subject to this condition, it is considered that no undue impact would arise in relation to privacy or overlooking, and that the development is acceptable in this regard.

Noise and Disturbance

- 3.13 Officers note neighbour concerns in relation to the potential for increased noise and disturbance resulting from the proposed development. It is important to consider the existing use of the site as a public house. This use would remain unchanged as part of the proposals and has been the use of the site since it was constructed. This use would continue to generate the greatest number of comings and goings, and is also likely to result in the greatest amount of noise. Currently, officers are unaware of opening hours being restricted by planning condition. As part of the proposed development, officers have recommended a condition which would restrict the opening hours of the public house, thereby ensuring the long-term protection of neighbouring amenity, whilst allowing the continued functioning of the public house.
- 3.14 The proposals for hotel accommodation would result in some increased comings and goings to the site. However, it is noted that the proposals are for a relatively modest expansion to provide just 18 hotel rooms. Further, the upper floors of the property are already in residential use. The transport statement sets out the relatively low number of new trips that would be associated with the proposals. LBB Environmental Protection have also reviewed the submission and do not consider that any undue noise impacts would arise.
- 3.15 If any mechanical plant or ventilation were to be installed then this could give way to noise disturbance. Therefore, a condition is recommended which would require full details, including a noise assessment, to be provided prior to installation. This would also require fresh listed buildings consent. On the basis that additional consent would be required and that this would be controlled by condition, officers do not consider that any negative impact would arise from the installation of plant or ventilation, as part of these applications.

Summary

- 3.16 Officers have assessed the proposals thoroughly in relation to any potential impacts on neighbouring amenity. Where necessary, conditions have been recommended to ensure that no undue impacts would arise. However, such impacts have mainly been prevented through a carefully considered layout and design. Overall, the proposed development is considered to accord with the relevant planning policies and is therefore considered acceptable with regards to impacts on neighbouring amenity.

4. Sustainable Transport, Waste Management and Construction Impacts

- 4.1 Paragraph 110 of the NPPF sets out that development proposals should ensure that appropriate opportunities to promote sustainable transport modes can be taken up; that there is safe and suitable access to the site for all users; that the design of streets, parking areas and other transport elements reflect current national guidance; and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.2 Policy BR11 (Walking and cycling) of the Borough Wide Policies DPD seeks to ensure that conditions for cyclists and pedestrians are protected and where appropriate improved. Policy BR10 (Sustainable Transport) of the Borough Wide Policies DPD seeks to encourage sustainable transport.
- 4.3 Policy T6 of the London Plan sets out that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point of all development proposals that are well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Disabled persons parking should be provided for Blue Badge Holders.
- 4.4 Policy BR9 (Parking) of the Borough Wide Policies DPD states that car parking standards set out in the London Plan will be used as a maximum parking standard for new development. Policy

DMT 2 (Car parking) also adopts the maximum London Plan car parking standards and other aspirations.

- 4.5 Policy BR9 (Parking) of the Borough Wide Policies DPD states that in relation to cycle parking TfL cycle parking standards, will be used as a minimum parking standard of new development.
- 4.6 Policy DMT 3 (Cycle parking) of the draft Local Plan states that all development must adopt the maximum London Plan cycle parking standards with the design and layout of cycle parking being in accordance with the London Cycling Design Standards.
- 4.7 Policy T5 (Cycling) and Table 10.2 of the London Plan states that Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Access and Travel Plan

- 4.8 A Transport Statement was prepared by Savi Designs in support of the application.
- 4.9 Access into the site would be from Felhurst Crescent and also Rainham Road South. This is unchanged from the existing and is considered to be more than sufficient for the number of trips associated with the proposed development. Visibility splays are appropriate and there is sufficient manoeuvre room for all vehicles that would be required to access the site.
- 4.10 Trips information was provided in relation to the proposed development and this demonstrated that the development, combined with the existing situation on site, would likely generate 2 inbound and 3 outbound weekday AM peak vehicle trips. Within the PM peak, 4 additional inbound and 4 additional outbound trips are anticipated. These movements are considered insignificant and likely to have a negligible impact on local highways movements.
- 4.11 A Travel Plan Statement was submitted within the Transport Statement. This sets out a number of measures to ensure car related trips are kept to a minimum, including staff car share schemes and encouraging event organisers to use mini bus travel for group bookings. The Travel Plan is secured by condition to ensure ongoing compliance with it.
- 4.12 Be First Highways officers were consulted on the application and raised no objections in relation to access and supported the provision of the submitted travel plan.

Car Parking

- 4.13 At present, the car park area consists of a single span of hardstanding none of the car parking spaces within the site are formally demarcated. The proposed development includes the formal demarcation of parking spaces, including blue badge parking, a delivery and servicing bay and a drop off area.
- 4.14 20 car parking spaces are proposed, including 2 blue badge bays. The London Plan sets out that car parking for hotel development should be determined on a case by case basis within areas of PTAL 0-3. Given the modest number of hotel rooms provided, as well as the removal of existing residential accommodation, it is considered that there would be sufficient parking to allow for visitors of the hotel and the public house to drive to the site, noting that many will also choose to arrive on foot, by taxi or public transport. Be First Highways officers have reviewed the proposed provision and raise no concerns in relation to the proposed parking provision, which they consider sufficient for the proposed use.
- 4.15 The London Plan requires that 6% of spaces should be designated blue badge bays and that 5% should be provided as enlarged bays. The 2 blue badge bays broadly correspond with this

requirement and the proposal is considered acceptable in this regard.

- 4.16 To ensure the effective management of the car park and to ensure measures to reduce the number of staff and visitors driving to the site, a car parking design and management plan will be required prior to the first occupation of the proposed development. In accordance with the relevant London Plan requirements, this condition will also require that at least 20% of spaces are provided with active EV charging, whilst the remainder shall feature passive EV charging.

Cycle Parking

- 4.17 16 cycle spaces are proposed as part of the development. This accords comfortably with the minimum requirements set out in the London Plan, which only requires 1 space per 20 bedrooms as long stay and 1 space per 50 bedrooms as short stay. The proposed spaces would therefore also cater to the public house, thereby encouraging sustainable travel to the existing site. These will be contained within a secure cycle shelter. Installation and final details of these cycle parking spaces in accordance with the London Cycling Design Standards is required by condition prior to first occupation of the development.

Construction Impacts

- 4.18 Officers note the concerns of residents in relation to the potential for construction disruption. At the request of Be First Highways and LBBD Environmental Protection Officers, a Construction Logistics Plan and a Construction Environmental Management Plan will be required by condition prior to the commencement of any works. This will ensure that no undue impacts arise during the construction period.
- 4.19 Minimal groundworks would be required as part of the development. Nonetheless, an informative forms part of the draft decision notice, which would require the applicant to cease all works and notify the local planning authority in the event that any contaminated soils are found during construction.

Waste, Delivery and Servicing

- 4.20 The applicant's highways statement set out that approx. 1 delivery per day is anticipated in association with the public house and hotel. All deliveries would be accommodated within the proposed delivery and servicing bay. It is therefore considered that there would be no unacceptable impacts in this regard. Bin storage would continue to be situated to the rear of the site, away from public view. A condition is recommended which would secure a Delivery and Servicing Plan as part of any consent. This would require that deliveries only take place outside of peak hours. Details will also be provided in relation to refuse collection, which would be provided by a private operator as per the existing situation. Subject to this condition, the development is considered acceptable in this regard.

Summary

- 4.21 Overall, it is considered that access provisions have been well considered, car and cycle parking provision is appropriate, and all other matters are well resolved. Be First Highways, LBBD Highways and LBBD Waste have all confirmed that they raise no objection to the proposals.

Conclusions:

The proposed development is for the retention of the public house at ground floor, with the conversion of the upper floors to provide 18 hotel rooms. This will help to secure the optimal viable use of a Grade II* heritage asset and preserve an important public house of heritage, community and cultural value. Whilst some 'less than substantial' harm would result from the proposals, the scheme is generally well considered and designed. Restoration and refurbishment of the full building would also be secured as

part of any consent. It would not result in harmful neighbouring amenity or transport impacts. It is supported by the relevant consultees, most notably Historic England and Be First's Heritage officer. The applicant has engaged in a robust pre-application and presented a scheme which officers consider will help secure the long-term viable future of the building and of the public house, for future residents and visitors of LBBD to enjoy. It is therefore recommended for approval.

Appendix 1:

Development Plan Context: The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:	
<i>National Planning Policy Framework (NPPF) (Department for Levelling Up, Housing and Communities (DLUHC), 2023)</i>	
London Plan (2021)	<p>Chapter 1 Planning London’s Future – Good Growth:</p> <ul style="list-style-type: none"> • Policy GG1 (Building strong and inclusive communities) • Policy GG2 (Making the best use of land) • Policy GG5 (Growing a good economy) <p>Chapter 3 Design:</p> <ul style="list-style-type: none"> • Policy D1 (London’s form, character and capacity for growth) • Policy D4 (Delivering good design) • Policy D5 (Inclusive design) • Policy D8 (Public realm) • Policy D11 (Safety, security and resilience to emergency) • Policy D12 (Fire safety) • Policy D13 (Agent of change) • Policy D14 (Noise) <p>Chapter 5 Social infrastructure:</p> <ul style="list-style-type: none"> • Policy S1 (Developing London’s social infrastructure) <p>Chapter 6 Economy:</p> <ul style="list-style-type: none"> • Policy E2 (Providing suitable business space) • Policy E10 (Visitor Infrastructure) <p>Chapter 7 (Heritage and Culture):</p> <ul style="list-style-type: none"> • Policy HC1 (Heritage conservation and growth) • Policy HC5 (Supporting London’s culture and creative industries) • Policy HC6 (Supporting the night-time economy) • Policy HC7 (Protecting public houses) <p>Chapter 8 Green infrastructure and natural environment:</p> <ul style="list-style-type: none"> • Policy G1 (Green infrastructure) • Policy G5 (Urban greening) • Policy G6 (Biodiversity and access to nature) • Policy G7 (Trees and woodlands) • Policy G9 (Geodiversity) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Policy SI 1 (Improving air quality) • Policy SI 2 (Minimising greenhouse gas emissions) • Policy SI 3 (Energy infrastructure) • Policy SI 4 (Managing heat risk) • Policy SI5 (Water infrastructure) • Policy SI 6 (Digital connectivity infrastructure)

	<ul style="list-style-type: none"> • Policy SI 7 (Reducing waste and supporting the circular economy) • Policy SI 12 (Flood risk management) • Policy SI 13 (Sustainable drainage) <p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • Policy T1 (Strategic approach to transport) • Policy T2 (Healthy Streets) • Policy T3 (Transport capacity, connectivity and safeguarding) • Policy T4 (Assessing and Mitigating Transport Impacts) • Policy T5 (Cycling) • Policy T6 (Car parking) • Policy T7 (Deliveries, servicing and construction) <p>Chapter 11 Funding the London Plan</p> <ul style="list-style-type: none"> • Policy DF1 (Delivery of the plan and planning obligations)
<p>Local Development Framework (LDF) Core Strategy (July 2010)</p>	<p>Chapter 4 Managing growth:</p> <ul style="list-style-type: none"> • Policy CM1 (General Principles for Development) • Policy CM4 (Transport Links) • Policy CM5 (Town Centre Hierarchy) <p>Chapter 5 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy CR1 (Climate change and environment management) • Policy CR2 (Preserving and enhancing the natural environment) • Policy CR3 (Sustainable Waste Management) • Policy CR4 (Flood management) <p>Chapter 6 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy CC2 (Social Infrastructure to Meet Community Needs) • Policy CC3 (Achieving Community Benefits through Developer Contributions) <p>Chapter 7 Ensuring a Vibrant Economy and Attractive Town Centres</p> <ul style="list-style-type: none"> • Policy CE1 (Vibrant and Prosperous Town Centres) <p>Chapter 8 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy CP1 (Vibrant Culture and Tourism) • Policy CP2 (Protecting and Promoting our Historic Environment) • Policy CP3 (High quality-built environment)
<p>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</p>	<p>Chapter 2 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy BR1 (Environmental Building Standards) • Policy BR2 (Energy and on-site renewables) • Policy BR3 (Greening the Urban Environment) • Policy BR4 (Water Resource Management)

	<ul style="list-style-type: none"> • 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 BR15 (Sustainable Waste Management) <p>Chapter 3 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy BC6 (Loss of Community Facilities) • Policy BC7 (Crime Prevention) • Policy BC8 (Mixed Use Development) • Policy BC10 (The Health Impacts of Development) • Policy BC11 (Utilities) • Policy BC12 (Telecommunications) <p>Chapter 4 Ensuring a Vibrant Economy and Attractive Town Centres:</p> <ul style="list-style-type: none"> • Policy BE2 (Development in Town Centres) • Policy BE3 (Retail Outside or on the Edge of Town Centres) • Policy BE4 (Managing the Evening Economy) • Policy BE5 (Offices – Design and Change of Use) <p>Chapter 5 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy BP1 (Culture and Tourism) • Policy BP2 (Conservation Areas and Listed Buildings) • Policy BP3 (Archaeology) • Policy BP8 (Protecting Residential Amenity) • Policy BP11 (Urban design)
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an “advanced” stage of preparation, having gone through Local Plan Examination in Public in November 2023. Having regard to NPPF paragraph 48, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p>	
<p>The London Borough of Barking and Dagenham’s Draft Local Plan (Regulation 19) – (Submission version December 2021)</p>	<p>Chapter 3 Transforming LBBD:</p> <ul style="list-style-type: none"> • Strategic Policy SPDG 1 (Delivering growth in Barking and Dagenham) • Policy SPP5 (Dagenham East) • Policy SPP7 (Becontree Heath and Rush Green) <p>Chapter 4 Design:</p> <ul style="list-style-type: none"> • Strategic Policy SP2 (Delivering a high-quality and resilient built environment) • Policy DMD 1 (Securing high-quality design) • Policy DMD 4 (Heritage Assets and Archaeological remains) <p>Chapter 6 Social infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policy SP4 (Delivering Social Infrastructure, in the Right Locations)

	<ul style="list-style-type: none"> • Policy DMS 1 (Protecting and enhancing existing facilities) • Policy DMS 2 (Planning for new facilities) • Policy DMS 3 (Public Houses) <p>Chapter 7 Economy:</p> <ul style="list-style-type: none"> • Strategic Policy SP5 (Promoting inclusive economic growth) • Policy DME 4 (Visitor Accommodation) • Policy DME 5 (Evening Economy) <p>Chapter 8 Natural environment:</p> <ul style="list-style-type: none"> • Strategic Policy SP6 (Green and blue infrastructure) • Policy DMNE 1 (Parks, open spaces and play space) • Policy DMNE 2 (Urban greening) • Policy DMNE 3 (Nature conservation and biodiversity) • Policy DMNE 4 (Water Environment) • Policy DMNE 5 (Trees) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policy SP7 (Securing a clean, green, and sustainable borough) • Policy DMSI 1 (Sustainable design and construction) • Policy DMSI 2 (Energy, heat, and carbon emissions) • Policy DMSI 3 (Nuisance) • Policy DMSI 4 (Air quality) • Policy DMSI 5 (Land contamination) • Policy DMSI 6 (Flood risk and defences) • Policy DMSI 7 (Water management) • Policy DMSI 8 (Demolition, construction and operational waste) • Policy DMSI 9 (Smart Utilities) <p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • Strategic Policy SP8 (Planning for integrated and sustainable transport) • Policy DMT 1 (Making better connected neighbourhoods) • Policy DMT 2 (Car parking) • Policy DMT 3 (Cycle parking) • Policy DMT 4 (Deliveries, servicing, and construction) <p>Chapter 11 Enabling Delivery</p> <ul style="list-style-type: none"> • Strategic Policy SP9 (Managing Development) • Policy DMM1 (Planning Obligations – Section 106)
Other Relevant Planning Documents	<ul style="list-style-type: none"> • MHCLG National Design Guide (October 2019) • London Borough of Barking and Dagenham, Archaeological Priority Area Appraisal dated July 2016 by Historic England • Adopted Site Allocations Document 2010

- The BRE Report, Site layout planning for daylight and sunlight: a guide to good practice
- LBBB Draft Planning Obligations SPD (September 2022)

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been considered in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, Be First, on behalf of the London Borough of Barking & Dagenham, has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are not considered to be any adverse equalities issues.

Be First is the Council's urban regeneration vehicle and undertakes planning statutory services on its behalf, including development management. LBBB remains the decision-maker. For major schemes Members determine planning applications at Planning Committee, and for smaller schemes, typically householder, decision-making powers are delegated to LBBB's Head of Planning Assurance. Appropriate governance procedures are followed to ensure there are no conflicts of interest.

Appendix 2 (Recent Relevant Planning History):

Reference Number	Description of development	Status
22/01479/FULL	Construction of a double storey side extension, rear extension and loft conversion	Withdrawn
21/01279/LBC	Listed building consent for works to a listed building: Construction of a double storey side extension and loft conversion.	Withdrawn
16/00076/LBC	Application for Listed Building Consent: Installation of replacement and additional signage comprising hanging signs, building mounted signs.	Approved
16/00032/ADV	Installation of replacement and additional signage comprising hanging signs, building mounted signs and freestanding signs.	Approved
07/00383/FUL	Erection of covered patio area in side garden.	Approved
05/00107/FUL	Erection of single storey front extension to provide W.C.	Approved

Appendix 3:

The following consultations have been undertaken:

- Cllr Princess Bright (Eastbrook and Rush Green)
- Cllr Tony Ramsay (Eastbrook and Rush Green)
- Metropolitan Police (Designing Out Crime Officer)
- Historic England (GLAAS)
- Historic England (Archaeology)
- LBBD Access
- Be First Highways
- LBBD Highways
- LBBD Refuse Services
- LBBD Environmental Protection
- Be First Heritage Community Engagement
- LBBD Heritage and Culture

Summary of Consultation responses received:		
Consultee and date received	Summary of Comments	Case Officer Comments
Designing Out Crime Officer (Metropolitan Police) 09.01.2024	No objection to the proposed development. Suggested a number of mitigation to maximise safety, including in relation to boundary treatments, doors, mail provision, windows, CCTV, lighting and parking. A condition was recommended in relation to secured by design principles at detailed design stage.	A designing out crime condition is included in the draft decision notice, which would also require details of lighting and CCTV.
GLAAS Archaeology 10.01.2024	“On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England’s Greater London Archaeological Advisory Service”	N/A
Historic England 28.01.2024	<p>“Historic England has been involved in discussions regarding proposals for this important building for several years and we consider the current proposals to be acceptable in heritage terms. We recommend this application is determined in line with your own specialist conservation advice, and in line with local and national planning policy.</p> <p>We have drafted the necessary letter of authorisation (attached) for your authority to determine the application as you see fit and referred the case to the National Planning Casework Unit (NPCU). You will be able to issue a formal decision once NPCU has returned the letter of authorisation to you unless the Secretary of State directs the application to be referred to them.</p> <p>Should you be minded to approve the applications, we recommend that consideration is given to adding conditions to the listed building consent to safeguard the building's exceptional architectural significance, particularly concerning</p>	In collaboration with out independent heritage consultants and Historic England, officers have recommended a number of conditions in relation to the preservation of the listed building.

	new windows and the methodology of repair of historic features.”	
Be First Heritage 09.01.2024	Noted that the applicant’s heritage information is very detailed, and that the application has undergone significant pre-application engagement. Noted that this is one of very few nationally listed buildings in the borough and that extra care is required to protect it. Noted that many specialist crafts people exist who will be able to help deliver on many of the preservation objectives of the proposal. There is also potential to obtain grant funding from heritage bodies, who may be able to assist in the project. Listed many items which are particularly worth saving. Noted that if there are any items which cannot be saved as part of the development then these should be moved to other parts of the building or offered to Valence House Museum. Also noted support for the building remaining in use as a public house, which is consistent with the historic purpose of the building.	The applicant has been advised that they should seek grant funding to aid in the delivery of their project should planning permission be granted.
Barking and Dagenham Heritage Conservation Group 22.02.2024	Objects to the proposals. Believes the building should be preserved in its current form for local heritage reasons as it is a listed building.	Officers note the objection. However, advice has been taken from our independent heritage consultants at Essex County Council, Historic England and Be First’s Heritage advisor. As part of the balancing exercise set out in the NPPF, it is considered that the identified harms are outweighed by the benefits in this instance. A full assessment is set out in sections 1 and 2 of this report.
LBBD Access 16.01.2024	There’s no accessible WC within the hotel. There appears to be an accessible WC in the pub, however, this will mean coming out of the hotel to access the WC. Client will need to install an accessible WC within the hotel.	The applicant has since amended their plans and included an accessible room with accessible wash and toilet facilities.
LBBD Environmental Protection 25.01.2024	No objection, subject to the inclusion of conditions on noise, ventilation systems, construction environmental management, floodlights, security lights and decorative external lighting. In addition, a contaminated land informative was recommended.	The recommended conditions have been duly included on the draft decision notice on the FULL application. Additional listed building consent may be required for additional items, such as plant and floodlights.
Be First Highways 29.11.2023	It is important to ensure there is a designated pick up/drop off zone. It is also recommended that a dedicated delivery bay be provided. A delivery and servicing plan should be conditioned. 6% of parking spaces should be disabled bays, with 5% of bays being enlarged for future conversion to disabled bays, as may be required. At least 20% of spaces should be provided with active EV charging provision, whilst the remainder should include passive provision. A Car Park Design and Management Plan should be submitted. Cycle	The recommended conditions have been duly included in the draft decision notice.

	<p>parking should be provided on site in accordance with the London Cycling Design Standards. The applicant has submitted a travel plan statement, which will help to keep trip generation to a minimum and encourage use of sustainable modes. A CLP should be submitted prior to any works taking place.</p>	
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Appendix 4: Neighbour Consultation

Neighbour Notification:		
Date Site Notice Erected:	08.01.2024	
Date of Press Advertisement:	08.01.2024	
Number of neighbouring properties consulted:	85	
Number of public responses:	9	
Address	Neighbour Comments	Case Officer Comments
Petition from 2, 6, 12, 19, 25, 29, 31 and 33 Felhurst Crescent	<ul style="list-style-type: none"> - Concern that development will result in loss of light and overshadowing - Concern that development will overlook properties and result in loss of privacy. Would like relevant windows opaque glazed and sealed shut. - Concern around separation distances of 13.4m to 17.3m and questioned whether these measurements were accurate. - Confusion over disparities between documents, with 18 hotel rooms shown but transport statement reflecting 30 hotel rooms. - Concern that 20 parking spaces is insufficient and will result in parking issues for residents if there is overspill. Noted that this already happens. Concern that car traffic associated with the site will result in exhaust fumes and pollution for local residents. - Concern that construction noise will result in loss of quality of life and that the proposals could result in mental health issues for residents. 	The matters raised in the neighbour comments are fully assessed in section 3 of the report.
Not supplied	<ul style="list-style-type: none"> - Concern around loss of privacy and overlooking as hotel would face house directly. - Concern around construction disturbance. 	The matters raised in the neighbour comments are fully assessed in section 3 of the report.

Appendix 5

23/01878/FULL Conditions:

1. Time

The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans

The development hereby approved shall be carried out only in accordance with the following approved plans and documents:

- Location Plan, SD/094, 04/07/2023,
- Proposed Block Plan, A103, 02, R0, 04/07/2023
- Existing Basement Plan and Existing Ground Floor Plan - Existing Floor Plans Use Layout, A103, 03, R0, 04/07/2023
- First Floor Plan and Existing Loft Floor Plan - Existing Floor Plans Use Layout, A104, 04, R0, 04/07/2023
- Existing Basement Plan - Existing Floor Plans – A105, 05, R0, 04/07/2023
- Existing Ground Floor Plan - Existing Floor Plans, A106, 06, R0, 04/07/2023
- Existing First Floor Plan - Existing Floor Plans, A107, 07, R0, 04/07/2023
- Existing Loft Floor Plan - Existing Floor Plans, A108, 08, R0, 04/07/2023
- Existing Roof Plan - Existing Floor Plans, A109, 09, R0, 04/07/2023
- Proposed Basement Plan and Proposed Ground Floor Plan - Proposed Floor Plans Use Layout, A110, 10, R0, 04/07/2023
- Proposed First Floor Plan and Proposed Loft Floor Plan - Proposed Floor Plans Use Layout, A111, 11, R0, 04/07/2023
- Proposed Ground Floor Plan - Proposed Floor Plans, A112, 12, R0, 04/07/2023
- Proposed First Floor Plan - Proposed Floor Plans, A113, 13, R0, 04/07/2023
- Proposed Loft Floor Plan - Proposed Floor Plans, A114, 14, R0, 04/07/2023
- Proposed Roof Floor Plan - Proposed Floor Plans, A115, 15, R0, 04/07/2023
- Proposed Front Elevation – Proposed Elevations, A221, 21, R0, 04/07/2023
- Proposed Rear Elevation and Proposed Side Elevation – Proposed Elevations, A222, 22, R0, 04/07/2023
- Proposed Side Elevation – Proposed Elevations, A223, 23, R0, 04/07/2023
- Proposed Section A-A, A325, 25, R0, 04/07/2023
- Proposed Block Plan, A120, 20, R0, 04/07/2023
- Transport Statement, March 2024, Savi Designs, V2 – TS – 18/3/24
- Heritage Statement, December 2023, FL12143, Fuller Long

The development shall thereafter be maintained in accordance with the approved plans. No other documents or drawings apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s), to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

3. Permitted Use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the public house and associated facilities at ground floor (sui generis) and the hotel at first and second floors (Use Class C1) shall only be used for their respective uses only. The approved floorspace shall not be used for any other purposes or any provision equivalent to these Classes, or for any other use, in any statutory instrument revoking or re-enacting that Order without modification.

Reason: To safeguard the uses hereby permitted, thereby preserving the historic character of the site, and to ensure that no additional impacts which have not been assessed as part of the planning application proposal arise.

4. Hours of Use

Other than with the prior written approval of the Local Planning Authority, the public houses shall not operate outside the hours of 0700 to 2330 Sunday to Thursday inclusive, or 0700-0030 Friday and Saturday.

Reason: In the interest of protecting neighbouring amenity.

5. Construction Logistics Plan

No development shall commence, including any works of demolition, until a Construction Logistics Plan, that is in line with TfL guidelines, has been submitted to and approved in writing by the Local Planning Authority. The details shall include the numbers, size and routes of construction vehicles, provisions within/around the site to ensure that all vehicles associated with the demolition and construction works are properly managed to prevent any unwanted disruption to other highway users, and other matters relating to traffic management to be agreed with the licensing officers of the council. 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. Approved details shall be implemented throughout the project period, unless otherwise approved in writing by the Local Planning Authority.

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.

6. Mechanical Services

Prior to the installation of any mechanical services plant including heating, ventilation, and air conditioning (HVAC), refrigeration and kitchen extraction plant to which the application refers, a scheme shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that the following noise design requirements can be complied with and that they will thereafter be retained as approved:

- a) The cumulative measured or calculated rating level of noise emitted from the mechanical services plant to which the application refers, shall be lower than the existing background noise level by at least 5dB at all times when the plant is in operation. Measurements shall be made at a height of 1.2 – 1.5 metres above the adjacent ground level and at least 3.5 metres from any sound reflecting surfaces other than the ground or 1 metre from the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance with the latest British Standard BS4142:2014, and the measurement value adjusted to remove the additional sound energy contribution from reflected surfaces other than from the ground.

A commissioning acoustic test and report shall be undertaken within 7 Days of mechanical services commissioning in order to demonstrate that condition a) above has been achieved. The

results of the test shall be submitted to and approved in writing by the LPA prior to first use of the hotel development hereby approved.

Reason: To ensure that residential premises are adequately protected from noise.

7. Commercial Kitchen Extract Ventilation System

Prior to first use of the commercial kitchen, details of any ventilation system for the removal and treatment of cooking odours from any commercial catering, including its appearance and measures to mitigate system noise, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in:

- i. The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and
- ii. Publication, "Control of Odour and Noise from Commercial Kitchen Exhaust Systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs", Ricardo.com, 2018.

The approved details shall be fully implemented before the first use of the hotel and shall thereafter be permanently retained in an efficient manner and in accordance with the approved details.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours, and noise.

8. Construction Environmental Management Plan

No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This Plan shall incorporate details of:

- a) the parking of site operatives' vehicles;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) measures to control the emission of dust, dirt, and emissions to air during construction;
- e) noise and vibration control;
- f) a waste management plan for recycling/disposing of waste resulting from demolition and construction works.

Demolition and construction work and associated activities, other than internal works inaudible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority.

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.

Once approved the Plan shall be adhered to throughout the construction period for the development.

Reason: The CEMP 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.

9. Hard/Soft Landscaping Details

Notwithstanding the details submitted with the application, no development shall take place until detailed soft and hard landscaping strategies have been submitted to and approved in writing by the Local Planning Authority. This shall include:

- a. A scheme of soft landscaping and full planting specification for the whole scheme including details of the number of all trees, hedges and shrubs to be planted, together with a planting schedule providing sizes and total quantities of individual species. The number, type and location of trees should reflect that agreed under condition 2 (approved plans). These plans should also show appropriate plant species given likely levels of shade or direct sunlight.
- b. Details of any tree planting within hard landscaped areas to include root cell crates;
- c. Street/external furniture, including general waste and recycling bins, cycle stands, seating and any other relevant items;
- d. Details of lighting (in relation to appearance/design);
- e. Details of surfacing materials to be used in the external finished of all roads, footpaths, and parking areas, together with specification of edging and kerbs; and
- f. Landscape and Open Space Management Plan, to include details of landscape maintenance and measures to ensure the satisfactory operation of all outdoor amenity space for use by residents.

The hard landscaping as approved shall be implemented in full prior to first use of the hotel and maintained in accordance with the details provided.

The soft landscaping scheme as approved 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 the interest of design quality, to improve biodiversity.

10. Materials

Notwithstanding the details submitted with the application, no development shall take place until details of all facing materials and external surfaces of the buildings hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. On-site samples shall be provided for inspection by officers.

All materials, including the windows, roofing, rainwater goods, rendering and brickwork shall precisely match the existing materials in respect of dimensions, colour, bonding, pointing and texture unless otherwise approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality.

11. Car Parking Design and Management Plan

The development hereby permitted shall not be occupied until a Car Parking Design and Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan must include details of how car parking will be allocated, including blue badge car parking spaces.

All 20 parking spaces shall be constructed and marked out prior to the occupation of the development. At least 20% of car parking spaces shall be installed with active electric vehicle

charging points (EVCPs). All remaining car parking spaces shall feature passive electric vehicle charging.

2 car parking spaces shall be marked out prior to the occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

Reason: To ensure sufficient off-street parking, to encourage the use of electric cars in order to reduce carbon emissions and to promote easier access for disabled persons.

12. Delivery and Servicing Plan

Prior to occupation of development, a Delivery and Servicing Plan for all the proposed uses shall be submitted to an approved in writing by the local planning authority. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

Reason: In order to ensure the design has suitably considered the transport needs of the development in the interests of highway safety.

13. Travel Plan

The development shall be carried out in accordance with all measures set out in the submitted Travel Plan prepared by Savi Designs.

Reason: In order to encourage the use of sustainable transport.

14. Secured by Design, Lighting and CCTV

Notwithstanding the details submitted with the application, prior to first occupation of the development, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a. Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the local authority & Metropolitan Police, and
- b. 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.

The external lighting of the development 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.

Lighting contours shall be submitted to demonstrate that the vertical illumination of the neighbouring premises is in accordance with the recommendations of the CIE guidance 2003 and 2017 and the latest ILP Guidance Notes of the Reduction of Obtrusive Light. Details should also be submitted for approval of measures to minimise the use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires.

The development shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity.

15. Cycle and Bin Stores

Notwithstanding the details submitted with the application, prior to first occupation of the development, full details of the cycle and bin store design shall be submitted to and approved in writing by the Local Planning Authority. All cycle parking must comply with the London Cycle Parking Design Standards (LCDS). Cycle and bin stores must reflect the heritage nature and architectural significance of the site. Thereafter, the cycle parking and waste store facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document and policy T5 of the London Plan.

16. Window Obscure Glazed and Sealed Shut

As per approved plan A111, 11, Rev RO, 04/07/2023 (SD/094) 'Proposed Floor Plans Use Layout', the window serving hotel room 18 shall be obscure glazed and sealed shut at all times.

Reason: In the interests of preserving neighbouring amenity.

Informatives

1. Contaminated Land Informative

Pursuant to the provisions of the National Planning Policy Framework responsibility for securing a safe development rests with the developer and/or landowner. It is recommended that a watching brief is implemented for the presence of unexpected land contamination throughout the construction works (if during any groundwork contaminated land or suspected contaminated land is discovered or identified, this should be reported to the below email). In the event that contamination is found at any time when carrying out the development it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must then be undertaken and where remediation is necessary a remediation scheme must be prepared, implemented, and verified with copies of all relevant records being provided to the Local Planning Authority. In the first instance contact environmentalprotection@lbbd.gov.uk

2. Hidden Fabric Informative

During the works, if hidden historic features are revealed they should be retained in-situ. Works shall be halted in the relevant area of the building and the Local Planning Authority should be notified immediately. Failure to do so may result in unauthorised works being carried out and an offence being committed.

3. Additional Items Requiring Listed Building Consent

Some items secured by condition above may require listed buildings consent. This includes kitchen extraction ventilation systems and any other external plant. The applicant should ensure that all necessary consents are obtained prior to the commencement of any works to the listed building and its setting. If there is any doubt, the applicant should contact the Local Planning Authority for advice ahead of the commencement of the relevant works.

Appendix 6:

23/01937/LBC Conditions

1. Time

The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

2. Approved Plans

The development hereby approved shall be carried out only in accordance with the following approved plans and documents:

- Location Plan, SD/094, 04/07/2023,
- Proposed Block Plan, A103, 02, R0, 04/07/2023
- Existing Basement Plan and Existing Ground Floor Plan - Existing Floor Plans Use Layout, A103, 03, R0, 04/07/2023
- First Floor Plan and Existing Loft Floor Plan - Existing Floor Plans Use Layout, A104, 04, R0, 04/07/2023
- Existing Basement Plan - Existing Floor Plans – A105, 05, R0, 04/07/2023
- Existing Ground Floor Plan - Existing Floor Plans, A106, 06, R0, 04/07/2023
- Existing First Floor Plan - Existing Floor Plans, A107, 07, R0, 04/07/2023
- Existing Loft Floor Plan - Existing Floor Plans, A108, 08, R0, 04/07/2023
- Existing Roof Plan - Existing Floor Plans, A109, 09, R0, 04/07/2023
- Proposed Basement Plan and Proposed Ground Floor Plan - Proposed Floor Plans Use Layout, A110, 10, R0, 04/07/2023
- Proposed First Floor Plan and Proposed Loft Floor Plan - Proposed Floor Plans Use Layout, A111, 11, R0, 04/07/2023
- Proposed Ground Floor Plan - Proposed Floor Plans, A112, 12, R0, 04/07/2023
- Proposed First Floor Plan - Proposed Floor Plans, A113, 13, R0, 04/07/2023
- Proposed Loft Floor Plan - Proposed Floor Plans, A114, 14, R0, 04/07/2023
- Proposed Roof Floor Plan - Proposed Floor Plans, A115, 15, R0, 04/07/2023
- Proposed Front Elevation – Proposed Elevations, A221, 21, R0, 04/07/2023
- Proposed Rear Elevation and Proposed Side Elevation – Proposed Elevations, A222, 22, R0, 04/07/2023
- Proposed Side Elevation – Proposed Elevations, A223, 23, R0, 04/07/2023
- Proposed Section A-A, A325, 25, R0, 04/07/2023
- Proposed Block Plan, A120, 20, R0, 04/07/2023
- Heritage Statement, December 2023, FL12143, Fuller Long

The development shall thereafter be maintained in accordance with the approved plans. No other documents or drawings apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s), to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

3. Site Meeting

No development or demolition shall commence until a site meeting has been held between the local planning authority and the persons responsible for undertaking the works to ensure that the Conditions attached to the Listed Building Consent are understood and can be complied with in

full. Notification of the date and time of a meeting shall be made in writing to the Local Planning Authority.

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

4. Structural Survey

Before the commencement of works, details shall be submitted to and approved in writing by the Local Planning Authority setting out the method of ensuring the safety and stability of the building fabric identified to be retained throughout the phases of demolition and reconstruction. Such details shall include structural engineering drawings and/or a method statement. The work shall be carried out fully in accordance with the method statement approved.

Reason: To ensure the structural integrity of the building, thereby preserving the historic fabric.

5. Binding Contract

No works of demolition or construction shall begin until a binding contract has been entered into for the carrying out of works for redevelopment of the site in accordance with all the necessary permissions and consents.

Reason: In accordance with section 17 (3) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), to ensure that the loss of part of the heritage asset will not be permitted without assurance that the new development will proceed after the loss has occurred.

6. Detailed Schedule of Repairs and Restoration

Notwithstanding the details submitted with the application, no demolition or development shall take place until a detailed schedule of repairs and restoration works to the existing building, including (but not limited to) works to windows, doors, roofing, eaves, signage, lighting, brickwork and mortar, has been submitted to and approved in writing by the Local Planning Authority. The schedule should include detail of restoration and repair of the entire building. All existing windows and doors shall be retained unless explicitly approved for removal by this consent. Full details of the method of removing, protecting and reusing materials, particularly the original materials, shall be included in the schedule. If any original fittings, fixtures or materials cannot be reused in the development, these shall be offered to local historic and cultural organisations, such as the Valence House Museum. The repairs shall be carried out in accordance with the approved schedule and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building, and to ensure the fabric is protected from damage during the course of works.

7. Architectural Details (including windows and doors)

Notwithstanding the details submitted with the application, no demolition or development shall take place until drawings of the following internal and external details have been submitted to and approved in writing by the Local Planning Authority:

- a. Windows (including surrounds and reveals)
- b. Dormers
- c. Doors
- d. Rainwater Goods
- e. Roofing and Flashing

f. Brick detailing

These drawings shall be provided in section and elevation at scale between 1:1 and 1:20 as appropriate. The new windows and doors shall thereafter be installed in accordance with the approved plans and thereafter maintained.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

8. Materials

Notwithstanding the details submitted with the application, no development shall take place until details of all materials, surfaces and retained fabric (internal and external) of the development hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. On-site samples shall be provided for inspection by officers.

All materials, including the windows, roofing, rainwater goods, rendering, brickwork, mortar shall precisely match the existing/adjacent materials in respect of dimensions, profile, colour, bonding, pointing and texture unless otherwise approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality.

9. Internal Finishes and Decoration

Notwithstanding the details submitted with the application, a detailed schedule of new internal finishes and decoration, including floor finishes, shall be submitted to and approved in writing prior to their installation and of any internal decoration taking place. The development shall thereafter be carried out in accordance with the approved schedule and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

10. Oak Bar Fireplace

Notwithstanding the details submitted with the application, details of restoration and/or repair of the fireplace in the Oak Bar shall be submitted to and approved in writing by the Local Planning Authority prior to any works on it taking place. The development shall thereafter be carried out in accordance with the approved details and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

11. Geometric Bathroom Tiles

Notwithstanding the details submitted with the application, details of restoration and repair of the geometric tiles in the first-floor bathrooms, and the fixing of the new bathroom fixtures and fittings in relation to the tiles, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any bathroom fixtures and fittings in the relevant rooms.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

12. Utility Service Routes

Notwithstanding the details submitted with the application, details of all new utility service routes through and on the building shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

13. Internal Walls and Cornices

Notwithstanding the details submitted with the application, detailed drawings, at an appropriate scale, of the junctions of new partition walls and existing walls and cornices or other architectural details shall be submitted to and approved in writing by the Local Planning Authority prior to their first installation.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

14. Internal Doors

Notwithstanding the details submitted with the application, detailed drawings, at an appropriate scale, of all new internal doors in section and elevation, shall be submitted to and approved in writing by the Local Planning Authority prior to their first installation on site.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

15. Retention of Fabric

Features to be Retained - Other than the agreed changes, all other existing architectural features such as staircases, balustrades, windows, doors, architraves, skirting, dados, picture rails, panel work, fireplaces, tiling, cornices, decorative ceilings, and other decorative features shall be retained except where otherwise first agreed in writing with the Local Planning Authority.

Reason: To safeguard the special architectural or historic interest of the listed building.

16. Downstand and Nibs

Prior to the removal of the internal dividing wall to be demolished on the first floor, additional drawings shall be provided, at an appropriate scale, which show the retained downstand and nibs of the first-floor corridor, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the demolition and development shall be carried out in accordance with the approved details.

Reason: To safeguard the special architectural or historic interest of the listed building.

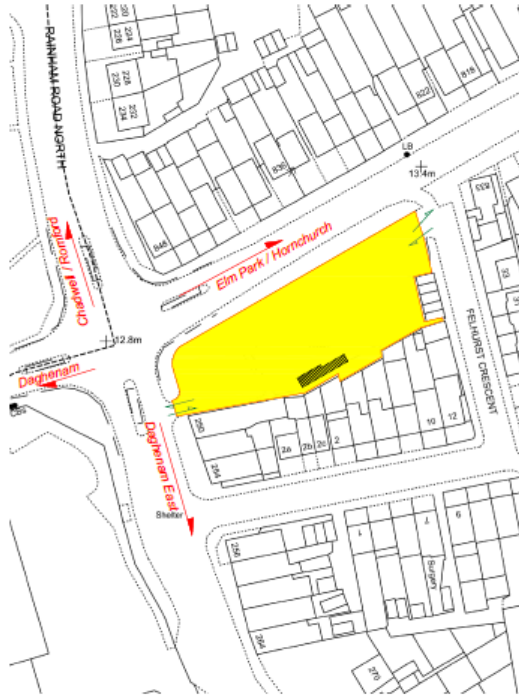
17. Retention, Repair and Reuse of Attic Panelling

Details of the retention, repair and reuse of the timber panelling to the attic floor shall be submitted to and approved in writing by the LPA prior to any demolition works within the existing loft. Thereafter, the demolition and development shall be carried out in accordance with the approved details.

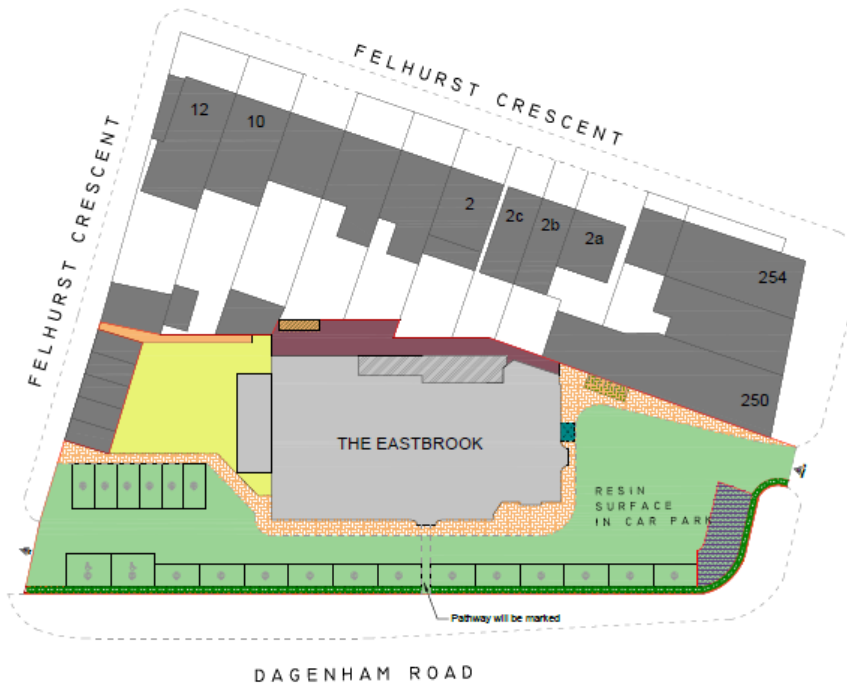
Reason: To safeguard the special architectural or historic interest of the listed building.

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ACCESS VIABILITY



PROPOSED BLOCK PLAN



KEYS - USE LAYOUT

- EXISTING BUILDING
- NEW EXTENSION
- SURROUNDING PROPERTY
- OUTDOOR PUB SPACE
- OUTDOOR STORAGE SPACE

- PARKING SPACE no.(18 + 2 DISABLED PARKING)
- FOOTPATH
- LOADING BAY
- BIKE PARKING (16 No.s)
- BIN STORAGE

- BASEMENT STORAGE
- LOW HEIGHT BRICK WALL WITH IRON FENCE
- ELECTRIC CHARGING POINTS (20 No.- 4 active and 16 passive points)
- DISABLED CAR PARKING (2 No.s)



NOTES

- 1) All dimensions are in millimetres, unless noted otherwise.
- 2) All dimensions should be checked on site by qualified personnel before the commencement of building work.

EXISTING STRUCTURE

Existing structure including foundations, beams, walls and bricks carrying new and altered loads are to be exposed and checked for adequacy prior to commencement of work and as required by the Building Control Officer.

PARTY WALL ACT

The owner should they need to do so under the requirements of the Party Wall Act 1996 has a duty to serve a Party Structure Notice on any adjoining owner if the building work involves works on or to an existing Party Wall including:

- Support of beam
 - Insertion of DPC through wall
 - Raising of wall or cutting of projections
 - Demolition and rebuilding
 - Underpinning
 - Insertion of lead flashings
 - Excavation within 3 metres of an existing structure where the new foundations will go deeper than existing foundations, or within 6 metres of an existing structure where the new foundations are within a 45 degree line of the existing foundations.
- A Party wall agreement is to be in place prior to start of works on site.

MATERIALS AND WORKMANSHIP

All works are to be carried out in a workmanlike manner. All materials and workmanship must comply with Regulation 7 of the Building Regulations, all relevant British Standards, European Standards, Agreement Certificates, Product Certification of Scheme (Nis Mark) etc. Products conforming to a European technical standard or harmonised European product should have a CE marking.

CDM REGULATIONS

The client must abide by the Construction Design and Management Regulations 2015 which relate to any building works which:

- (a) lasts longer than 30 working days and has more than 20 workers working simultaneously at any point in the project.
- Or
- (b) exceeds 500 person days.

SPECIAL NOTE

- IT IS NOT THE RESPONSIBILITY OF THE AGENT IF WORK STARTS BEFORE PLANNING PERMISSION IS GRANTED
- ALL MATERIAL FOR PROPOSED NEW BUILDING WILL BE MATCHING WITH EXISTING



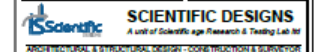
Rev.no.	DATE	DETAILS / DESCRIPTION	IGN
RD	04/07/23	submission	MJ

THE EASTBROOK
835 DAGENHAM ROAD
RM10 7UP

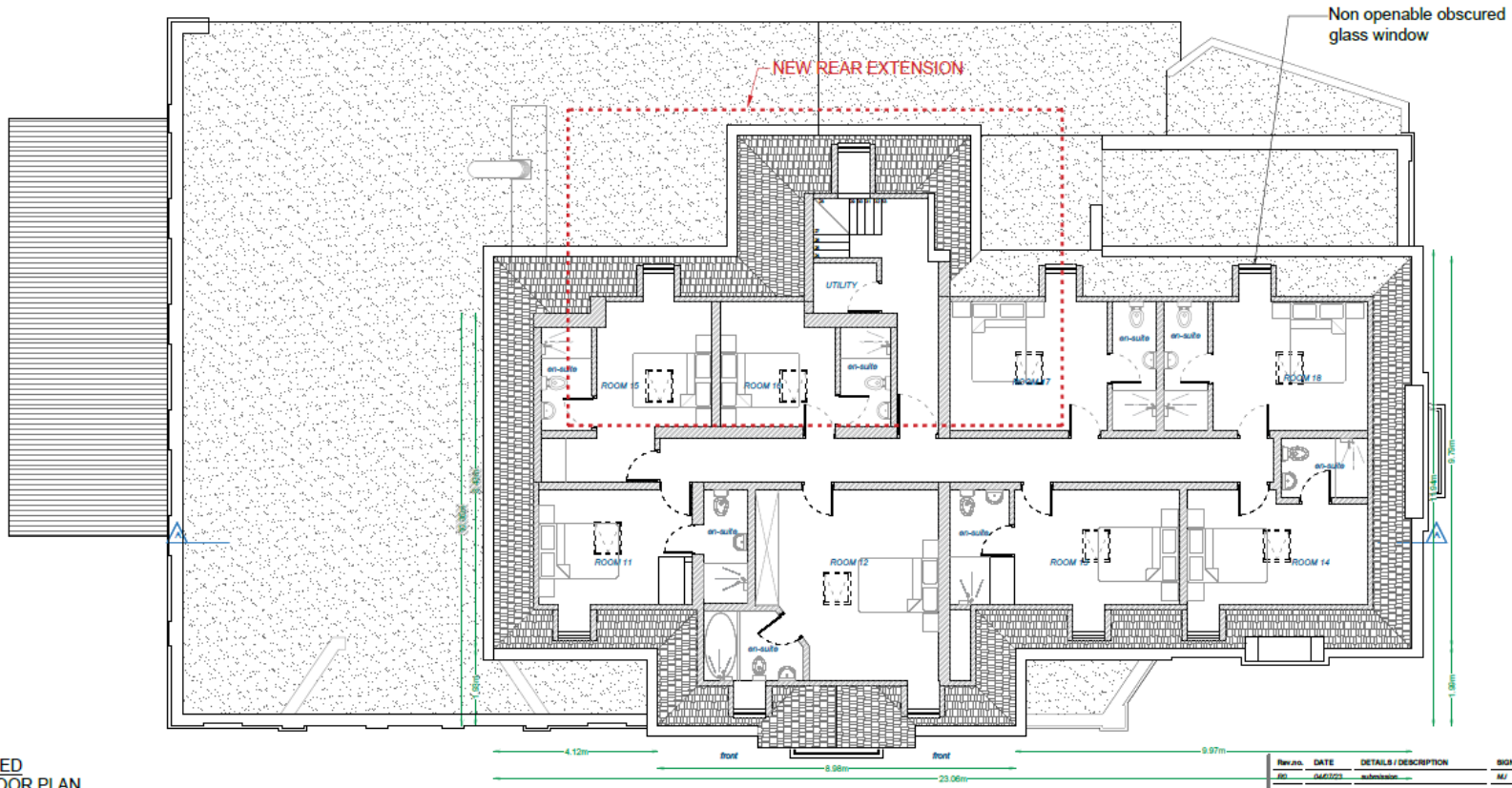
BY Mr James McLoughlin
CU Mr Drew Cook

DATE 04/07/2023
REVISION no. RD
DRAWN by MJ

DWG no. A 002 SCALE 1:500@A3
SHEET 02 PROJECT no. SD/094



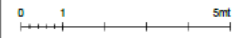
55A AZALEA CLOSE - 101 2BF - ILFORD
www.scientificdesigns.co.uk
info@scientificdesigns.co.uk
0208 514 8369



**PROPOSED
LOFT FLOOR PLAN**

SPECIAL NOTE

- IT IS NOT THE RESPONSIBILITY OF THE AGENT IF WORK STARTS BEFORE PLANNING PERMISSION IS OBTAINED
- ALL MATERIAL FOR PROPOSED NEW BUILDING WILL BE MATCHING WITH EXISTING

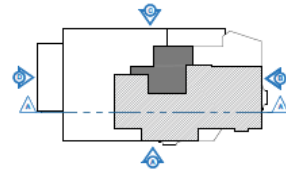


KEYS

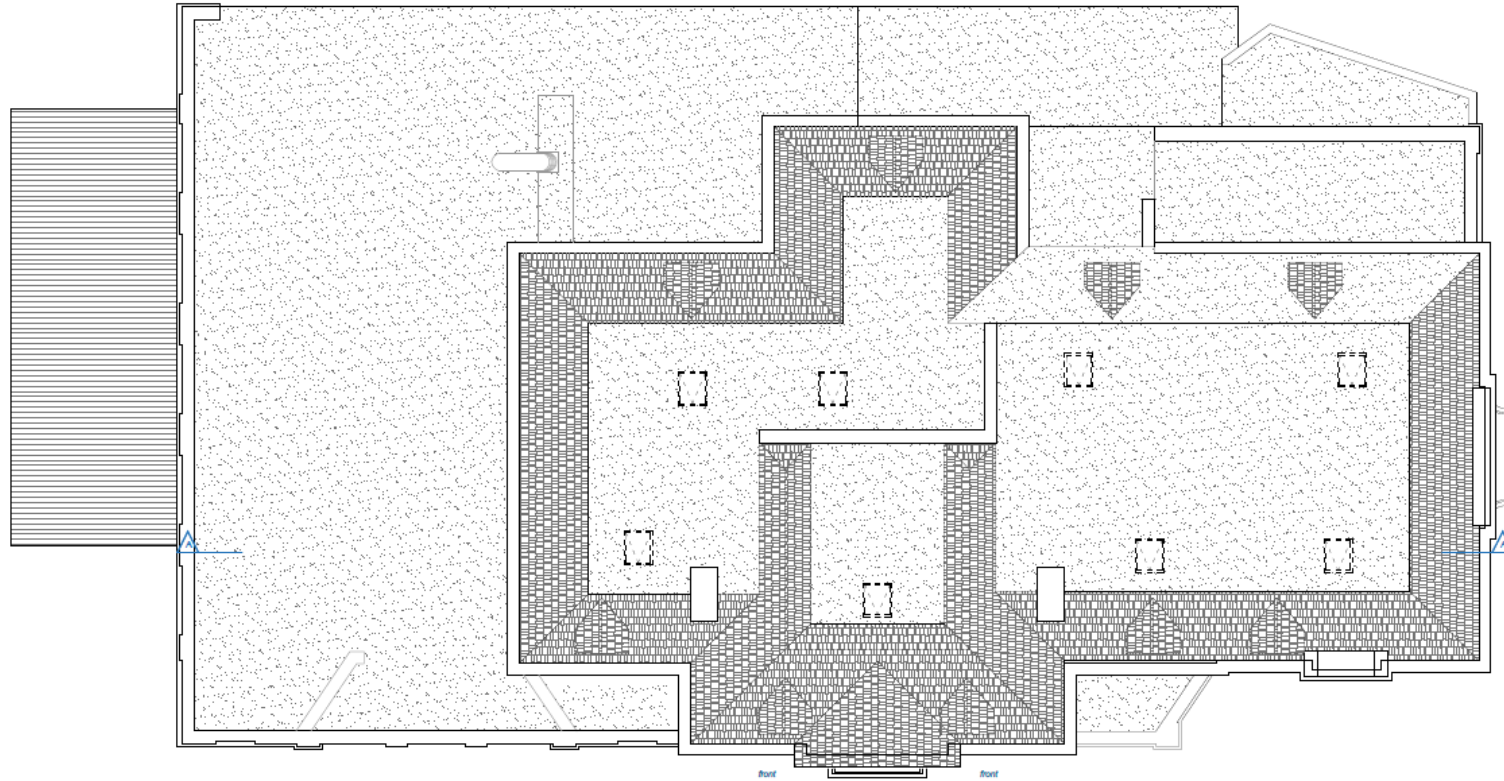
- EXISTING WALL
- PROPOSED WALL
- FLAT ROOF
- PITCHED ROOF
- ROOF GLASS SYSTEM

SURFACE SCHEDULE

- DOUBLE ROOM (no.8) GIA 100.48 sqm
 - PASSAGE / STAIRCASE GIA 28.74 sqm
 - BATHROOM (en-suite) GIA 27.43 sqm
 - UTILITY / STORAGE GIA 3.56 sqm
- *all rooms are with en-suite



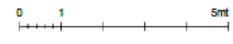
Rev.no.	DATE	DETAILS / DESCRIPTION	SIGN
01	04/07/23	submission	MR
<p>THE EASTBROOK 835 DAGENHAM ROAD RANGE TUP</p> <p>CLIENT: Mr James McLoughlin Mr Drew Cook</p> <p>DATE: 04/07/2023</p> <p>DESIGNER: MR</p> <p>DRAWN BY: MR</p> <p>SCALE: 1:100 @ A3</p> <p>PROJECT NO: SD / 041</p> <p>SCIENTIFIC DESIGNS A unit of Scientific Design Research & Testing Ltd</p> <p>53A AZALEA CLOSE - IG1 2SF - ILFORD</p> <p>www.scientificdesigns.co.uk</p> <p>info@scientificdesigns.co.uk</p> <p>0208 514 8309</p>			



**PROPOSED
ROOF FLOOR PLAN**

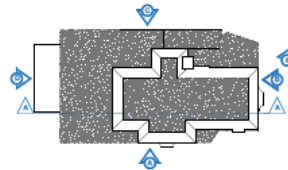
SPECIAL NOTE

- IT IS NOT THE RESPONSIBILITY OF THE AGENT IF WORK STARTS BEFORE PLANNING PERMISSION IS GRANTED.
- ALL MATERIAL FOR PROPOSED NEW BUILDING WILL BE MATCHING WITH EXISTING



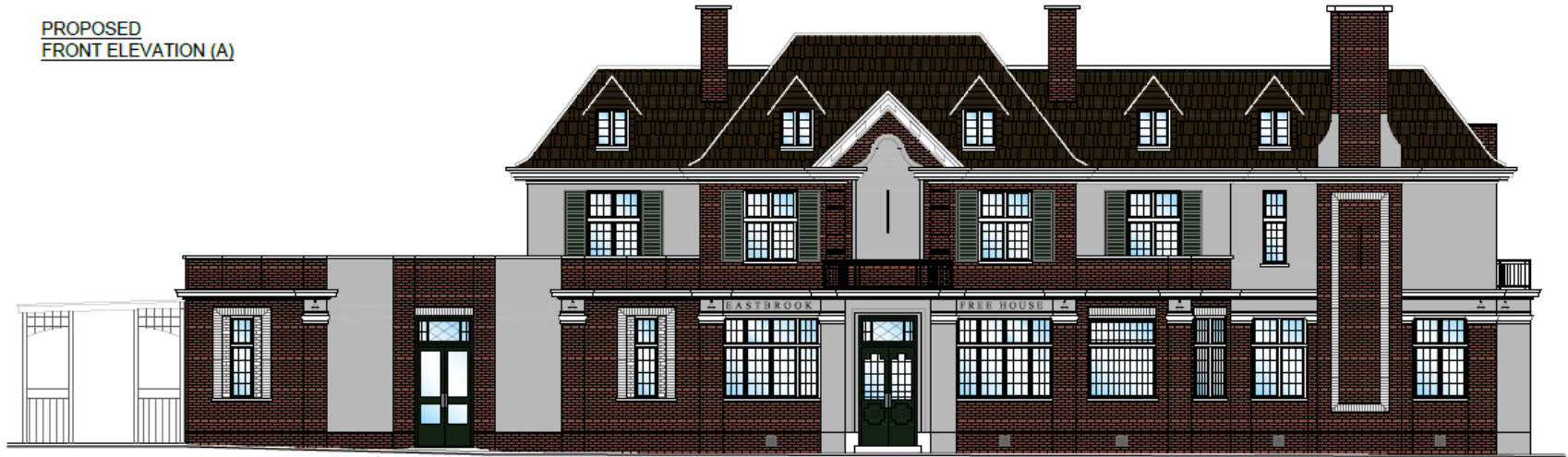
KEYS

- FLAT ROOF
- PITCHED ROOF
- PITCHED TILES ROOF
- ROOF GLASS SYSTEM
- ROOFLIGHT



Rev. no.	DATE	DETAILS / DESCRIPTION	SIGN
RD	04/07/23	submission	MJ
SITE: THE EASTBROOK 835 DAGENHAM ROAD RM10 7UP		DATE: 04/07/2023	BY: M James McLaughlin M Draw Cook
TITLE: PROPOSED FLOOR PLANS		REVISION no. RD	DRAWN by MJ
DWG no. A118	SCALE 1:100@A3	PROJECT no. SD / 094	
SHEET 15			
Scientific DESIGNS A Unit of Scientific Age Research & Testing Ltd. (R)			
ADDRESS 53A AZALEA CLOSE - IG1 2BP - ILFORD			
WWW www.scientificdesigns.co.uk			
EMAIL info@scientificdesigns.co.uk			
TELEPHONE 0208 514 8360			

PROPOSED
FRONT ELEVATION (A)



PROPOSED
REAR ELEVATION (C)



PROPOSED
SIDE ELEVATION (D)



PROPOSED
SIDE ELEVATION (B)



Working in partnership


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
20 May 2024
Application for Planning Permission

Case Officer:	Kathryn McAllister	Valid Date:	26.09.2023
Applicant:	Rainham Road South Limited	Expiry Date:	26.12.2023
Application Number:	23/01494/FULL	Ward:	Village
Address:	The Bull Inn, Rainham Road South, Dagenham RM10 8AQ		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at The Bull Inn, Rainham Road South.

Proposal:

Demolition of all existing buildings and structures in connection with the construction of 72no. residential units (Class C3), provision of car parking, landscaping, and other ancillary works.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth 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 of this report and the Conditions listed in Appendix 5 of this report; and
3. that, if by 22 November 2024 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:

1. Time Limit
2. Approved Drawings and Documents
3. Contaminated Land
4. Written Scheme of Investigation
5. Scheme of Acoustic Protection
6. Air Quality and Dust Management Plan (AQDMP)
7. Non-Road Mobile Machinery (NRMM)
8. Construction Environmental Management and Site Waste Management
9. Construction Logistics Plan
10. Landscape Ecological Management Plan (LEMP)

11. Works to Unregistered Land
12. External Lighting
13. Overheating
14. Bat Survey
15. Tree Planting Strategy and Maintenance Plan
16. Digital Connectivity
17. Green Roof Systems
18. Materials
19. Hard and Soft Landscaping
20. Boundary treatment
21. M4(3) Accessible Units
22. Noise Insulation of Party Construction
23. Bird Bricks
24. Surface Water Drainage
25. Energy and Sustainability
26. M4(2) Accessible Units
27. Play Space
28. Renewable Energy
29. Waste and Refuse
30. Car Parking Management Plan
31. Disabled Parking
32. Communal Television and Satellite System
33. Delivery and Servicing Plan
34. Cycle Parking
35. Noise Generating Mechanical Services Plan
36. Pilling Method Statement
37. Secure by Design
38. Nesting Bird Survey
39. Tree Management Strategy and Protection through Construction
40. Unit Numbers
41. Air Quality
42. Circular Economy- Post Construction Assessment

S106 – Summary of Heads of Terms:

Schedule 1- Administrative

- Payment of the Council's professional and legal costs, whether or not the deed completes;
- Payment of the Council's reasonable fees of £21,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Schedule 2- Residential Management Plan

- Submission of a Residential Management Plan for approval by LBB, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

Schedule 3- Affordable Housing

- Affordable Housing Provision

Secure 35% affordable housing on a unit basis as shown on drawings D6200 Ground Floor Plan Proposed [Revision 00] dated 09.10.2023; D6201 First to Second Floor Plan Proposed [Revision 00] dated 09.10.2023; D6203 Third to Fourth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6205 Fifth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6206 Sixth Floor Plan Proposed

[Revision 00] dated 09.10.2023 and D6207 Seventh and Eight Floor Plan Proposed [Revision 00] dated 09.10.2023

13 no. units provided at Social Rent. Unit numbers:

A.G.1; A.1.1; A.1.2; A.1.3; A.1.4; A.1.5; A.1.6; A.2.1; A.2.2; A.2.3; A.2.4; A.2.5 and A.2.6

12 no. units provided as Discount Market Rent. Unit numbers:

A.3.1; A.3.2; A.3.3; A.3.4; A.3.5; A.3.6; A.4.1; A.4.2; A.4.3; A.4.4; A.4.5 and A.4.6.

- Early- Stage Viability Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

Schedule 4- Play Space

- Play Space

A sum of £15,000 to be paid on completion of the deed to go towards improvements to Old Dagenham Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed.

Schedule 5- Design

- Design Champion

The owner will secure Design Champions consisting of Architects and Landscape Architects who will be design advisors and oversight executive architects throughout the discharge of the Planning Conditions, post planning amendments made through s.96a or s.73 and until the practical completion of the Development unless otherwise agreed in writing with the Council, in order to secure exemplary design quality as promoted in this application. The Design Champion shall be approved by the Council prior to appointment.

The owner will secure the retention of the Design Champions on such terms that ensure that the Development is constructed in reliance upon the exemplary design qualities that have informed the Planning Permission.

Schedule 6- Transport

- Travel Plan

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 1st, 3rd and 5th anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.

- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

- Car Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

- Car Club Details

On commencement of the development the Developer shall submit to the council and agree a scheme of car club works. The car club works shall include a detailed plan showing the location of the proposed car club space and details of the scheme of works required to enable this space to be implemented.

- Car Club Contribution

On commencement of the development the Developer shall pay in full to the council £10,000 (BCIS Index Link) to go towards the cost of implementing the car club.

- S.278 Agreement

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works based on the 'in Principle plan' drawing 2022/6602/016 Potential Highway Improvements [Revision P3] dated 25.04.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024 which shall be updated to include a speed table and replacement of all visibility railings along Rainham Road South prior to commencement, and b) implement all off-site highway works to an agreed schedule prior to occupation.

The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

- Works to unregistered land-

Prior to commencement of the development the Developer/Owner shall undertake a scheme of highway and landscape works to be carried out to the strip of unregistered land to be approved by the council. The scheme of works shall be carried out based on the principles set out in drawing TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; and 7392-RGP-ZZ-0B-DR-X-0701 Pavement and Kerb Construction Layout [Revision P6] dated 09.05.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024

All works shall be carried out to adoptable standards and retained thereafter for the lifetime of the development.

The applicant is responsible for covering the cost of all works.

- Unregistered land works - Maintenance

- a) The Developer/ Owner of the sites shall be responsible for covering the cost of all maintenance required to the area of unregistered land for the lifetime of the development. Vegetation at all times shall be retained to a height of no more than 0.6 metres.
- b) Should the council be required to carry out works to the strip of unregistered land as a result of its statutory duty to maintain the adjoining adopted highway. The Developer/Owner will be responsible for covering the cost of any maintenance works required to the land as a result of these works.
- c) The works to the area of unregistered land shall be maintained at all times to an adoptable standard.

The Developer/Owners shall remain responsible for the maintenance of all land outline in blue and marked 'Area of Maintenance' on drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 for the lifetime of the development.

- CPZ Contribution

On commencement of the development the Developer shall pay to the council £40,000 (BCIS Index Linked) to go towards the cost of the expansion of any Controlled Parking Zone (CPZ) in the area immediately surrounding the site.

Schedule 7- Carbon Offset

- Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 78% reduction over Part L of the Building Regulations 2021 through on-site provisions.

- Carbon Offset Financial Contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (expected contribution of £38,017).

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 8- Air Quality

- Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 9- Connect to District Heat Network (DHN)

- Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN. The requirement to connect to the DHN will be subject to the heat network being delivered and operational to supply the development, and the DHN having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

Schedule 10- Be Seen

- Be Seen Hierarchy- post construction monitoring.

- a. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).

- b. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).
- c. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.
- d. In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Schedule 11- Employment and Skills

- Local employment, training and supply chain plans
Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

- Employment during Construction
The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.

- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.
- Training during Construction The Owner will use reasonable endeavours to ensure the following:
 - Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
 - Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
 - Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.
- Supply chain development during Construction
The Owner will use reasonable endeavours to:
 - Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
 - Source goods and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
 - to ensure companies based in LBBD will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
 - Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
 - Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.
- Monitoring
 - Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
 - This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
 - Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
 - Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBD residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
 - Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any

employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.

The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.

OFFICER REPORT

Planning Constraints:

Air Quality Management Area
 Strategic Planning Sub Area Boundaries- Dagenham East and The Village
 Housing Trajectory Sites- Village Ward
 Archaeological Priority Areas- Tier II Dagenham Village
 Draft Site Allocation XE: Ibscott Close Estate and highways land at Rainham Road South/Bollards Road

Site, Situation and relevant background information:

The application site is The Bull, located on the junction of Ballard's Road and Rainham Road South. The site was formerly a pub but in recent years has been in commercial use. The site is accessed off Rainham Road South. There is a strip of unregistered land which sits between the site and the highway.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Meeting the needs of local residents
- Employment
- Impact to existing Education Provision
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage
- Habitat Regulation Assessment: Epping Forest Special Area of Conservation (SAC)

Planning Assessment:

Principle of the development:

<i>Existing use(s) of the site</i>	2 x retail units
<i>Proposed use(s) of the site</i>	72 new residential units.

- 1.1 New Residential Dwellings
- 1.2 Chapter 5 of the National Planning Policy Framework (NPPF) has specific regard to housing stating that 'to determine the minimum number of homes needed, strategic policies should be informed by a housing need assessment... [and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.'
- 1.3 Policy SD1 of the London Plan sets out London's Opportunity Areas. This policy highlights support for developments which create employment opportunities and housing choice for Londoners whilst also recognising the role of heritage in place-making.
- 1.4 Policy GG4 of the London Plan states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- 1.5 Policy H1 of the London Plan outlines the Borough's 10-year target for net housing completion which highlights the pressing need for more homes in London. Developments should optimise the potential for housing delivery on all suitable and available brownfield sites. Policies note a genuine choice of new homes should be supported which are high quality, varying sized and tenures in accordance with Local Development Frameworks. Likewise, this policy requires that Londoners

have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation.

- 1.6 The London Strategic Housing Market Assessment (SHMA) which formed the evidence base for policy H1 reinforces the need to increase the housing supply to promote opportunity and provide real choice for all Londoners. In addition, policy H2 supports the use of small sites highlighting that boroughs should support the construction of well-designed dwellings on small sites. The Housing SPG further supports the London Plan on such matters.
- 1.7 Policy CM1 and CM2 of the Core Strategy seeks to ensure the borough contributes to meeting its housing targets and supports the delivery of a variety of housing types.
- 1.8 Policy CC1 of the Core Strategy DPD further supports this noting developments should provide a range of accommodation types and sizes. In particular development should provide a minimum of 40% family housing. This is the type of housing which is in high demand throughout the borough. Family sized homes are defined by properties which have 3 or more bedrooms.
- 1.9 Officers acknowledge that the London Plan 2021 and NPPF were published after these documents and seek to ensure development provide a range of dwelling types. Therefore, it could be argued that the local policies are outdated and therefore greater weight should be apportioned to the NPPF and London Plan with regard to the type of housing which development should be providing.
- 1.10 Notwithstanding, the Draft Local Plan regulation 19 version is currently undergoing examination as such weight should be apportioned to this document. Policy SPDG1 of the draft local plan reg 19 seeks to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough.
- 1.11 Policy SP3 of the draft local plan reg 19 emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need. Nevertheless, the need for more family sized dwellings in the borough is evidence in the SHMA 2019 documents. Therefore, whilst policies set out in the Core Strategy DPD and Borough Wide DPD may be outdated, officers have apportioned weight to the policies found in the Draft Local Plan Reg 19 as these highlight the continued need for more family sized dwellings across the borough based on the most up to date evidence. Therefore, it is clear that whilst policies support the developments which provide a range of accommodation types and sizes, given the high demand for family sized dwellings in the borough it is expected that adequate provision is provided.
- 1.12 The application site is referenced in Draft Area Policy SPP5: Dagenham East. The site is located within Draft Site Allocation XE: Ibscott Close Estate and highways land at Rainham Road South/Ballards Road. The proposed use for this site is for a comprehensive residential-led mixed-use redevelopment.
- 1.13 The 2021 Housing Delivery Test (HDT) results show that the London Borough of Barking and Dagenham has delivered 66% of its housing requirement over the latest 3-year period. Consequently, the presumption in favour of sustainable development contained within paragraph 11 d) of the National Planning Policy Framework (the Framework) will be engaged.
- 1.14 The application site is The Bull Inn. The proposal seeks to demolish all buildings and construction of 72no. residential units (Class C3), provision of car parking, landscaping, and other ancillary works. The site comprises of 1-, 2- and 3-bedroom flats. As detailed above policies support developments for new residential accommodation where they provide a range of sizes and tenures of accommodation. The development will provide 72 new flats of which 21 (29%) are family sized units. Additionally, the scheme will provide 35% affordable housing of which 9 units will be family sized. Noting the outcome of the most up to date SHMA (2020) there is a clear need for affordable family sized units within the borough. Officers consider the proposal to meet this demand and provide additional housing for residents on the local housing waiting list. Further discussion on the housing and tenure mix can be found in section 2.5 of this report.
- 1.15 Overall, officers consider the proposed residential development to address an identified housing need in the borough. As such, in principle policies support the construction of new residential dwellings.
- 1.16 Loss of a Non-Designated Heritage Asset

- 1.17 Chapter 16 of the NPPF has regard to conserving and enhancing the historic environment by ensuring developments do not lead to substantial harm to or total loss of significance of a designated heritage asset. With regard to non-designated heritage assets the NPPF states a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 1.18 Policy HC1 of the London Plan sets out the need to demonstrate a clear understanding of the historic environment and the heritage values of sites. London's diverse range of designated and non-designated heritage assets contributes to its status as a world-class city. Therefore, policies seek to ensure proposals affecting heritage assets, and their settings conserve their significance by being sympathetic to the assets significance and appreciation within their surroundings.
- 1.19 This is supported by policy CP2 of the Core Strategy DPD, Policy BP2 of the Borough Wide DPD and policies SP2 and DMD4 of the Draft Local Plan (regulation 19 version) which seeks to ensure proposals affecting designated and non-designated heritage assets contribute to preserving the setting of the asset and its historical significance.
- 1.20 As detailed above policies support developments for new homes in particular where they contribute to providing a range of housing types, sized and tenures. In addition, policies also seek to preserve and enhance the setting and historical significance of non-designated heritage sites. The site is a non-designated heritage asset, as such, it does not have national policy protection. Notwithstanding, given the sites non-designated status in line with policies a balanced assessment will be carried out which weights up the scale of any harm or loss and the significance of the asset against the proposed use. Officers acknowledged the sites proximity to the Dagenham Village conservation area. Assessment of the proposals impact on this will be assessed in section XX of this report.
- 1.21 The application is accompanied by a Heritage and Townscape Assessment (HTA). This document states that the Bull Public House was originally constructed in 1726. The original pub sat to the north of the existing site plot. This pub was later demolished. The Bull Inn as it exists today sits on a different site to the south of the original structure. The HTA assumes that this building was constructed in 1920s and served the local community as a pub through the 21st century, however, in 2013 the pub was closed and converted into a small collection of shops. The 1920s pub was constructed in a Tudorbethan style.
- 1.22 As detailed in policy designated and non-designated heritage assets developments should contribute to preserving the setting of the asset and its historical significance. As detailed in the submitted heritage and visual assessment The Bull was originally constructed in 1726 at a different site. The Bull as it exists today sits on a slightly different site and was rebuilt in 1920s. The Heritage Officer was consulted and stated "the Barking Record number 79 - a building has stood on this site since at least the seventeenth century (1600s) if not earlier. The early site contained, 'yards, gardens, a small meadow and two acres of arable land.' The 'Bull' was first mentioned in 1726. It is perhaps of no surprise then that it was a local landmark, additionally it had an early letter box positioned here in 1823 and became a stop for the first omnibus in 1848; during that period Rainham Rd South was also known as Bull Street... Although it has not been used as an Inn/PH since 2013, the Bull remains a local landmark as it has for centuries. Therefore, although the current building only dates back about a century, to the interwar period, and is not listed, it is a site and a name which holds significance to the local area and its residents".
- 1.23 The applicant states "It can be assumed that the reconstruction of The Bull occurred in the 1920s. Further development around the Site area occurred throughout the 20th century. The farmhouse and ancillary buildings standing south of the Site were demolished, making way for the construction of the circular intersection connecting Rainham Road South and Ballards Road in the 1960s. This essentially transformed the quiet residential area into a busy area filled with vehicular thoroughfare, in turn increasing the popularity of the public house. The Bull served the local community as a pub through to the 21st century and was later converted into a live music venue. In 2013, the pub was closed to public and converted into a small collection of shops. It is likely that alterations occurred to the existing building at some point in the early 21st century, including the single storey extension to its rear. Today, the Site stands isolated with no buildings within its boundaries. It must be noted that the plot of the previous Bull Public House appears to have been developed as an area of hardstanding associated to the existing Site".

- 1.24 Officers believe that whilst the name and site has historical relevance the existing building as it is known today only dates to the early 20th century and has been amended significantly since. Policies have regard to historical assets only. As such, officers' assessment will be limited to the historical significance of the physical character and appearance of the building and its setting.
- 1.25 As existing the setting of the building is predominately hard standing with limited planting or visual interest. Much of the area around the site has been redeveloped which is evident from google and site visits carried out by officers. Officers agree with the applicant's statement that the site sits in isolation with none of the original buildings in its boundary. A photo showing The Bull in 1920 has been provided in the heritage assessment. When compared to the site today it is evident that the boundary walls and external building associated with the Bull have been removed. Several new extensions have been constructed which do not reflect the character and appearance of the main building. Likewise, alteration have been made to the original building to amend the access points and setting of the building. The original arched entrance has been boarded up with new openings introduces. Similarly, the setting of the site is predominately hard standing used for car parking with areas of soft landscaping being predominantly grass. Much of the architectural significant features of the building and site have been lost. The fact that the existing building and its setting is not listed nationally or locally further confirms the limited historical significance of the building.
- 1.26 Officers therefore consider the historical and architectural significance of the existing building and site to be limited. The heritage officer was consulted who agreed that the fact that the building has never been listed nationally or locally, to that extent its removal is difficult to challenge. It is clear that the historical significance of the existing building and its setting is limited.
- 1.27 Loss of Retail Units.
- 1.28 The proposal seeks to demolish the existing pub and replace this with 72 new residential dwellings in the form of a 9 storey and 6 storey block.
- 1.29 Officers note that whilst the site was formally a public house (Class Sui Generis), its most recent use was as a small collection of shops (Class E). As such, in line with the Last Orders Preserving Public Houses SPD (June 2014) definition of public houses the existing use of the site would not be considered a pub given it is not in Use Class Sui Generis. The site planning history confirms that the site was lawfully divided into 2 separate commercial units under permitted development. As such, officers do not consider the policies regarding the loss of public houses to be relevant in this case, given the loss of the public house has already taken place and is not for consideration under this application. Notwithstanding, the development will result in the loss of retail units. The relevant policies are detailed below.
- 1.30 The NPPF seeks to ensure that policies and decisions support the role that town centres play. As result developments should contribute to promoting the long-term vitality and viability of town centres to ensure that can respond to rapid changes and allow a suitable mix of uses.
- 1.31 Policy SD7 of the London Plan sets out that a town centre first approach should be taken. The sequential test should be carried out to ensure where possible main town centre uses are in town centres. Nevertheless, protection should be given to out-of-centre- high streets as local parades or business areas to support and enhance the role of these high streets.
- 1.32 Policy CM5 of the Core Strategy DPD states that encouragement will be given to development and services that will help maintain and enhance the vitality and viability of town centres. This is further supported by policy DME3 of the Draft Local Plan (Regulation 19 version). Notwithstanding, Policy BE3 of the Borough Wide DPD notes that where existing individual shops are located outside centres these should be protected particularly those that sell fresh food.
- 1.33 At present there are currently 2 retail units on site. As detailed above policies support development which contributes to the vitality and viability of town and neighbourhood centres as such where possible commercial uses should be located within these areas. As noted, the site is not located within a designated town or neighbourhood centre. Nevertheless, as shown on google maps the existing retail units on site are convenience stores which sell fresh food. Policy BE3 of the Borough Wide DPD protects existing individual out of town shopping areas particularly where they sell fresh food.

- 1.34 The proposal will result in the loss of all commercial units on site. The applicant states “there is no intention to replace these units as part of the proposed scheme. There are significant material considerations which justify this departure including Draft Local Plan. This is at its advance stage and there are no policies which seek to protect retail uses in out-of-town centre locations. Additionally, there is sufficient commercial and retail offering in the local area and commercial re-provision is not feasible on site”. Officers believe that the proposal will not re-provide commercial provision on site given the site constraints and its location.
- 1.35 Officers acknowledge that the site is not located in a designated town or neighbourhood centre. As shown on the proposals map the site is near Royal Parade/Church Street and Dagenham East (South) both designated neighbourhood centres. These shopping parades are located within walking distance of the site and provide a range of commercial offering which includes shops which sell fresh food. Further, policies seek to protect the vitality and viability of town centres, as such, they encourage a town centre first approach whereby commercial and retail provision should be provided in line with the sequential test which priorities retail provision in designated town centres. Whilst officers acknowledged the Borough Wide policy BE3 has regard to shops selling fresh food in out-of-town locations, officers agree with the applicant that the Draft Local policies which are at an advance stage does not have special regard to existing out of town centre retail which sells fresh food. Instead, the provision of retail and commercial uses is encouraged within town centre locations in the first instance to maintain and protect the vitality and viability of these areas.
- 1.36 Given the site's location outside a designated town or neighbourhood centre and its proximity to an existing designated neighbourhood centre and the range of commercial and retail units found there, officers consider the loss of commercial floor space on this site to be acceptable.
- 1.37 Summary
- 1.38 Overall, noting the low historical significance of the existing building and its setting and the proximity to other neighbourhood centres and associated commercial offering. Officers consider the benefits of construction 72 new homes including 21 family sized homes to outweigh the harm caused by the loss of the non-designated heritage asset and loss of on-site retail provision. On balance the principle of development is considered acceptable and in keeping with the development policies.

Dwelling mix and Quality of accommodation:

- 2.1 Density
- 2.2 London Plan policy GG2 promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure, and amenities. Policy D2 directs that the density of proposals should consider planned levels of infrastructure and be proportionate to the site's connectivity and accessibility. Policy D3 ensures that all development makes the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.
- 2.3 Locally, Core Strategy Policy CM1 states that residential development (particularly higher density development) will be focussed in the Key Regeneration Areas, and on previously developed land in other areas with high PTAL levels. Strategic Policy SP2 of the emerging Local Plan (Regulation 19) promotes high-quality design, optimising a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context.
- 2.4 The applicant proposal has been brought forward through a design-led approach informed by the site constraints. The application site has an area of 0.26 hectares and seeks to provide 72 units. As such, the density of the site is 276.9 u/ha. The site is located within a predominantly residential area. The application site and Ibscott Close Estate to the rear has been allocated in the Draft Local Plan (regulation 19 version) for a residential-led mixed use development with the potential capacity for delivering 831 new homes. Whilst officers accept that the density of the proposal is relatively high. It is noted that this site is due to come forward ahead of the redevelopment of the wider Ibscott Close Estate. The draft site allocation has a site area of 4.05ha, as such, should 831 units be delivered the mean density would be 205.2u/ha. Given this site is located furthest away from the Dagenham Village Conservation area, officers believe the site is able to support a denser development. Additionally, the site is located in PTAL 3 within walking distance of Dagenham East tube station and a number of bus services along Rainham Road South. It is clear there are good transport links. To this end officers consider the proposed density to be acceptable and in keeping with the development policies.

2.5 Dwelling Mix and Tenure

2.6 The NPPF seeks “to deliver a wide choice of high-quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

2.7 London Plan policy H10 sets out all the issues applicants and boroughs should take into account when considering the appropriate mix of unit’s sizes in relation to the number of bedrooms for a scheme. In particular part B of this policy states "boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs".

2.8 Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3- bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family sized accommodation. Draft Local Plan (Regulation 19 version) SP3 also supports the delivery of family accommodation. This policy is evidenced by the LBBB Strategic Housing Market Assessment (SHMA) which highlights a local need for more family sized dwellings. Further, policy DMH2 requires development proposals to provide a range of units in accordance with the Council’s preferred dwelling size mix. Additionally, this policy outlines that the Council will consider a different housing mix if the proposal meets the tenure split requirements, and the applicant will be expected to provide up-to-date evidence of housing needs by taking account of the latest local evidence identified within the Strategic Housing Market Assessment.

2.9 As noted above, policies seek to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The proposal seeks to deliver 72 residential units.

2.10 The dwelling and tenure mix is shown in the following table.

	Social Rent		Discount Market Rent		Private		TOTAL	
	Units	Hab Room	Units	Hab Room	Units	Hab Room	Units	Hab Room
1-bedroom	4	8	4	8	11	22	19 (26%)	38 (17%)
2-bedroom	4	12	4	12	24	72	32 (44%)	96 (44%)
3-bedroom	5	20	4	16	12	48	21 (29%)	84 (39%)
TOTAL	13 (18%)	40 (18%)	12 (17%)	36 (17%)	47 (65%)	142 (65%)	72 (100%)	218 (100%)

2.11 In terms of affordable housing and tenure mix this will be assessed in section 2.14 of this report.

2.12 The proposal will provide a mix of 1-, 2- and 3-bedroom units. In total there will be 21 family units comprising of 3-bedroom dwellings. This equates to 29% of the total number of units. The applicant states “1- and 2-bedroom units have been prioritised within the private and intermediate tenures in reflection of the growing need/trend for multi-adult households... this need for 1 and 2 bed properties available for private rent is recognised in the LBBB SHMAA 2019... there is a large proportion of family homes provided, including within the affordable tenures. LBBB’s SHMAA (table

- 7.13) identifies that there is an annual shortfall of nearly 1,000 affordable 3+ bedroom family homes in Barking and Dagenham". Officers believe the applicant has taken note of the most up to date evidence for housing demand when considering the housing mix of the proposal.
- 2.13 The proposal falls short of the 40% target set by the Core Strategy DPD, nevertheless, this is reasonably justified by the flatted nature of the development and site constraints. It is noted that of the 21 family units, 5 will be social rent and 4 discount market rent. Whilst discount market rent is an intermediate product it is noted that these units will have rent levels at 80% of the market rent, longer tenancies of 3+ years and do not require a large deposit. Therefore, whilst not a genuinely affordable product, officers consider these units to remain relatively affordable to residents.
- 2.14 A high proportion of these family units will be affordable which speaks to policy DMH2 of the Draft Local Plan as evidenced by the most up to date SHMAA which highlights a need for more affordable family units within the borough. Further, it is noted that the development meets the threshold approach Fast Track Route as outlined in policy H5 of the London Plan. Therefore, whilst it is accepted that the proposal will fall short of policy requirements on the provision of family housing, given the development will contribute to providing 21 new family sized units of which 9 are affordable. Officers consider the provision to be acceptable and support the family housing stock in the Borough.
- 2.15 Affordable Housing
- 2.16 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 65 states "Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups". Notwithstanding paragraph 63 states "Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site unless: a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b) the agreed approach contributes to the objective of creating mixed and balanced communities".
- 2.17 Policy H4 of the London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. This policy ensures that all major developments which trigger affordable housing requirements provide affordable housing through the threshold approach.
- 2.18 Policy H5 of the London Plan outlines the threshold approach which applies to all major development proposals which trigger affordable housing requirements. Policy H5B sets threshold level of affordable housing on gross residential development at a minimum of 35%; or 50 per cent for public sector land where there is no portfolio agreement with the Mayor; or 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses. This requirement is also established in the Affordable Housing Supplementary Planning Guidance (SPG)
- 2.19 Policy H5C of the London Plan outlines the Fast Track route of the threshold approach. To follow the fast-track route development must meet or exceed the relevant threshold level of affordable housing without public subsidy, be consistent with the tenure split set out in policy H6 of the London Plan, meet other relevant policy requirement and obligations and demonstrate that 50% target set out in policy H4 of the London Plan and have sought grant to increase the level of affordable housing.
- 2.20 Policy H6 of the London Plan requires a minimum of 30% low cost rented homes, minimum 30% intermediate products and the remaining 40% to be determined by the borough. To follow the Fast Track Route developments, require the tenure of 35% of homes to meet the tenure split requirements of this policy.
- 2.21 Policy H7 ensures that a clear process is put in place to monitor affordable housing. In particular policies note affordable housing should be secured by S106 legal agreement, where a review mechanism is triggered, this should be implemented, and the number of extra homes delivered. Annual monitoring information should be published to ensure transparency on the delivery of affordable housing.
- 2.22 The Draft Local Plan (regulation 19 version) policy DMH1 seeks to apply the threshold approach to viability. The policy seeks to ensure that new developments contribute to the delivery of a range of housing tenures in accordance with the following tenure split: 50% mix of social housing including London Affordable Rent, 50% mix of intermediate housing including London Shared Ownership.

Regarding policy H6 of the London Plan the remaining 40% tenure split to be determined by the borough should be 20% intermediate housing and 20% social housing.

- 2.23 The proposal will follow the Fast-Track route and deliver 25 affordable units, 76 habitable rooms which equates to 35% of the total provision of units. Of these 12 units (48%), 36 habitable rooms (47%) will be provided as discount market rent and 13 units (52%) and 40 habitable rooms (53%) will be provided as social rent. Officers consider the proposal to meet the threshold level of affordable housing as set out in policy H6 of the London Plan, similarly the proposal achieves the Fast Track criteria set out in policy H5 of the London Plan. It is acknowledged that more social rent units are provided in place of discount market rent. However, noting the relevant threshold levels of affordable housing is achieved, officers consider this tenure split to be acceptable.
- 2.24 Officers therefore consider the provision of affordable housing proposed by the development to be acceptable. It is recommended that an S106 obligation is attached in line with policy H7 of the London Plan securing the affordable housing offering.
- 2.25 Notwithstanding, to ensure that the applicant builds out the permission an obligation securing an Early-Stage Viability Review will be included in line with policy H7 and H5 of the London Plan. This review will be triggered if the development has not commenced within 2 years of the permission being granted.
- 2.26 Subject to the imposition of S106 obligations, officers consider the proposed affordable housing provision to be acceptable and in keeping with the development policies.
- 2.27 Quality of Accommodation
- 2.28 At national level, the 'Technical housing standards – nationally described space standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- 2.29 Policy D4 of the London Plan seeks to ensure developments bring forward high quality design and place making.
- 2.30 The Local Plan also reiterates the need for housing developments to conform to these requirements. Policy D6 of the London Plan outlines that housing developments should be of high-quality design and provide adequately sized rooms which are fit for purpose and meet the needs of Londoners without differentiating in tenure. Developments should maximise the provision of dual aspect dwellings and provide sufficient daylight and sunlight. Further, new housing should achieve the space standards in line with those set at national level.
- 2.31 Policy D5 of the London Plan seeks to ensure developments achieve the highest standard of accessible and inclusive design by ensuring developments are convenient and welcoming with no disabling barriers and can be entered, used, and exited safely, easily and with dignity for all.
- 2.32 Policy D7 of the London Plan requires suitable housing and genuine choice of housing for London's diverse population. As such, at least 10% of dwellings should meet Building Regulation requirement M4(3) 'wheelchair user dwellings and all other dwellings should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. This target meets the Borough's aspirations outlined in policy DMH3 of the Draft Local Plan (Regulation 19 version).
- 2.33 All dwellings meet the requirements of the technical housing standards- nationally described space standards. Further, 55 units (76%) will be dual aspect. These include all 2- and 3-bedroom units. 17 units (24%) will be single aspect. These are all 1-bedroom dwellings which are west facing. It is noted that all single aspect units have been designed to face away from the main road. All dwellings with north facing aspects are dual aspect. Further, all habitable rooms will have access to a window. Noting the orientation of the site, officers are confident that all flats will be well lit by daylight, naturally ventilated by open windows and appropriately sized for their use. Officers consider this to meet the requirements of policy D6, D4 and D5 of the London Plan.
- 2.34 The Mayor's Housing SPG Standard 12 advises that 'each core should be accessible to generally no more than eight units on each floor'. The Good Quality Housing For All Londoners London Plan Guidance, Draft for Consultation October 2020 advises that development proposals accessed from a single core does not exceed eight per floor (C3.1.2). The updated guidance advises that the threshold between public realm of the street and the private realm of the home affects people's sense of security and ownership and that entrances should feel welcoming. The guidance further notes "within residential blocks, the number of dwellings served by a single core needs careful consideration as it affects both security and people's sense of community and ownership" and

advises “in terms of the number of homes per floor, groups of two to eight dwellings are usually desirable. In these smaller groups, residents tend to enjoy a greater sense of privacy, security and ownership, and may be more likely to take an active interest in the upkeep of shared spaces”.

2.35 The proposal seeks permission for 2 blocks comprising of 6 and 9 storeys. For the 6-storey block there are 6 units per core. There are 5 units per core for the 9-storey block. Officers consider this to meet the requirements of the Mayors Housing SPG and present safe and secure dwellings. All dwellings will be accessed via an internal lobby and have access to private external amenity space. Further details of this will be provided in Section 2.41 of this report.

2.36 Internal daylight and sunlight

2.37 An internal Daylight and Sunlight Report prepared by Waldrams dated 20.09.2023 was submitted with this application. The assessment finds that 172 of the 218 proposed rooms (79%) achieve the daylight (SDA) criteria. 18 of the 46 rooms which do not achieve their SDA targets are living rooms with generous balconies, the remaining 28 out of 46 rooms are bedrooms that face between the two proposed blocks. It is concluded that the rooms that do not meet the criteria are either a bedroom facing the adjacent proposed block, or a living room obstructed to daylight by a balcony. Notwithstanding, the assessment concludes that all units meet the target values for sunlight.

2.38 From the assessment officers acknowledge there will be some impact on the daylight and sunlight received in some living spaces, however, the rooms impacted are limited to rooms which face between the two blocks or rooms which have large balconies. As shown on the submitted proposed plans all units have access to private balconies. Therefore, whilst the positioning of these features will impact the amount of internal daylight received, officers are of the view that this impact is unavoidable. All units will have access to private balconies, therefore, on balance officers consider the impact on internal daylight to be acceptable. Likewise, whilst it is acknowledged the daylight received by the rooms which face between the proposed blocks is impacted. These units are dual aspect, as such, whilst some rooms fail to meet the BRE Guidelines other parts of the dwelling will achieve sufficient provision of daylight.

2.39 Further, the applicant states “rooms which are unable to meet the full BRE guidelines are typically bedrooms on ground and lower floors which face west and have deep floorplans which inevitably achieve lower illuminance values due to distance from windows. Living rooms that are unable to meet the full BRE guidelines have generous balcony spaces which can be enjoyed”. Officers have reviewed the proposed plans and appendix 3 of the daylight and sunlight assessment: Internal Daylight & Sunlight Results. It is noted that the west facing properties which the applicant states achieve lower illuminance values due to distance from windows are the single aspect units. Nevertheless, on review of the proposed plans whilst areas of the single aspect units will achieve lower luminance values due to the distance from the window. Officers note this area of the dwelling consists of kitchens and bathrooms. The submitted internal spatial daylight autonomy attached in appendix 3 of the assessment showing habitable living spaces such as bedrooms and living spaces benefitting from good access to daylight.

2.40 Overall, whilst it is acknowledged that some of the proposed units fail to provide adequate provision of daylight in line with BRE Guidelines. Officers believe the proposal will provide 72 good sized homes with access to private external balconies and suitable access to daylight and sunlight in all habitable rooms. Therefore, on balance the proposal is considered to provide adequate quality of accommodation in keeping with the development policies.

2.41 External Amenity

2.42 Chapter 8 of the NPPF seeks to promote healthy and safe communities by ensuring planning decisions achieve healthy, inclusive, and safe places which enable and support healthy lifestyles and wellbeing needs. Policy D6 of the London Plan supports this by ensuring new housing provides adequate outside space. Policy DMNE1 of the Draft Local Plan Reg 19 seeks to ensure proposals provide adequate external amenity space whereby developments should not rely on upon existing publicly accessible open space to contribute towards onsite amenity space and children play space. This is further supported by Policy BP5 of the Borough Wide Development Plan Document which states that new developments must provide adequate external private and/ or communal amenity space to meet the need generated by development.

2.43 Policy BP5 of the Borough Wide DPD stats 1-bedroom flats should provide 20sqm of external amenity space and 2 + bedroom flats should provide 40sqm. This space should be private, useable accessible and safe. Further, this policy notes that where developments in town centre locations

and strategic regeneration sites are not able to provide external amenity space on site the applicant should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated wherever possible. Likewise, the London Plan Housing SPG states "A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant". In accordance with the Housing SPG the 1-bedroom dwelling should provide 5sqm; 2-bedroom, 3 person dwellings should provide 6sqm; 2-bedroom, 4 person dwellings should provide 7sqm and 3-bedroom, 4 person dwellings should provide 7sqm; 3-bedroom, 5 person dwellings should provide 8sqm.

- 2.44 The development provides a mix of 1-, 2- and 3-bedroom units. All units will have access to large private external balconies which exceed the requirements set out in policies. Officers believe that all units will have access to well lit, private, functional, and useable space which will support a good standard of living.
- 2.45 In addition, there is on site shared amenity to the rear of the development. Officers note that most of this area supports child play space, however, care has been taken to ensure that some amenity space has been given over for seating and use away from child's play. Further, it is noted that this is a semi-private open space accessed from within the development. Appropriate boundary treatment has been proposed to separate the public footpath from this area. Officers consider this provision to be acceptable.
- 2.46 Overall, officers consider the provision of on-site external amenity space to be acceptable and in keeping with the development policies.
- 2.47 Play Space
- 2.48 The NPPF seeks to ensure developments contribute to providing healthy and safe communities. Developments should promote social interaction, be safe and accessible and support healthy lifestyles.
- 2.49 London Plan policy S4 requires developments for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and incorporate good-quality accessible play provision for all ages for residential development, providing at least 10sqm of play space per child.
- 2.50 Policy DMNE1 of the Draft Local Plan (regulation 19 version) seeks to ensure there is sufficient access and provision to open space. Developments should contribute to enhancing the provision of publicly accessible open space. Where development will result in an increase in children sufficient play provision should be provided.
- 2.51 The GLA play space calculator yields 34.3 children on site. As such, in total 342.8sqm of play space should be provided. In line with policy provision should be made for 0–5-year-olds, 5-11 year old play and 11-18 year old play. The scheme will provide onsite play space for 0–11-year-olds. In total 309.3sqm of play space will be provided. Officers welcome the provision of on site play space for 0-11 years olds and note this exceed the requirements set by the GLA for this site. Should this application be approved it is recommended that a condition is imposed requiring the details of play space equipment to be submitted.
- 2.52 With regard to older children play (11–18-year-olds), officers acknowledge that the site is small as such the opportunities for on site play for this age group are limited. The scheme is 70sqm short of 11–18-year-old play space. As such, in line with policy a financial contribution will need to be secured to go towards improvements to offsite play. The applicant has suggested that improvements could be made to Old Dagenham Park. LBBB Parks team have been consulted. It is noted that Old Dagenham Park benefits from a £85,000 of funding from the Department of Levelling Up to go towards improvements to the park. This would cover the cost of park improvements, events, activities and maintenance and tree planting and related costs. Notwithstanding, the LBBB Parks team noted that any additional funding secured through this application could go towards improvement to the BMX Track which would fall outside of existing planned improvement. This would include essential repairs and maintenance, improvements access and gates, signage, bins, seating shelter etc. A contribution of £15,000 has been agreed with the applicant to go towards these improvements. Noting the size of the development and the fact that the scheme is only 70sqm short of play space which inline with the GLA play space calculator equates to 7 children. Officers consider this contribution to be acceptable. It is recommended that this is secured through s106 obligation.

- 2.53 It is recommended a condition is attached requiring details of play space equipment to be submitted and play provision to be implemented prior to first occupation.
- 2.54 Health and Safety
- 2.55 The application is accompanied by a Fire Safety Planning Statement. A subsequent fire statement was submitted to meet the requirements of the Health and Safety Executive (HSE). HSE were consulted who confirmed that they were content with the details submitted and therefore find the fire safety design of the building to be acceptable. Further, the Design out Crime Officer from the Met Police were consulted who raised no objections to the proposal subject to the details raised in section 3 of their response being addressed. They have recommended that a secure by design condition is attached requiring the scheme to achieve secure by design certification. Officers consider the implementation of this condition to be acceptable and ensure that the development will overcome the concerns raised by the Design Out Crime Officer.
- 2.56 Overall, subject to the inclusion of conditions officers consider the design of the scheme to provide safe and secure development which reduces the risk of crime and fire Hazards.
- 2.57 Accessible units
- 2.58 Policy D7 of the London Plan outlines that new developments should provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, as such, residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 2.59 The applicant states that 7 units have been designed to be part M4(3) Wheelchair User Dwellings. This equates to 10% of the units which is in line with policy. The remaining units will be part M4(2) 'accessible and adaptable dwellings. Officers consider the proposal to provide high quality accessible units in line with policy. It is recommended that a condition is attached to this application requiring a detailed plan showing the location of the 7 wheelchair accessible units. These should be implemented and retained prior to first occupation.
- 2.60 Noise
- 2.61 A noise impact assessment prepared by RBA Acoustics [Revision 2] dated 15.09.2023 has been submitted to accompany this application. The report concludes that internal noise levels can be achieved through the adoption of enhanced double glazing on the facades worst affected by noise and more standard double glazing on facades subject to lower noise levels. The LBBD environmental protection officer was consulted who raised no objections to the proposal. Notwithstanding they recommend that a condition requiring a scheme of acoustic protection of habitable rooms against noise is submitted prior to commencement of use of the residential units. Likewise details of noise generating mechanical services plan and noise insulation of party construction should be provided. This is to ensure that all units are appropriately protected against noise from outside the site, plant equipment and between units. Officers consider the implementation of this condition to be reasonable as this would ensure that future residents of the site are appropriately protected from noise and that the units themselves provide high quality living accommodation. Subject to the inclusion of this condition officers consider the noise impacts on future residents of the site to be acceptable and in keeping with the development policies.
- 2.62 Summary
- 2.63 Overall, subject to the inclusion of conditions and obligations officers consider the proposed development to provide 72 high quality residential units with acceptable internal and external amenity space. The proposal is considered acceptable and in keeping with the development policies.

Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes

<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 3.1 Objective 126 of the NPPF outlines that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
- 3.2 Objective 127 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 3.3 Objective 130 outlines that “planning policies and decisions should ensure that developments:
 - a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.4 Objective 133 states “local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development”.
- 3.5 Objective 134 further outlines that “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 3.6 Policy D1 of the London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the London Plan which seeks good design.
- 3.7 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the site’s context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due

regard to existing and emerging street hierarchy, building types, forms and proportions.

- 3.8 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 3.9 Policy D5 of the London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design. Policy D6 considers the importance of achieving and maintaining a high-quality design through the planning process and into delivery stage.
- 3.10 Policy D8 of the London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 3.11 Policy D9 of the London Plan has regard to tall buildings. This policy notes that tall buildings can vary in height however they should not be less than 6 storeys, or 18 metres as measured from the ground to the floor level of the uppermost storey. Nevertheless, developments should address visual impacts, functional impact, environmental impact, and cumulative impacts.
- 3.12 This is further supported by policies SP2, DMD1 and DMD2 which seek to ensure developments for tall buildings are situated in appropriate locations and contribute to providing a high-quality built environment which contributes positively to the character of the surrounding area. This is further supported by policies BP4 and BP11 of the Borough Wide DPD and policy CP3 of the Core Strategy DPD.
- 3.13 The proposal seeks permission for 72 new units comprising of 1-,2-, and 3-bedroom units. Officers acknowledge that the site is near the Dagenham Village Conservation Area and The Leys which is designated Green Belt. These are two sensitive areas as such special consideration needs to be given to how the proposal will impact these areas. Officers will therefore assess the design of the proposed development, followed by the design impact on the conservation area and green belt.
- 3.14 Height, scale, massing and design
- 3.15 As noted above policies support development which are of high-quality design which contribute to enhancing the character and appearance of the area whilst also being accessible and inclusive. The proposed development consists of two blocks. The northern most block is 6 storeys in height rising to 9 storeys at the southern block. The proposed development would be considered a tall building as set out in policy D9 of the London Plan and policy DMD2 of the Draft Local Plan. It is noted that the site is not located within a tall building location.
- 3.16 The application site is located on the junction of Ballards Road and Rainham Road South. The site sits at the edge of the Ibscott Close Estate on the site of the former Bull Pub. The site is bounded by the residential estate to the north and west. The highway and roundabout sits to the east and south of the site. The Ibscott Close Estate to the rear of the site is made of predominantly 3 storey blocks. The recently built Ley's development lies to the south of the site on the other roundabout. Officers acknowledge that the context of the site is predominantly low-density, low-rise development. This proposal would therefore introduce height at this location.
- 3.17 The site comprises of 2 blocks- 9 storey and 6 storeys. The taller block is located on the corner of Ballards Road and Rainham Road South with the smaller 6 storey block located adjacent to the existing 3 storey blocks on Rainham Road South. The buildings have been positioned to provide a visual stepping up in height as you move along Rainham Road South between the Ibscott Close Estate and the corner of Rainham Road South and Bollards Road. It is noted that the proposal is

for a tall building, however, the site is not in a tall building location as such in line with policy the development should contribute to providing high quality design.

- 3.18 It is clear from the submission that care has been taken to ensure that the architectural design and layout of the building is high quality and reflects the character and context of the surrounding area. Although the buildings are relatively tall, they have been chamfered to reduce the mass and bulk particularly along Rainham Road South and Ballards Road. These design features create clearly defined entrance points into the building which can be seen in the long-term views. Decorative patterning around the entrance also contribute to wayfinding and provides visual interest within the street scene. Further, there is a defined base to the building which differentiates it from the upper floor. This has been achieved through the use of two different brick colours which provide the building with a human scale and makes it appear grounded. The applicant considers this design feature to reflect the character of the existing building which has a clearly defined base which is of different character and appearance to the upper floor.
- 3.19 Additionally, the upper floors have taken account of design features found in the local area. As detailed in the design and access statement the applicant notes the vertical piers and horizontal banding proposed on both buildings and the balcony patterns are drawn from architectural features on St Paul's and St Peter's church. Likewise, the colour of the materials reflects the colours found on the church and throughout the Ibscott Close Estate. Officers believe the applicant has taken into consideration the architectural features found in the surrounding context and incorporated these into the design of the building. Officers consider these features to work positively and contribute to providing the building with high quality visual appearance which respects the character and appearance of the area. Should this application be approved it is recommended that a condition is attached securing details of materials, boundary treatment and hard and soft landscaping.
- 3.20 Whilst officers accept that the proposal will be introducing a 6 and 9 storey building in an area which is predominantly 2/3 storey high officers consider the proposed design to be high quality and contribute to enhancing the visual appearance of the built environment.
- 3.21 It is noted that this site will come forward ahead of the wider Ibscott Close Estate redevelopment. At present it is located on the corner, however, the Rainham Road South/ Bollards Road roundabout is included in the designation. As such, in future this site may not form a corner plot. Notwithstanding, officers believe the proposal has been designed sensitively so as not to prejudice the delivery of the future sites whilst also provide a clear legible landmark in the current context. It is noted that the recently completed Ley's development sits across the roundabout from the site. Officers consider the proposed mass and bulk to complement and respond to the emerging context on the roundabout and in the Ibscott Close Estate to the rear. Noting the high-quality architecture and design of the building, officers consider the proposed height to be acceptable at this location and consider this to set a high-quality standard for the emerging townscape to be delivered within the wider site allocation.
- 3.22 For clarity it should be noted that the height proposed here is only accepted given the high-quality design and appearance of the building. As such, to ensure that this quality is not lost or diminished over the course of construction an S106 obligation securing a design champion. This will ensure that any changes to the design are reviewed to ensure the quality and visual appearance of the building is retained.
- 3.23 Heritage
- 3.24 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 3.25 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.

- 3.26 Chapter 16 of the NPPF recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 states applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. Paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. Policy HC1 of the London Plan echo the importance of archaeological contributions, as set out in the NPPF. NPPF paragraphs 194 and 205 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.
- 3.27 The Borough Wide Development Policies DPD Policy BP3 looks to secure the conservation or enhancement of archaeological remains and their settings. This is further supported by policy CP2 of the Core Strategy DPD and policy DMD4 of the draft local plan reg 19.
- 3.28 The application site is not a listed building nor located within a conservation area. Notwithstanding, it is situated in close proximity to the Dagenham Village Conservation Area. It is noted that in recent months/ years there has been discussion on the Dagenham Village Vision and the councils long term aspirations to redevelop the area. Nevertheless, this is not grounded in policy or an adopted document, as such, this holds no material weight to the application.
- 3.29 This application must be assessed on its own merits and the impact on the neighbouring conservation area assessed independently. Several listed buildings can be found within the village including The Old Vicarage (Grade II Listed); Church of St Peter and St Paul (Grade II* Listed) and Cross Keys Inn Public House (Grade II Listed). There are also other Grade listed buildings located outside of the Dagenham Village Conservation Area but in close proximity to the site. This includes 621 Rainham Road South (Grade II Listed) and Stoneford Cottage (Grade II Listed). Officers acknowledged that there are a limited number of listed buildings and conservation areas within the Borough, as such, significant care needs to be made to ensure that the development does not have an unacceptable impact on these heritage assets.
- 3.30 A summary of the architectural and historical significance of the listed buildings as identified by Historic England is found below:
- Cross Keys Inn Public House-** Grade II listed in 1954. Historic England identify the architectural and historical significance of this building as “C15, timber framed hall house with gabled jettied cross wings. Two storeys, gable ends with exposed restored timber framing with leaded windows. Ground floor of whole of modern character with modern doors and windows. Old tile roof with central three-light casement dormer with hipped roof. Panelled room inside, C17”.
- The Old Vicarage-** Grade II listed in 1980. Historic England identify the architectural and historical significance of the building as “C17 - dated 1665. Two storeys, rendered. Two gables and central 2-storey gabled porch. Bargeboards. Three modern windows, modern tile roof. Eastern side has miscellaneous windows of different dates irregularly placed. Two flat topped C18 brick sash bays. Gable to left C19 porch. RCHM”
- Church of St Peter and St Paul-** Grade II* Listed in 1954. Historic England identify the architectural and historical significance of this building as “Mediaeval origin; part rebuilt 1800. Nave of church and western tower a good example of Strawberry Hill Gothic built in 1800 to the designs of William Mason. Signed and dated over door. Rubble, with brick dressings. Three stage tower of stock brick with angle piers, pointed belfry windows with stock brick rustications. Oval porch set in pointed recess with quadrupled pillars. Shaped battlements of Jacobean character. Chancel C13 with north aisle of late C15 with fine monument with life size statues to Sir Richard Alibon 1688 and his wife. No old fittings in nave save early C19 west gallery. Monument with brasses to Sir Thomas Urswycke of Marks Hall”.
- 621 Rainham Road South-** Grade II listed in 1981. Historic England identify the architectural and historical significance of this building as “2. Mid-C19 former Police Station. Yellow stock brick. Three window bays wide. Round headed gauged brick arches to ground floor openings contained in semi-circular headed gauged brick recesses with brick keys and raised brick impost bands. Outer bays with recessed sash windows with radiating glazing bars. Central bay with later entrance door and covered fanlight. Raised brick band at first floor level. Square headed window openings at first floor level with recessed sash windows sub-divided by glazing bars. Unusual architraves comprising raised painted stone cills and lintels linked by raised brick piers. Hipped slated roof with yellow stock brick chimney stacks”.

Stoneford Cottage- Grade II listed in 1981. Historic England identify the architectural and historical significance of this building as “Early C19 villa. Stucco. Two storeys. Three windows. Glazing bars. Ground floor with panelled shutters and central panelled door beneath plain semi-circular fanlight. Upper floor windows with ornamental cast iron window boxguards. Overhanging eaves and flat pitched hipped slated roof. Cast iron railings to front boundary wall”.

- 3.31 It is noted that the application site is located over 300 metres from 621 Rainham Road South and Stoneford Cottage. Noting the location, design and siting of these buildings’ officers do not consider the proposal to have an unacceptable impact on the historical significance of these buildings. As shown in the submitted heritage and visual impact assessment the proposal will be visible from these two sites. These are verified viewpoints. However, noting the siting of these buildings and the separation from the proposal officers are confident that the development will not have an unacceptable impact on the setting of these two listed buildings.
- 3.32 With regard to the Cross Keys Inn Public House, The Old Vicarage and The Church of St Peter and St Paul these are located within the Dagenham Village Conservation area and sit approximately 200metres from the site. In addition to these nationally designated buildings there are 2 locally listed buildings Church Hall of St Peter and St Paul, Crown Street and Petronne House. These buildings are located within the Dagenham Village Conservation Area. The site is approximately 0.3 miles from the heart of Dagenham Village Conservation Area which was designated in 1995. The LBBD Dagenham Village Conservation Area Appraisal sets out that the conservation area is due to its origins and historical associations. Dagenham Village was the main settlement in the parish, Chadwell Heath and Becontree Heath were small hamlet. The appraisal assets out the key characteristics to be preserved and enhanced. The ones of particular relevance to this development are the grade listed- St Peter and Paul’s Parish Church and Churchyard, The Old Vicarage, Cross Keys Inn Public House, locally listed- Church hall of St Peter and St Paul and Petronne House, archaeological significance of the area and key views. The key views noted are- “view along Crown Street from Church Elm Lane to the church, views across the Millennium Green to the War Memorial, church, pub and school, view from opposite the school towards the church; view from within the grounds of the pub towards the church, War Memorial and Millennium Green (also known as the Memorial Green) implemented 2000 instigated by local people”.
- 3.33 It is clear from the above that the historical significance of the conservation area is a result of its siting and historical importance. Likewise, the buildings found within it are architecturally and historically significant. The key views across the conservation area towards the locally and nationally significant buildings are of note. With regard to the proposal. Noting the distance from the conservation area and the historical assets officers do not consider the proposal to impact the architectural or historical significance of the building. Instead, the matters for consideration are limited to the impact of the proposal on the setting of the listed buildings and the impact it will have on the character and appearance of the conservation area.
- 3.34 A Heritage and Visual Impact Assessment (HVIA) has been submitted with this application. This document provides a review of the townscape character areas to identify its character. A number of viewpoints have been identified from around the site to understand the effect of the introduction of the development on the surrounding townscape. 9 viewpoints have been identified and accompanied by images to show how the proposal will impact these views. The verified viewpoints include Rainham Road South/ Baynes Crescent; Stoneford Cottage, Wantz Stream, The Leys Playing Fields, Crown Street, Church of St Peter and St Paul, Churchyard South, Manor Road and Shafter Road.
- 3.35 As noted above officers are satisfied that the verified viewpoint from Shafter Road and Stoneford Cottage demonstrate that the distance between the application site and these points mitigates the visual impact of the proposal on these designated heritage sites and its setting.
- 3.36 Further it is acknowledged that the proposal will change the visual appearance of the surrounding townscape particularly when viewed from Rainham Road South/ Baynes Crescent and Manor Road. Noting the existing building is low rise with the site being relatively undeveloped. The introduction of 2 blocks would result in a change in appearance however, the extent of the impact created is considered to be acceptable.
- 3.37 Nonetheless, as noted above the site is located in close proximity to the Dagenham Village Conservation Area which is home to a number of listed buildings. The submitted HVIA demonstrates the impact of the proposal from a number of different viewpoints from within the conservation area. Given the siting of the development from the verified viewpoint photos it is evident that the development would be visible behind the church and in the long-term views when

viewed from Crown Street and within the Church of St Peter and St Paul and Churchyard South. In line with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, developments shall have special regard to the desirability of preserving Grade listed buildings and their setting and preserving or enhancing the character and appearance of the area. The appraisal highlights the positive view points as an attribute to the conservation area.

- 3.38 Notwithstanding, it is noted that the proposed development is located 200 metres from the conservation area and heritage assets. Whilst it will be visible behind the Church of St Peter and St Paul and from within the Courtyard given its separation to these assets it is noted that the development will not be in the foreground rather sit in the background. On this basis officers consider the harm caused to the heritage assets to be mitigated by the distance. Further, it is noted the Church of St Peter and St Paul and its church yard benefits from a having a large number of trees. These provide high leaf overage which contribute to screening the development. Verified viewpoints have been provided showing the impact of the proposal in May and in the Winter months. It is evident that in the winter there will be fewer leaves as such the coverage would be less when compared to the Spring when there is high leaf coverage. Nevertheless, as noted above officers given the separation the impact on these heritage assets is already minimal. The presence of trees and the level of coverage further mitigates the impact of the long-term views. However, regardless of trees noting the development will not be prominent in the long-term view's of the Church of St Peter and St Paul and Churchyard South officers consider the heritage impacts to be acceptable.
- 3.39 Further, viewpoints have been tested from the open space- The Leys and Wantz Stream. As per above, the development will be marginally visible from this public open space area. However, there are a significant number of trees with high leaf coverage which screen the proposed development. Again, is understood that these photos were taken in May as such the appearance of these trees are different to what they may be during the winter months. As shown on google historical street view these trees do lose their leaves during the winter months as well. However, there are high number of branches which would contribute to provide screening through these months. Further, officers do not consider the introduction of the proposed development to impact the use or enjoyment of the Leys given it is set back and away from Ballards Road. Whilst it will be visible from this open space given its siting and distance from the site officers do not consider its mass, bulk or height to take away from the openness of the space or its enjoyment, have a detrimental impact on the long terms views or setting given it sits away from this area of openness.
- 3.40 The Be First Heritage Officer was consulted. They have commented on the viewpoints noting that the proposal could have a detrimental effect on several heritage/open space viewpoints. Therefore, they have recommended that additional tree planting could be used to soften the impact of the buildings on the viewpoints provided. Officers note this comment and acknowledge the importance of protecting the viewpoint from the heritage sites and open spaces. It is noted that tree planting proposed by the applicant will be limited to provision from within the redline boundary. As detailed in section 12.17 the development seeks to provide a high number of proposed trees along the boundary with Ibscott Close. Noting the separation between the application site, the heritage sites and open spaces officers do not consider an increase in the number of trees on site to result in further screening. Given the perspective additional trees would be required adjacent to the heritage sites or within the open space to have an impact on the viewpoints.
- 3.41 Notwithstanding, the comments provided and given the verified viewpoints provided it is clear that the proposal will have an acceptable impact as it will not have a prominent presence in the long term views when viewed from the conservation area, open spaces or areas of significance. Further, the proposal will provide 72 new high quality residential units including 35% affordable. Officers consider the benefits the scheme to significantly and demonstrably outweigh the harm caused to the nearby conservation area and listed buildings. On this basis officers consider the proposal to be accepted
- 3.42 Should this application be approved it is recommended that a condition is attached securing the submission of a written scheme of investigation as recommended by historic England.
- 3.43 Agent of Change
- 3.44 Policy D13 of the London Plan sets out the agent of change principles and places the responsibility for mitigating impacts from existing noise and other nuisance generating activities or uses on the proposed new sensitive development. The site is a former public house which has been in commercial use in recent year. The proposal will sit adjacent to the Ibscott Close Estate and

Rainham Road South. Officers are satisfied that the development has been constructed sensitively to ensure that any noise impacts generated from the road are appropriately mitigated. Further, the site is located within a residential area, as such, the proposal is not considered to be out of place or be impacted significantly by surrounding uses. On this basis the development is considered to have incorporated the agent of change principles in line with policies. As such, the proposal is considered to be acceptable.

3.45 Landscape and Public Realm

3.46 The development provides a strip of amenity to the rear of the site. This sits between the development plots and the existing Ibscott Close Estate and provide a number of different types of space including pocket play, social spaces and equipped play. All amenity space is semi-private, and an appropriate planting buffer has been provided between these spaces and Ballards Road and the Ibscott Close Estate to the rear. Noting the proximity to The Leys, officers consider the design and layout of this space to provide visual extension to the Leys. Overall, officers consider the design and layout of these spaces to be acceptable and in keeping with the development policies. Notwithstanding, should this application be approved it is recommended that a condition is attached securing soft and hard landscaping and boundary treatment. Further a landscape and ecological management plan will be secured by condition requiring details of the proposed management plan for this area.

3.47 Summary

3.48 Overall, subject to the imposition of conditions officers consider the development to provide high quality design which remains in keeping with the surrounding context of the site. The proposal is considered acceptable and in keeping with the development policies.

Impacts to neighbouring amenity:

- 4.1 The NPPF, The London Plan Policies GG1, GG3 and D14, all have relevance to the importance of quality development which addressing neighbouring amenity and avoiding unacceptable impacts.
- 4.2 Policy DMD1 of the Draft Local Plan Reg 19 seeks to ensure all development proposals consider the impact on neighbouring amenity with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight/sunlight). Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by policy BP8 of the Borough Wide DPD.
- 4.3 A daylight and sunlight report prepared by Waldrams dated 20.09 2023 has been submitted to accompany this application. This document provides details of the impact on daylight and sunlight the final development will have on properties immediately adjacent to the site. In particular a review of the daylight and sunlight impacts on the properties in the Ibscott Close Estate and Rainham Road South has been carried out. It is noted that the BRE Guidance on daylight and sunlight is guidance only and a degree of flexibility needs to be applied particularly for developments in an urban context.
- 4.4 Officer will review the impacts on neighbouring properties below:

716 to 720 and 730 to 734 Rainham Road South

These properties sit across Rainham Road South from the application site. VSC, NSL and APSH have been tested for these buildings. Only the windows overlooking the site have been tested. The assessment finds that there is some reduction in daylight (VSC) of over 20% to windows set back under balconies. All windows that are not set back under balconies meet the target values with BRE Guidelines. The applicant therefore considers the presence of balconies rather than the size of the proposed development to be the main factor relative to the loss of light. These properties sit to the east of the application site. There is a separation of at least 30 metres. Owing to the fact that the windows not set back under balconies meet BRE Guidelines, with only those under balconies not meeting BRE Guidelines. Officers are of the view that the development will not result in the greater

loss of daylight and sunlight than currently presented on site. Overall, the daylight and sunlight impacts are considered acceptable and in keeping with the development policies.

2 to 52 Ibscott Close Estate

These properties sit to the north of the application site. Of all the windows facing the application site the assessment concludes that 5 are likely to serve circulation space, 9 bathrooms and WCs and a further 6 serving kitchens of under 13sqm. The applicant has not reviewed the daylight and sunlight impacts of these kitchens as they do not consider these to constitute habitable rooms. Only 6 of the windows facing the closest part of the proposal are considered to serve habitable rooms.

VSC, NSL and APSH has been assessed for these 6 windows. It has been found that although 3 of these windows do not meet the BRE Guidelines all living rooms are served by windows that face the site and an additional window which faces away from the site. On this basis the assessment concludes that all habitable rooms meet the BRE guidelines for daylight in NSL terms and in VSC terms as they retain one main window that retains 27% VSC or higher. All living rooms meet the target values for sunlight.

Officers acknowledge that the proposal will result in the loss of daylight and sunlight in some of the windows at 2 to 52 Ibscott Close Estate. Notwithstanding, given most of the habitable living rooms are not reliant on the windows facing the proposal for daylight and sunlight with these rooms having windows facing in other directions. Officers are confident that these rooms will still maintain adequate access to daylight and sunlight.

Regarding, the 13sqm kitchens. The daylight and sunlight analysis found in appendix 2 of the assessment show the resultant VSC to be less than 80% of the original. Officers acknowledge that this is not in line with BRE Guidelines. Notwithstanding, noting the size of these kitchen officers believe that these units are unlikely to be able to be used for reasons other than cooking and preparing food. As detailed above the habitable rooms have been assessed and found to maintain adequate access to daylight and sunlight. On balance officers consider the impact to be acceptable and in keeping with the development policies.

53 to 80 Ibscott Close Estate

These properties sit to the west of the site and share a boundary. As detailed in the submitted assessment a number of windows on these units will be affected by the proposal with the resultant levels of daylight and sunlight not meeting BRE Guidelines.

Officers note the site currently comprises of a low rise two storey building. The context is predominantly made up of 2/3 storey buildings. As such, the introduction of a 6 and 9 storey building would result in some loss of daylight and sunlight particularly to the properties adjacent. As detailed in the assessment all living rooms meet the target values for daylight when the weighted mean of windows understood to serve each room is taken. For bedrooms in all but one case the windows retain at least 15% VSC. For NSL the assessment states that all living rooms meet the target levels with 17 of the 18 living rooms meeting the sunlight tests with the final room coming close to recommended levels. It is clear that the development will result in some loss of daylight and sunlight to these units.

Notwithstanding, it is noted that the proposal has been designed to maximise the separation between the new proposal and existing residential units. Whilst officers accept that the proposal would result in some loss of daylight and sunlight to these units. Given the proposal is for the construction of 72 new units including 21 family units and 35% affordable housing. On balance officers consider the benefits arising from the development to outweigh the harm generated by the proposal. Therefore, on balance the impact on neighbouring properties is considered acceptable and in keeping with the development policies.

81 to 97 Ibscott Close Estate

These properties sit to the southwest of the application site and share a boundary. The assessment concludes that all rooms meet the target values set out in the BRE Guidelines for daylight in terms of NSL and APSH. Living rooms will retain 80% or greater of the existing daylight in terms of VSC when the weighted mean VSC is calculated. The assessment concludes that the impact to the daylight and sunlight to these flats is considered acceptable.

Officers note that these units sit to the south of the application site. Noting the positioning officers are satisfied that the daylight and sunlight impacts of the proposal would be mitigated. Officers are therefore satisfied that the impact on these properties are acceptable and in keeping with the development policies.

4.5 It is clear from the submitted daylight and sunlight assessment that the proposal will result in the loss of daylight and sunlight to residents of neighbouring properties. Notwithstanding, the proposal seek permission for the construction of 72 1,2- and 3-bedroom units which include provision for affordable and family units. Officers consider the proposal to result in the net increase of residential units in the borough which will address the local housing need. The proposal will provide units with high quality internal and external amenity and have been designed sensitively to respond to the context of the site. On this basis officers consider the benefits of the scheme to outweigh the harm caused. On balance the proposal is considered acceptable and in keeping with the development policies.

4.6 Outlook and privacy

4.7 The Ibscott Close Estate sits to the north and west of the application site. There is a land level change between the site and the neighbouring estate. Block A sits 3.5 metres from the shared northern boundary and at its narrowest point the block will sit 5.7 metres from the shared boundary. Block B sits closer to the junction with Ballards Road and Rainham Road South. There is a separation of approximately 11.5 metres between the proposed development and Ibscott Close Estate. Officers acknowledged that windows have been proposed along the northern and western elevations of these blocks. Further, balconies sit along the western elevation and face onto Ibscott Close. It is noted that these balconies will be finished with solid patterned panelling. Likewise, trees, shrubs and herbaceous planting have been proposed along the shared boundary. Given the design features, separation distance and land level change. Officers are confident that the proposal will not result in the unacceptable loss of outlook and privacy to neighbouring resident.

4.8 Neighbour Comments

4.9 10 neighbour and 1 ward councillor comments have been received. A summary of the comments received are assessed below. Full details of the comments received can be found in appendix 4:

An assessment of the material considerations can be found below:

Loss of historical former pub- The existing building is a non-designated heritage asset. Further assessment of the loss of historical pub can be found in section 1.16 of the report.

Affordable housing- Concerns were raised regarding the affordability of the development. In particular that units will not be accessible by residents of the borough. Officers note this application seeks to provide 35% affordable housing and a mix of social rent and discount market rent. This follows the London Plan fast track route and is in line with policy. Further details of this can be found in section 2.15 of the report. Officers consider the development to provide acceptable provision of affordable housing in line with development policies.

Local infrastructure- Concerns have been raised that the proposal would result in added pressures to local infrastructure such as schools, education, hospitals, GP and dentist surgeries. Officers note as part of this application there will be a requirement to pay Community Infrastructure Levy (CIL). This is paid towards the council and used to fund additional services such as schools, medical facilities etc. Noting the development will be required to make CIL contributions officers believe the concerns raised above regarding local infrastructure will be overcome.

Parking and Traffic- Concerns have been raised regarding parking and congestions. The main concerns are:

- 4 disabled parking bays have been provided. However, there are 7 disabled units. What would happen when t
- CPZ permits will be removed. However, the CPZ restrictions in the local area only extend until 5:30pm. There is already high demand for parking at the weekends and evenings so this proposal would only add further harm to this.
- Visitor parking is reliant on the Ballards Road free car park. This is already congested when sports events take place. There will be insufficient additional capacity.
- Whilst the development is car free you cannot stop people having cars noting this is not in central London or a town centre location.
- Visitor and delivery vehicles will block the entrance way which could impact access for emergency vehicles.
- Additional congestion on the highway and the roundabout.

A full assessment of on transport can be found in section 5.

Out of keeping with the character of the area- Concerns have been raised regarding the height of the proposal and the impact on the surrounding context particularly the Dagenham Village Conservation Area. Further details and a full assessment can be found in section 3.

Loss of light- Concerns have been raised that the proposal will have an unacceptable impact on neighbouring residents at Ibscott Close. A full review of the submitted daylight and sunlight assessment and the impacts on neighbouring residents has been carried out. Further, details of this can be found in section 4.1-4.5.

Flooding- Concern that the proposal will result in further unacceptable levels of flooding. A flood risk assessment has been submitted to accompany the application. Further details of this can be found in section 12.12 of this report.

Zero carbon housing- Concerns have been raised regarding the sustainability and carbon saving credentials of the scheme. It is noted that an energy statement has been submitted. This demonstrates how the site will achieve a minimum of 78% on site carbon reduction with the remaining being offset through a financial contribution to achieve net zero carbon housing. This is inline with planning policy. Further details of this can be found in section 11.1-11.9.

Amenity- Concerns have been raised that the proposed amenity provision on site will attract anti-social behaviour. Officers note that the areas of soft landscaping and amenity to the rear of the site have been designed sensitively to ensure there is adequate passive surveillance and overlooking from flats. Further, 2 conditions securing external lighting and design out crime have been imposed. Officers are therefore confident that the proposal has been designed sensitively to mitigate anti-social behaviour and the risk of crime.

Fire Safety- Officers acknowledge the concerns raised regarding the fire safety of the scheme. Officers note that 9 storey blocks have been designed with 2 staircases whilst the smaller 6 storey block only has 1. The Health and Safety Executive (HSE) was consulted who were content with the details provided. On this basis officers consider the fire strategy and statement submitted to be sufficient and in keeping with the development policies. Further details of this can be found in section 2.53-2.56.

Bat Activity- Concerns that the bat and bird activity registered is not reflective of the activity on site. Officers have reviewed the submitted survey. Further details of this can be found in section 12.8-12.12.

Play Space- Concerns that the development falls short of required play and fails to put play facilities outside of the recommended and statutory expectation. Further details of this can be found in section 2.14. It is noted that play provision is provided on site for 0–11-year-old play. This provision

far exceeds the requirements set out by local policy. Noting the size of the site 11–18-year-old play will be provided offsite. A contribution of £15,000 has been agreed with the applicant and this will go towards play improvements at Old Dagenham Park. This will be secured by s106 legal agreement.

Comments received which are non-material can be found below. Noting these are not material to the application officers have no further comments to make.

- Relationship between LBBD Planning Department and Be First.
- Social Issues- concerns over social cleansing

4.10 Noise

4.11 Policy D14 of the London Plan requires developments to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposal by avoiding significant adverse noise impacts on health and quality of life; reflect the Agent of Change principle set out in policy D13 of the London Plan; mitigate and minimise the existing and potential noise on, from, within the site; and improving and enhancing the acoustic environments and promoting appropriate soundscapes.

4.12 Policy D13 of the London Plan outlines the agent of change principles. These principles place the responsibility for mitigating impacts from existing noise and other nuisance- generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain Viable and can continue to grow without unreasonable restrictions being placed on them.

4.13 Policy BR13 of the Borough Wide DPD requires any new development likely to generate harmful levels of noise to be directed away from existing noise sensitive locations, or areas allocated for noise sensitive developments. Where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level.

4.14 Policy DMS13 of the draft local plan states that all major development must submit a noise and vibration assessment to reduce any adverse impact to an acceptable level using the most appropriate layouts, orientation, design and use of the building.

4.15 The application site is located the junction of Ballards Road and Rainham Road South. The Ibscott Close Estate sits adjacent to the site. The proposal is for a new residential scheme. It is noted that the site sits on the roundabout directly adjacent to Bollards Road and Rainham Road South which are both busy roads. With regards to the agent of change principles set out in policy D13 the London Plan. It is the applicant's responsibility to ensure that existing noise and other nuisances are sufficiently mitigated. A noise assessment has been submitted with this application which assessed the existing noise impacts on the proposed development. Mitigation measures have been proposed to ensure that future residents are adequately protected from existing noise. The environmental protection officer was consulted who advised that conditions securing a scheme of acoustic protection, noise generating mechanical services plant and noise insulation of part construction is secured by condition. Subject to the development being constructed in line with the submitted noise assessment and with the imposition of conditions officers are satisfied that future residents will be adequately protected from noise.

4.16 In terms of the noise impacts on existing residents. It is noted that the Ibscott Close Estate sits adjacent to the site. Officers consider the introduction of a residential scheme at this location to be in keeping with the surrounding context of the site. It is accepted that the scheme will introduce 72 new units, however, noting the proposed use of the site, its location next to the main road, the separation with the residential blocks in Ibscott Close and its pedestrian and vehicle access points being only via Ballards Road and Rainham Road South. Officers do not consider the proposal to result in unacceptable levels of noise or comings and goings to Ibscott Close or surrounding neighbouring residents.

4.17 Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

4.18 Contaminated Land

- 4.19 The NPPF sets out at paragraph 174 that policies and decisions should contribute to and enhance the natural and local environment by remediation and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Policy SI10 of the London Plan seeks to ensure steps are taken to reduce the environmental impact of aggregate sites and facilities by ensuring that potential impacts, in particular to the natural and historic environment and to human health, are assessed and effectively controlled. Policy BR5 of the Borough Wide DPD further supports this states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where appropriate site investigation and risk assessment has been carried out and if contamination is found suitable remediation measures have been carried out. This is supported by policy DMSI5 of the draft local plan reg 19.
- 4.20 A contaminated land assessment: desk study [Revision 1] prepared by GEA dated 22.09.2023 has been submitted with this application. The environmental protection officer was consulted, they recommended that details of contaminated land are submitted prior to commencement of the development to minimise to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised. Likewise, they advised that details of Construction Environmental Management and Site Waste Management are submitted prior to commencement in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents. It therefore recommended that both these requirements are conditioned.
- 4.21 Lighting.
- 4.22 No details of external lighting have been submitted with this application. Notwithstanding, officers do not consider this to warrant a reason for refusal. It is recommended that a condition securing the submission of external lighting is attached to this application. Subject to the imposition of condition officers consider the details to be acceptable and in keeping with the development policies.
- 4.23 Summary
- 4.24 Overall, subject to the imposition of conditions officers consider the proposed development ot have an acceptable impact on the highway.

Sustainable Transport:

- 5.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated 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.
- 5.2 This is echoed by the London Plan (2021) through polices T6, T6.1 and T5 of and further supported by policies DMT 2 and DMT3 of the Draft Local Plan Reg 19 and policies BR9, BR10 and BR11 of the Borough Wide DPD.
- 5.3 The application site has a PTAL of 3 which represents good access to public transport. The site is an 8-minute walk from Dagenham East Tube Station which provides District Line services approximately every 5-7 minutes. The site is also served by several bus route- the number 364 and 103 bus services stop immediately outside. The number 364 runs from Ballards Road to Hainault Street via Ilford and Goodmayes Station. The number 103 runs between Chase Cross and Rainham Station via Romford Station.
- 5.4 Trips Generated
- 5.5 The submitted transport assessment provides an assessment of the number of trips generated by the scheme. The submitted TRICS assessment identifies that the number of trips generated by the current supermarket use could generate up to 1099 2-way vehicle movements over a typical weekday and circa 824 two-way vehicle movements during the peak hours. In comparison the TRICS

output for the proposed residential use comprising of 72 flats indicates a total of 234 2-way movements during a typical weekday for non-car modes including foot and by bicycle. In terms of vehicle movements, the assessment finds the development could generate 6 x 2-way movements over the course of a typical day. The transport assessment submitted is accompanied by a study of residential servicing in London. Based on similar site a review of delivery frequencies has been carried out. This assessment notes “discounting bicycles and motorcycles, a peak weekday trip of 0.32 two-way daily trips by car/LGVs is generated per household (i.e. 0.16 deliveries per unit per day). The proportion of trips reduces over the weekend” Based on this the Steer review calculates the development will generate a worst-case two-way daily flow of 32 vehicles broken down into 24 light vehicles movements and 8 larger vehicle movements. This is calculated as 6 daily movements from blue badge spaces and based on RGP daily vehicle servicing trip rate of 0.32 per unit- 24 delivery vehicles would be generated comprising 18 small vehicles (light vans/transit vans) and 6 larger vehicle movements (box and panel vans). On refuse collection day, 2 refuse vehicles movements will be generated. It is noted the transport assessment for this scheme was prepared by RGP, however, Be First transport officers raised some concerns regarding the proposed design and layout. Due to some discrepancies in professional opinion Steer were brought in to provide an additional transport opinion.

- 5.6 Based on the evidence provided officers believe the proposed development would result in a significant net reduction in vehicle trips over the day. This is also in part due to the car free nature of the scheme and the reliance on walking, public transport and cycling to access the site. It is acknowledged that an introduction of 72 new units into the area will result in an increase in pedestrian and cycling foot fall.
- 5.7 Within the RGP transport assessment in terms of trips generated by servicing and delivery the applicant notes “that give the majority of deliveries to residential premises are ‘linked’ trips they envisage a typical average of 8 vehicles per day, rising to 11 vehicles on a peak day. The worst-case hour could lead to 1.2 and 1.6 deliveries per hours. Based on the anticipated number of servicing vehicles it is unlikely that 2 service vehicles would approve at the same time. Consequently, there is considered to be no requirement for a loading bay to serve the development”. No loading bay has been proposed as the applicant considers the number of trips generated to be low.
- 5.8 Notwithstanding, Officers note the figures here are slightly different to what have been calculated based on the worst-case RGP daily vehicle servicing trip rate of 0.32 per unit (discounting bicycles and motorcycles). The Steer review consider the number of trips generated by servicing and delivery to be acceptable given this will be managed. Noting the quantum of proposed movements, whilst it is acknowledged that the likelihood of more than 2 vehicles arriving at the site at the same time is low. In the event that this does happen officers need to be sure that vehicles are not stopping/parking at the entrance of the site and would not result in additional safety concerns. This was a concern raised by Be First Transport Officer. It is acknowledged that servicing and delivery will be intended to be managed. However, no details of the proposed strategy to enable this has been submitted. It is recommended that a condition is included requiring details of servicing and delivery to be submitted this should include details of how car parking and deliveries will be managed. This detail has been requested by transport officers to provide further details on how this will be managed. It is recommended that this is conditioned.
- 5.9 TfL were consulted who stated “Whilst the proposed trip generation assessment is not entirely in accordance with TfL’s best practice guidance, a more robust uplift in trips generated by this development is unlikely to have a significant impact on the strategic road network or the public transport network”. Officers do not consider the proposal to have an adverse impact on existing public transport services. The applicant should ensure care is taken so that the construction of the development does not result in delays to the running of the service.
- 5.10 Further details of this will be provided below. Based on trips generated officers are confident that the proposal will result in fewer vehicle trips than the existing use of the site. Whilst there will be more pedestrian and cycling trips officers do not consider the proposal to result in unacceptable impacts on the highway or public transport greater than what currently exists. Should this application be approved it is recommended a condition is attached securing details of servicing and delivery.

5.11 Access

- 5.12 Be First transport officer previously raised concerns with regard to the access arrangements into the site and across the strip of unregistered land which sits between the sites redline boundary and the highway. The applicant has submitted evidence to demonstrate that they have the prescriptive right

of way across the strip of unregistered land to access the site which is accepted by officers. The Be First Transport Officer has previously raised concerns with regard to the access arrangements into the site. TfL were consulted who noted the layout, functionalist and safety of pedestrian and cyclists should be considered.

- 5.13 The applicant has submitted an illustrative general arrangement plan which shows a scheme of highway and landscape works proposed to the strip of unregistered land. Steer and Be First Officers have reviewed the revised design. It is noted that the revised design is an improvement to the existing access and design arrangements found across the strip. Noting the previous concerns raised by Be First Officers on the access arrangements of the site, Officers consider the implementation of these highway works to be necessary to make the access arrangements for vehicles, pedestrians, and cyclists safe.
- 5.14 Noting the proposed works to the site entrance are considered necessary to make access to the site safe, this will be secured by s106 obligation requiring works to take place prior to commencement of the development. It is noted that all works to the area of unregistered land will be carried out at the expense of the Developer Hollybrook rather than the Council. Should this application be approved it is recommended that these works are carried out prior to implementation of the development. This will be secured by s106 Obligation.
- 5.15 As submitted the applicant has proposed a Copenhagen Crossing across the site entrance. Whilst the Steer consider this to be appropriate in this location because of the number of pedestrians and cyclists and the designated shared surface. Be First transport officers have raised concerns and consider a traditional speed reduction table to be more appropriate in this location. This would differ slightly in design, signage, and markings to the Copenhagen Crossing, however, it would differentiate the priorities for all road users connected with the principal road and development as well as minimise impact to through traffic at peak times on Rainham Road South. Officers note the changes are small but will ensure the safe access into the site. The applicant has subsequently submitted drawings showing the proposed raised speed table. Should this application be approved it is recommended a condition is attached requiring details of all hard and soft landscaping to be used to carry out the works detailed in drawings TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024; 7392-RGP-ZZ-0B-DR-C-0701 Pavement and Kerbing Construction Layout [Revision P6] dated 09.05.2024. This detail should including all materials to be used on the pavement and kerbing, planting, planting specification and management and maintenance work.
- 5.16 Hollybrook have confirmed they will remain responsible for the maintenance of the strip of unregistered land for the lifetime of the development. They will be responsible for covering all costs. Officers note this is welcomed. Drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 has been submitted which shows the area of maintenance and responsibilities. This has been secured by obligation. Maintenance responsibility should be carried out in accordance with the above drawing for the lifetime of the development..
- 5.17 Officers note some of these works will overlap with the s.278 highway works namely the guardrails and speed reduction table. Notwithstanding, in the case of the speed reduction table half of this will be within the public highway whilst the remaining rear element will be within the strip of unregistered land. As a result, all works to the strip of unregistered land should be carried out to adoptable standards and maintained to this level throughout the lifetime of the development. This sits on the sites prescriptive right of way; officers consider this to be necessary to make the site acceptable. This will be secured by S106 obligation.
- 5.18 Overall, subject to the proposed s106 obligations and condition. Officers consider the proposed access arrangements to the site to be acceptable and in keeping with the development policies.
- 5.19 S.278 Agreement
- 5.20 An in-principle plan has been submitted which shows the intended works to the highway to be carried out in connection with the application. Officers have reviewed these and consider these to be acceptable in principle. Should this application be approved it is recommended that this is secured by s106 obligation.
- 5.21 Car Parking
- 5.22 The proposed development is car free with provision for blue badge parking spaces only. Given the sites location and proximity to local transport services officers welcome the provision of a car free development. It would be expected that residents and visitors to the site arrive via public transport.

To ensure no additional pressure on surrounding CPZ a S106 obligation will be attached restricting future residents expect disabled residents from being able to access parking permits.

5.23 Notwithstanding, it is acknowledged that the CPZ Zone HW2 only operates Monday to Saturday 8:30am-5:30pm and CPZ Zone DE only operated Monday to Friday 8:30am -5:30pm. Noting the parking restriction time and dates concerns have been raised that a car free development could result in unacceptable impact on existing local parking amenity. This concern was raised by LBBD transport who note “there are concerns that there will be added parking pressure to the area, especially into those roads that currently have no parking restrictions in place. Residents and their visitors will have no access to parking within this development therefore causing them to have to find alternative parking which will be in the nearby roads adding further pressure to parking”. Officers acknowledge this concerns. It is noted a contribution of £40,000 has been secured to go towards the cost of expanding the CPZ. Whilst it is understood that this contribution is unlikely to cover the cost of new CPZ’s officers are confident that this contribution will be substantial to overcome and mitigate the impacts of the proposal.

5.24 Car Club

5.25 No details of car clubs have been provided. Officers note the provision of a car club near the site would reduce reliance on private car ownership as it will give future residents the opportunity to rent a car ad hoc as and when is needed. It is acknowledged that no car club provision can be placed on site given the space constraints. However, it would be expected that provision is made in proximity to the site.

5.26 It is the applicant’s responsibility to provide details of where this car club space could be provided. It is noted that a contribution of £10,000 has been secure to go toward the cost of implementing the car club. Notwithstanding, the applicant will need to provide details of where this could be located. Should the application be approved it is recommended that the car club contribution is secured by s106 obligation. In addition, details of the location of the proposed car club should be submitted prior to first occupation of the site. This will be secured by s106 obligation as well.

5.27 Officers consider the proposed car club contribution to further contribute to mitigate any impacts arising from the introduction of a car free development in this location.

5.28 Travel Plan

5.29 Being a car free development, we would expect the applicant promotes the use of more sustainable modes of transport. A travel plan has been submitted to accompany this application. The Be First transport officer reviewed this and note these should be in accordance with TfL guidance and secured by s106 obligation. Noting the aspirations of a car free scheme officers consider it to be reasonable to impose this obligation. Should this application be approved it is recommended a s106 obligation is secured requiring the submission of a travel plan along with an updated plan within the 1st, 3rd and 5th year of occupation. A £2,500 monitoring fee will be secured to cover the cost of the review.

5.30 Blue Badge Parking

5.31 Policy T6.1 of the London Plan sets out that disabled parking should be provided for new residential developments. 3% of dwellings should be provided with at least 1 designated disabled parking bay from onset. The applicant should demonstrate how an additional 7% of dwellings could be provided in future upon request. At submission the scheme was proposed to deliver 4 disabled parking bays which equated to 5.5% onsite. Notwithstanding, Be First transport officers raised concerns that 3 of the 4 spaces would not comply with design guidance. Since then, the provision of blue badge parking has been reviewed. Due to concerns over safety and access into the site the 4th disabled parking space has been removed. This has enabled the required landscape and highway works to take place at the entrance of the site. With 3 blue badge spaces there is provision for 4% of dwellings to have access to 1 disabled parking space at onset which complies with policy.

5.32 Policy T6.1 requires a Parking Design Management Plan to be submitted which set out how an additional 7% (or in this case 6%) of spaces could be provided to achieve on request to enable 10% of dwellings to have access to disabled parking. It is noted no further parking is proposed on site and the applicant has not provided details of where this additional space could be provided offsite.

5.33 Officers acknowledge the site constraints and the limited space available for the additional blue badge spaces to be located. It is also noted that the site is in close proximity to bus services and tube services. Whilst it is accepted that the nearest tube station is Dagenham East which is not accessible (Officers note there is an inaccuracy in the submitted transport assessment which states

this station is) there are direct buses from the site to Dagenham Heathway located 12 minutes away which is step free from street to train. Officers are therefore confident that the development is accessible via public transport for those less mobile.

5.34 The scheme proposes to provide 7 wheelchair accessible units. It is acknowledged that only 3 disabled parking spaces have been provided. However, in policy terms all major developments have to provide 10% of units as wheelchair accessible units. Similarly, policy only requires 3% of dwellings to have access to disabled parking spaces at onset with provision for an additional 7% of dwellings to have access to disabled spaces on request to achieve a maximum of 10%. The scheme fulfils policy requirements and overdelivers on disabled parking provision at onset delivering 4%. It is accepted that there is no provision to safeguard the provision of the additional 6%. Notwithstanding, noting the sites proximity to public transport and the existing accessible arrangements which are in place to access these. Given the additional benefits arising from the scheme including the proposed tenure and size mix which aligns with policy requirements. Officers consider the benefits arising from the proposal to outweigh the harm caused by the shortfall of future proofed disabled parking provision. On balance officers consider the proposal to be acceptable and in keeping with the development policies. Should this application be approved it is recommended a condition is attached secured disabled parking.

5.35 Road Safety Audit

5.36 Comments received by LBBT transport and the submitted road safety audit highlights concerns with regard to parking within the site if this is not appropriately managed and enforced. Noting the internal road will remain private it will be managed by a private car parking management company. Should this application be approved it is recommended that a car parking management plan is secured by condition. This will ensure full details of parking restrictions are in place prior to occupation of the site.

5.37 The applicant notes all disabled bays will also have electric parking provision. This is supported by TFL. Noting these will be privately managed officers consider the dual use of bays to be acceptable. Details of the charging provision should be submitted in the car parking management plan.

5.38 Visitor Parking

5.39 No visitor parking has been provided on site. The applicant states “visitor parking demand can easily be accommodated within the free Ballards Road public car park 550m southwest of the site and as such there is no requirement, due to the site’s location, for specific parking provision on site”. BeFirst transport officers have shared significant concerns over the reliance on the Ballards Road car park. In particular, how this could result in reliance on residents of the proposed development parking their cars in this location. Officers acknowledge that this car park is free and currently used by nearby residents and for sport events. Any additional demand for space in this area could result in impact on the highway by adding more vehicle onto the street. These concerns are noted. Notwithstanding, officers note that that the site is in close proximity to public transport links therefore it is likely residents and visitors will access the site via public transport. Additionally, a travel plan and car club will be secured by obligation which make provision for ad hoc car rental in the immediate area. Officers consider this to mitigate any need for car ownership to run short term trips. Further, the travel plan will seek to encourage the use of more sustainable modes of transport.

5.40 Whilst officers accept the concerns with the use of the existing free car parking in Ballard’s Road officers consider sufficient mitigation has been imposed to ensure the development does not result in an adverse impact on the highway.

5.41 Cycle Parking

5.42 Policy T5 of the London Plan sets out developments should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

5.43 In line with policy T5 – in terms of long stay provision there should be 1 x cycle parking space for 1 bedroom, 1 person dwellings; 1.5 x cycle parking spaces for 2 person, 1 bedroom dwellings and 2 x cycle parking spaces for all other dwellings. Short stay provision there should be 2 spaces for 5 to 40 dwellings with 1 space per 40 dwellings thereafter.

5.44 The development will provide 72 units including 19 x 1-bedroom dwellings, 32 x 2-bedroom dwellings, and 21 x 3-bedroom dwellings. In line with policy there is a requirement for 135 long stay cycle parking spaces and 3 short stay parking spaces. The proposal will provide 136 long stay cycle parking spaces and 4 short stay cycle parking spaces. This provision is welcomed and considered

in line with policy. Cycle parking will be located within the ground floor of Blocks A and B as well as within an external store to the rear of the site. The submitted drawings show the location of cycle parking, however, no details of the design and security measures have been provided. Should this application be approved it is recommended that a condition is secured requiring the detailed design of all cycle parking to be submitted.

5.45 Summary

5.46 Overall, subject to the imposition of condition and s106 obligations securing s.278 agreement, travel plan, improvements to strip of unregistered land and car club. Officers consider the proposal to be acceptable and in keeping with the development policies.

Employment:

- 6.1 The NPPF seeks to ensure that the size and location of developments support sustainable communities with sufficient access to services and employment opportunities.
- 6.2 Policy E11 of the London Plan seeks to ensure development proposals support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end use phases including through S106 obligations where appropriate.
- 6.3 Policy SD1 Opportunity Areas of the London Plan states boroughs should support development which inter alia creates employment opportunities, support wider regeneration, and ensure that development proposals integrate into the surrounding areas.
- 6.4 Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions. Core Strategy Policy CM1 states that development should meet the needs of new and existing communities and that a sustainable balance should be sought between housing, jobs and social infrastructure. Strategic Policy SP5 of the Draft Local Plan (Regulation 19) sets out that the Council will support businesses who seek to evolve, diversify and contribute to a more thriving and more inclusive local economy, including through the provision of employment and training opportunities for local people. Draft local plan (regulation 19 version) policy DMM1 notes that the Council may request planning obligations to achieve construction-phase and occupation-stage employment and procurement targets.
- 6.5 The proposal is for the construction of residential units, as such, employment and skills requirements will be limited to the construction phase only. The LBB Employment and Skills officer was consulted who recommended that an Employment, Skills and Suppliers Plan (ESSP) is submitted 6 months prior to commencement of the development. The ESSP should set out how a minimum of 25% of labour and suppliers required for the construction of the development will be drawn from within the Borough. The 6-month lead in time is to allow substantial time to prepare local residents for these roles. The intension of the ESPP is to maximise opportunities for local residents and businesses and to secure end-use jobs. Officers consider this to be in line with policies. Should this application be approved it is recommended that a S106 obligation is attached requiring an ESSP to be submitted.
- 6.6 Subject to the imposition of S106 obligation officers consider the proposal to be acceptable and in keeping with the development policies.

Impact to existing Education Provision:

- 7.1 The development is for the construction of 72 dwellings. Officers do not consider the additional population generated from this scheme to have an unacceptable impact on existing educational facilities. It is noted the development is CIL liable. Any CIL contributions made by the development can be used to fund improvements, replacements, operations or maintenance of educational facilities. On this basis officers consider the proposal to be acceptable and in keeping with the development policies.

Accessibility and Inclusion:

- 8.1 London Plan Objective GG1 highlights the diverse nature of London's population and underscores the importance of building inclusive communities to guarantee equal opportunities for all, through removing barriers to, and protecting and enhancing, facilities that meet the needs to specific groups and communities. More generally, the 2010 Equality Act places a duty on public bodies, including the GLA, in the exercise of their functions to have due regard to the need to removing or minimising disadvantages, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not. The Act defines protected characteristics, which includes age, disability, gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 8.2 Policy D5 of the London Plan outlines that developments should achieve accessible and inclusive design which takes into account London's diverse population. This policy sets out five priorities- consider London's diverse population; high quality spaces which are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, be able to be entered, used and exited safely, easily and with dignity, be designed to incorporate safe and dignified emergency. This is supported by policy DMT 1 of the draft local plan.
- 8.3 The proposal seeks to provide dwellings of a range of sizes and tenure to meet the needs of local residents. The proposal will provide 35% affordable and a high proportion of family units as such it is clear that the scheme will contribute to addressing the housing need within the borough. Further, the scheme will provide new onsite accessible amenity space and play provision for residents. This will provide opportunities for playing, sitting, meeting and interacting which officers welcome. 7 units (10%) will be designed to be fully wheelchair adaptable in line with part M4(3) Building Regulations. The remaining units will be Accessible and Adaptable part M4(2) Building Regulations. All floors will be accessible by lift with entrances being designed at street level to provide adequate access. The chamfered edges and external design of the building provides clarity on the entrance points. The distinct entrance design provides legibility and wayfinding within the street.
- 8.4 The development is car free. 4 disabled parking spaces are provided on site. This equates to 5.5% of units. It is noted that this meets the 3% disabled parking provision from onset required by the development policies. It is acknowledged that provision of up 10% of units is not available due to the space constraints of the site. Notwithstanding, the site is in close proximity to a number of public transport links 8-minute walk/ 5 min bus from Dagenham East Station and 21-minute walk/10-minute bus from Dagenham Heathway Station. A bus stop sit immediately outside the site which is served by number 103 and 364. It is noted that buses are designed to be fully accessible. Whilst it is acknowledged that Dagenham East Station is not accessible. Dagenham Heathway is step free from platform to street level. The number 364 bus goes from Heathway to immediately outside the site. It is clear that the public transport options to the development are accessible.
- 8.5 Officers therefore believe that the development has been designed in a way to enable safe access and exiting with dignity for all whilst also encouraging interaction and independence for all future residents. This is evident through the provision of lifts, level access, distinct building entrances and proposed tenure mix and sized of dwellings. To this end officers consider the development to meet the needs of London's diverse population and bolsters equity for all future residents. It is recommended that a condition is attached requiring 10% of units to be Part M4(3) 'Wheelchair Accessible' with the remaining 90% being 'Accessible and Adaptable'.
- 8.6 Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

Waste management:

- 10.1 The NPPF and policy SI7 of the London Plan outlines that waste planning authorities should encourage waste minimisation and waste prevention through the reuse of material and using fewer resources in the production and distribution of products. Likewise, developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum the separate collection of dry recyclables and food.

- 10.2 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Regulation 19) through Strategic Policy SP7 and Policy DMS18.
- 10.3 It is noted that all refuse and waste provisions should be designed in line with the LBBD Planning Advice Note: Waste and Recycling Provisions in New and Refurbished Residential Development dated 20.05.2021. In line with this guidance provision should be calculated on a 70L per bedroom per week basis for general waste. Based on an approximate 50% recycling rate provision for recycling should be calculated on a 70L per bedroom per fortnight. The LBBD waste officer confirmed that the standard collection offered across the Borough is once a week for general waste and fortnightly for recycling. On this basis for Block A: 8 x 1100L Eurobins are required (4 General Waste and 4 Recycling) and for Block B: 12 x 1100L Eurobins are required (6 General Waste and 6 Recycling).
- 10.4 It is noted that as submitted the proposed refuse and waste provision has been designed on the basis that recycling and general waste would be collected weekly. Following discussion with the applicant the ground floor level of both blocks has been amended to accommodate the increased provision. Officers welcome this and consider the refuse and waste provision to be acceptable.
- 10.5 Further, it is noted that the LBBD waste and refuse officer raised concerns with regard to the bin drag distance. As shown in the submitted delivery and servicing plan for Block A the drag distance is 14 metres and Block B its 10 metres. Nevertheless, that this is a result of drawing showing the rear end of the collection truck being at the closest point to the refuse store in Block B and at the furthest point to the refuse store in Block A. It is noted that the layout of the development would allow the truck to manoeuvre so that both collections drag distances are within 10 metres. On this basis officers consider this to be acceptable. A condition will be imposed requiring the approved refuse and waste provision to be installed prior to first use.
- 10.6 Notwithstanding, no details of bulk waste storage have been provided. For a development of this size, it is likely that bulk waste will be generated. Without sufficient storage this could result in fly tipping or accumulation of rubbish being placed around the bins and refuse store. This would have a significant impact on the visual quality and appearance of the amenity area and could impinge on the use of the hammerhead. Whilst officers do not consider this to warrant a reason for refusal it is recommended that a condition is imposed requiring details of the bulk waste store to be provided. This should be implemented prior to first use of the site and permanently retained thereafter.
- 10.7 Subject to the imposition of conditions officers consider the details submitted to be acceptable and in keeping with the development policies.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):	
<i>BREEAM Rating</i>	N/A
<i>Renewable Energy Source / %</i>	78%
<i>Proposed CO₂ Reduction</i>	62%

- 11.1 Energy Efficiency
- 11.2 The NPPF emphasises at paragraph 152 that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 11.3 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 'minimising greenhouse gas emissions' directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the Be Lean, Be Clean, Be Green, Be Seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough. Policy SI 3 states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. The heat source for the communal heating system should be selected in

accordance with the following heating hierarchy: a) connect to local existing or planned heat networks b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network) d) use ultra-low NOx gas boilers. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.

- 11.4 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR2 'Energy and on-site renewable of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMSI2 'Energy, heat and carbon emissions' sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 11.5 An Energy Statement prepared by Whitecode Consulting dated 10.09.2023 has been submitted with this application. This assessment confirms how the development meets the energy hierarchy as set out in policy SI2 of the London Plan. In line with policy the development will achieve a 78% on site carbon reduction through the implementation of a number of energy efficient measures 'Be Lean' to achieve a 16% on site carbon reduction and the installation of Exhaust Air Heat Pumps (EAHP) and Photovoltaic (PV) Panels 'Be Green'. It is noted that the site achieves a 62% on site carbon reduction through renewable resources- PV Panels. The 'Be Clean' seeks to ensure development exploit local energy resources and supply energy efficiently and cleanly. Policy SI3 of the London Plan sets out the heating hierarchy. The energy assessment covers how the application meets the heating hierarchy. It has been confirmed that there are no existing or future district heating scheme that the proposal connects to. Similarly, there is limited availability for use of zero emissions and/or local secondary heat sources. The development therefore does not meet the 'Be Clean' stage of the energy hierarchy.
- 11.6 Notwithstanding, the development achieves an overall on-site carbon reduction of 78% through the Be Lean and Be Green stages of the hierarchy. 16% of this has been achieved through energy efficiency measures. Whilst it is acknowledged that the application does not meet the 'Be Clean' stage of the hierarchy. It is noted that the development exceeds the minimum policy requirements for on-site carbon reduction. Should this application be approved it is recommended that a condition is imposed requiring the development to achieve a minimum of 78% on site carbon reduction. Likewise, a condition will be attached requiring the details of the location and layout of the PV panels to be submitted. The installation of renewable energy infrastructure to achieve a 62% CO2 reduction should be implemented prior to first occupation of the dwelling. This will also be conditioned. Further an obligation will be attached requiring details of how the development could connect to district heating network in the future should the opportunity arise.
- 11.7 Further, policies require major development to achieve net zero carbon. It is noted that to achieve net zero the remaining emissions will need to be offset by a financial contribution. The submitted energy assessment confirms that to achieve carbon neutral a cash in-lieu contribution of £38,017 will be required. This will be secured by s106 Legal Agreement.
- 11.8 The final stage of the energy hierarchy is Be Seen required for post construction monitoring, verifying, and reporting on energy performance. It is therefore recommended that a S106 obligation securing Be Seen is attached to this proposal.
- 11.9 Overall, subject to the imposition of conditions and obligations officers consider the proposal to provide net zero carbon development which is acceptable and in keeping with the development policies.

11.10 Overheating

11.11 Policy SI4 of the London Plan requires major development to demonstrate how developments will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

11.12 Policy SP7 of the Draft Local Plan seeks to ensure all development minimise the risk of internal overheating in line with policy SI4 of the London Plan.

11.13 A sample overheating assessment prepared by Whitecode consulting dated September 2023 has been submitted. This document sets out how the development meets the requirements of policy SI4 of the London Plan and concludes that the scheme will comply with the requirements of policy SI2 of the London Plan. Officers welcome this. Should this application be approved, it is recommended that a condition is attached requiring a revised overheating assessment to be submitted. This should confirm that the development meets the relevant policies in terms of overheating.

11.14 Air Quality

11.15 The NPPF sets out at paragraph 186 that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants taking into account the presence of AQMAs and the cumulative impacts from individual sites in local areas.

11.16 Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum. This is supported by Policy DMSI4 of the draft Local Plan (Regulation 19 version). Core Strategy CR1 sets a policy requirement to protect air quality.

11.17 An Air Quality Assessment prepared by Tetra Tech dated 10.07.2023 was submitted. As detailed above policies seek to ensure developments contribute air quality neutral dwellings as a minimum. This document concludes that the development would be air quality neutral subject to the imposition of mitigation measures. Section 8.0 discusses the mitigation measures. For the construction phase it is noted that there is a 'medium risk' of dust emissions associated with the construction phase. A number of mitigation measures specifically relating to demolition, earthworks, construction and track out have been proposed. Subject to the imposition of these measures, the assessment confirms that the air quality impact of the development would be acceptable during the construction phase. Further, the modelling confirms that the air quality impacts during the operational phase are negligible, therefore no further mitigation is required.

11.18 The LBBD Environmental Protection Officer was consulted. They reviewed the submitted documents and whilst they raise no objection to the findings of the assessment, they have recommended that a condition is attached to this application securing an air quality and dust management plan (AQDMP), Construction Environmental Management Plan (CEMP) and Non-Road Mobile Machinery (NRMM) Condition. This is to ensure that the environmental impacts of the development are acceptable. It is noted that the AQDMP can form part of the Construction Environmental Management Plan (CEMP). Therefore, should this application be approved it is recommended that a condition securing the submission of a CEMP and details of any NRMM is attached. An informative will be included highlighting the fact that the AQDMP can form part of the CEMP.

11.19 Policies require all new development to be air quality neutral. Where developments exceed the benchmark value a financial contribution at a rate of £29,000/tonne over the benchmark should be sought and secured by S106 legal agreement. Officers acknowledge that the proposed development will be air quality neutral. Notwithstanding, a condition will be attached requiring a certificate of compliance to be submitted on practical completion of the development. Should the development no longer be air quality neutral a financial contribution must be made at a rate of £29,000 per tonne of NOx over the benchmark. This will be secured by planning obligation.

11.20 Circular Economy

- 11.21 Policy SI7 of the London Plan has regard to resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste to support the circular economy. In particular the policy encourages developments to be net zero-waste. Policy SP2 and SP7 of the Draft Local Plan Regulation 19 version seeks to ensure that development adopt the Circular Economy principles in design development in line with policy SI7 of the London Plan.
- 11.22 A circular economy statement prepared by Whitecode consulting dated 20.09.2023 has been submitted to accompany this application. This statement set out how the development meets the requirements of policy SI7 of the London Plan and follows the circular economy principles. The statement concludes that the scheme will implement a pre-demolition audit to maximise the reuse of materials from the existing building on site with the aim for this to be reused on site with at least 95% being for beneficial use. There is also a commitment to reduce the amount of site waste with the aim for 95% of this to be diverted from landfill through to reuse and recycling. The applicant noted this will be supported through a resource waste management plan and onsite monitoring energy and water use throughout the build process. Finally, sufficient quantum of general waste and recycling bins have been provided to support the new development. Recycling will be promoted to residents through the resident's manual. Compositing caddy's will be provided in each unit to ensure biodegradable waste is not added to the refuse.
- 11.23 Officers believe that the applicant seeks to carry out a pre-demolition audit and implement a resource waste management plan and monitoring throughout the construction phase to reuse materials where possible and encourage a reduction in waste going into landfill. Officers welcome this and note that should this application be approved a condition is secured securing the submission of a site waste management plan.
- 11.24 Further, officers believe that once constructed recycling facilities have been provided for all units. Likewise, there is ample space within units for the provision of compositing caddies for biodegradable waste. Officers consider the provision of recycling facilities to be acceptable and in keeping with LBBB guidance. Further details of this can be found in section 10.1 to 10.7 of this report. Notwithstanding, whilst officers welcome the provision of compositing caddies within each flat. It is unclear from the submission where residents will deposit this waste for collection. It is noted that 2 refuse stores have been provided in Blocks A and B. At present these only make provision for general waste and recycling. Whilst it is accepted that LBBB do not currently collect food waste. It is noted that should this become available in the future provision should be made on site. Therefore, prior to first use of the site details of where a food collection bin could be provided in the future should be submitted. Officers consider the imposition of this condition to futureproof the development and ensure that it continues to meet the circular economy principles. A post construction monitoring condition will be attached to this application.
- 11.25 Subject to the imposition of conditions officers are confident that the development meets the circular economy principles and the requirements of policy SI7. The proposal is considered to be acceptable and in keeping with the development policies.

11.26 Digital Connectivity

- 11.27 Policy SI6 of the London Plan seeks to secure digital connectivity infrastructure to ensure London's global competitiveness now and in the future. Developments should ensure sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new development, meet expected demand for mobile connectivity generated by the development, take appropriate measures to avoid reducing mobile connectivity in surrounding areas, support the effective use of rooftops and the public realm to accommodate well-design and suitably located mobile digital infrastructure. This is supported by policy DMSI 9 of the Draft Local Plan (reg 19) which states

development policies should accord with policy SI6 of the London plan and will support where they directly provide and demonstrate in their design and flexibility and adaptability to incorporate smart utilities.

11.28 No details of ducting space for connectivity infrastructure has been provided. Officers consider the provision of these details to be materials to the scheme given it is essential that the proposal provides ample smart utilities to support the provision of smart technologies. Notwithstanding, officers believe this can be adequately addressed through a condition. Therefore, should this application be approved it is recommended the details of duct spacing and built digital connectivity design is submitted prior to above ground works.

11.29 Summary

11.30 Subject to the imposition of S106 legal obligations securing a carbon offset and air quality neutral contribution and the implementation of conditions officers consider the proposal to provide high quality sustainable development. The proposal is considered to be acceptable and in keeping with the development plans.

Biodiversity & Sustainable drainage:

12.1 Urban Greening Factor

12.2 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policy G5 of the London Plan requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Boroughs should develop and Urban Greening Factor (UGF) to identify the appropriate amount or urban greening required. The Mayor recommends a UGF target of 0.4 for residential developments and 0.3 for commercial developments. Policy D8 encourages the incorporation of green infrastructure to the public realm to support rainwater management. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging Local Plan (Regulation 19 stage). Emerging policy DMNE2 of the draft local plan supports developments that maximise opportunities for urban greening. This polices requires developments to calculate their UGF in line with policy G5 of the London Plan. Policy DMNE3 of the draft local plan seeks to enhance nature conservation and biodiversity within scheme, as such, all development proposals are required to minimise the impact of development on biodiversity and nature in accordance with policy G6 of the London Plan.

12.3 As noted above policies support developments which maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage. In line with policy G5 of the London Plan a target score of 0.4 should be achieve for developments that are predominantly residential and a target score of 0.3 should be achieved for commercial developments.

12.4 The site as existing is made up of large areas of poor quality hard and soft landscaping. As existing large areas of the site are given over to car parking with soft landscaped areas being low quality and positioned next to the road. As part of the redevelopment of the site, the proposal seeks to improve the quality and provision of biodiversity enhancements and high-quality open space on site.

12.5 As detailed in the submitted Design and Access Statement, the enhancements on site include the introduction of a green sedum roof on both blocks, ground cover planting, hedges flower-rich perennial planting, trees, and permeable paving. The enhancements proposed will result in an Urban Greening Factor score of 0.40 which exceeds the requirements of the London Plan. Officers consider the proposal to contribute to enhancing the quality of biodiversity on site. The interventions present an approach which integrates green infrastructure and urban greening across the site.

- 12.6 Overall, officers consider the urban greening strategy to be acceptable and in keeping with the development policies. It is recommended that details of green roof systems are secured by condition.
- 12.7 London City Airport were consulted who raised no objections to the proposal.
- 12.8 Bat and Birds
- 12.9 A Bat Emergence Survey prepared by 4 Acre Ecology Limited dated 22.09.2023 has been submitted to accompany this application. The survey documents the outcomes of the two emergency surveys which were carried out on 24.06.2023 and 07.07.2023. During both surveys found that no bats were observed emerging from the Bull, however, commuting bats were recorded around the site. Officers acknowledged that the site has a low suitability for roosting bats. As demonstrated by the surveyed there are no observed bats entering or emerging from the building. Officers are confident that there is currently no presence of bats on site. Notwithstanding, this survey was carried out prior to the submission of the application. Should this application be approved, it would be subject to a 3-year time limit from the date of determination. Officers raise concerns that the condition of the site may change throughout the assessment process and the three years which follow whereby the result of this survey are no longer accurate. Noting bats are protected species. It is therefore recommended that a condition is attached to this application requiring an updated bat survey to be submitted should commencement of the development begin two years after the date of the submitted bat emergence survey.
- 12.10 Regarding birds, both surveys found birds emerging from the site. The assessment finds that these are likely to be the common swift or house martin. Noting these birds are on the Conservation Concern 5 red list the assessment recommends that eight integrated Swift bricks are placed on site within the proposed development to mitigate for the loss of existing nest sites and enhance the opportunity for nesting birds. Should this application be approved it is recommended that this condition is included requiring these bricks to be installed prior to first occupation of the site. Given the presence of nesting birds, it is advised that all works to remove building, scrub or trees will need to take place outside the bird nesting period of March to September. Should this not be possible a nesting bird survey and working method statement will need to be submitted prior to commencement. It is recommended that this is condition.
- 12.11 Subject to the imposition of conditions, officers consider the proposal to have an acceptable impact on roosting birds and bats.
- 12.12 Sustainable Drainage
- 12.13 The NPPF states that new development should be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. Paragraph 167 highlights that inappropriate development in areas at risk of flooding should be avoided, and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 12.14 London Plan policy S113 supports sustainable drainage. This policy states that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to the source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy Drainage should be designed and implemented to promote benefits including urban greening, improved water quality and water efficiency. Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMS16 of the emerging Local plan (Regulation 19 stage), set out the local policy position.
- 12.15 As per the flood map for planning the application site is located in flood zone 1 which has less than 0.1% chance of flooding in any year. The application is accompanied by a Civil Engineering Infrastructure Report (Planning Submission) prepared by Barrett Mahony Consulting Engineers [Issue PL3] dated 19.09.2023. This document sets out how surface water will be managed on site. As detailed in the strategy is proposed that surface water will discharge into the existing Thames Water surface water sewer. Thames Water were consulted who confirmed that they raised no objections if the sequential approach has been applied. The site is located in flood zone 1. This presents low risk of flooding. Noting the LBBF Flood Officer raised no concerns on this basis officers consider the flood impacts of the scheme to be acceptable. The proposed sustainable drainage design includes the inclusion of a green roof, permeable paving, soft landscaping and attenuation tanks with vortex flow control. Thames Water was consulted who recommended the inclusion of a piling method statement and informative requesting ground water risk management.

These have been secured. In terms of surface water drainage this is proposed to run into the public sewer. As per comments received by Thames Water prior approval will need to be sought from Thames Water Developer Services. This will be included as an informative.

12.16 The LBBB Flood Risk Manager was consulted who confirmed that they found the drainage strategy to be acceptable. Notwithstanding, they advised that should this application be approved all surface water drainage works should be carried out prior to occupation and managed and maintained thereafter for the lifetime of the development. It is recommended that should this application be approved that a condition is imposed securing this requirement.

12.17 Trees

12.18 An Arboricultural Impact Assessment & Method Statement prepared by Tamla Trees dated September 2023 has been submitted with this application. There are 5 category C trees in immediately outside the site boundary. There are no existing trees found on site. The applicant states all existing trees and shrubs will be protected during construction which is welcomed. These are proposed to be retained and a tree protection plan submitted. Officers have reviewed the proposed protection plan and note this demonstrated that all tree works proposed will be undertaken in accordance with BS 3998:210 ('Tree work- Recommendations'). Likewise, all fencing specifications will accord with advice and guidance found within the provisions of BS5837:2012 (Trees in relation to design, demolition, and construction – Recommendations). It is recommended that a condition is attached requiring the proposed development to be constructed in accordance with the submitted tree protection plan.

12.19 Further, the proposal seeks to introduce 36 new trees on site. 9 varieties of tree will be provided on site which is welcomed. Officers consider the introduction of trees to be a welcome improvement to the site's current appearance. It is recommended that a condition is attached requiring a tree planting strategy and maintenance plan to be submitted prior to above ground works.

12.20 Subject to the inclusion of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

12.21 Summary

12.22 Taking into consideration the points raised above and subject to the imposition of conditions and obligations. Officers consider the proposed development to have an acceptable impact on biodiversity and support the use of sustainable drainage. To this end the proposal is considered acceptable and in keeping with the development policies.

Conclusions:

The proposed development seeks permission for the construction of 72 residential units. It is acknowledged that the site is a non-designated heritage asset and would result in the loss of retail units. Notwithstanding, noting the site is in an out-of-town centre location and there is ample retail provision in the local area. With regard to the non-designation, it is accepted that the historical and architectural significance of the building is limited. This is supported by the fact that the building has never been listed nationally or locally. On this basis officers consider the benefits of the introduction of 72 homes to outweigh any harm arising from the loss of retail units or a non-designated heritage asset. On balance the principle of development is supported.

Further, the scheme will provide 72 good quality homes which all have acceptable internal space standards and access to balconies. The scheme will meet the GLA requirements for 'Fast Track' and provide 35% affordable homes at a tenure split of 50% discount market rent and 50% London Affordable Rent. At ground level the scheme delivers well safe, accessible and useable amenity space with adequate provision for 0–11-year-old play on site. A contribution has been secured to go towards upgrades for 11–18-year-old play off site. In terms of design, the scheme has been designed to reflect and respect that character of the area whilst having an acceptable impact on the nearby Grade listed heritage assets and conservation area. The set back of this development from these assets and the existing screening in place further reduces the impact on the area. Officers consider the design of the scheme to acceptable.

It is accepted that the scheme will result in some loss of daylight and sunlight to neighbouring sites. Nevertheless, noting the benefits arising from the proposed scheme on balance officers consider the benefits of the scheme to outweigh any harm caused to neighbouring residents. It is noted conditions relating to noise and external lighting have been secured.

The scheme will be car free providing 3 blue badge spaces on site. This meets policy requirements of 3% of dwellings to have access to blue badge space from onset. It is noted that no further provision has been provided. Notwithstanding, given the site proximity to public transport links of which there are accessible options in the local area officers welcome the introduction of a car free development in this location to be supported. It is noted S106 Obligations securing removal of CPZ, Car Club Contributions and CPZ Contributions have been secured to mitigate any transport impacts from the development. Ample cycle parking provision has been provided on site to encourage the use of more sustainable modes of transport.

The site is reliant on the existing prescriptive right of way across the strip of unregistered land. Necessary works to the access point have been agreed and secured by s106 Obligation. Officers are satisfied that the development will deliver safe access and egress for all pedestrians, cyclists, and vehicles. In addition, the Developer/Owner has agreed to a scheme of improvement works across the strip of unregistered land to improve overall visual appearance of the site and visibility at access and egress. The Developer/Owner will be responsible for the maintenance of this works for the lifetime of the development this too will be secured by s106 Obligation. Noting the proposed works officers are satisfied that the scheme will have an acceptable impact on transport and enable safe access and egress onto the highway for all modes of transport.

The scheme will deliver sustainable development which also contributes to enhancing urban greening, ecology and diversity in the area.

Overall, officers consider the benefits arising from the scheme to outweigh any harms caused by the development. On balance the proposal is considered acceptable and in keeping with the development policies. It is recommended that planning permission is granted.

Appendix 1:

Development Plan Context:	
The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:	
<i>National Planning Policy Framework (NPPF) (DLUHC, 2023)</i>	
<i>The London Plan (March 2021)</i>	<ul style="list-style-type: none"> Policy SD1 Opportunity Areas Policy GG4 Delivering the homes Londoners Need Policy H1 Increasing Housing Supply Policy H2 Small Sites Policy HC1 Heritage Conservation and Growth Policy SD7 Town Centres: Development principles and Development Plan Documents Policy GG2 Making the Best use of Land Policy D2 Infrastructure requirements for sustainable densities Policy D3 Optimising site capacity through the design-led approach. Policy H10 Housing size mix Policy H4 Delivering affordable housing Policy H5 Threshold approach to applications Policy H6 Affordable housing tenure Policy H7 Monitoring of affordable housing Policy D4 Delivering good design Policy D6 Housing quality and standards Policy D5 Inclusive Design Policy D7 Accessible Housing Policy S4 Play and Informal Recreation Policy D1 London's form, character and capacity for growth Policy D8 Public realm Policy D9 Tall Buildings Policy D13 Agent of Change Policy GG1 Building strong and inclusive communities Policy GG3 Creating a healthy city Policy D14 Noise Policy SI10 Aggregates Policy E11 Skills and Opportunities for All Policy SI7 Reducing Waste and Supporting the Circular Economy Policy SI2 Minimising Greenhouse Gas Emissions Policy SI3 Energy Infrastructure Policy SI4 Managing Heat Risk Policy SI1 Improving Air Quality Policy SI6 Digital Connectivity Infrastructure Policy G6 Biodiversity and Access to Nature Policy G5 Urban Greening Policy SI13 Sustainable Drainage
<i>Local Development Framework (LDF) Core Strategy (July 2010)</i>	<ul style="list-style-type: none"> Policy CM1 General Principles for Development Policy CM2 Managing Housing Growth Policy CC1 Family Housing Policy CP2 Protecting and Promoting our Historic Environment Policy CM5 Town Centre Hierarchy Policy CM1 General Principles for Development Policy CP3 High Quality Built Environment

	<p>Policy CP2 Protecting and Promoting our Historic Environment</p> <p>Policy CC3 Achieving Community Benefits through Developer Contributions</p> <p>Policy CM1 General Principles for Development</p> <p>Policy CR3 Sustainable Waste Management</p> <p>Policy CR1 Climate Change and Environmental Management</p> <p>Policy CR2 Preserving and Enhancing the Natural Environment</p> <p>Policy CR4 Flood Management</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP2 Conservation Areas and Listed Buildings</p> <p>Policy BE3 Retail Outside or on the Edge of Town Centres</p> <p>Policy BP5 External Amenity Space</p> <p>Policy BP4 Tall Buildings</p> <p>Policy BP11 Urban Design</p> <p>Policy BP3 Archaeology</p> <p>Policy BP8 Protecting Residential Amenity</p> <p>Policy BR13 Noise Mitigation</p> <p>Policy BR5 Contaminated Land</p> <p>Policy BR15 Sustainable Waste Management</p> <p>Policy BR2 Energy and On-site Renewables</p> <p>Policy BR3 Greening the Urban Environment</p> <p>Policy BR4 Water Resource Management.</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an "advanced" stage of preparation, having gone through Local Plan Examination in Public in November 2023. Having regard to NPPF paragraph 48, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, December 2021)</i></p>	<p>Policy SPDG1 Delivering growth in Barking and Dagenham</p> <p>Policy SP3 Delivering homes that meet peoples needs</p> <p>Policy SPP5 Dagenham East</p> <p>Policy SP2 Delivering a high quality and resilient built environment</p> <p>Policy DMD4 Heritage assets and archaeological remains</p> <p>Policy DME3 Encouraging vibrant, resilient, and characterful town centres</p> <p>Policy DMH2 Housing Mix</p> <p>Policy DMH1 Affordable Housing</p> <p>Policy DMH3 Specialist Housing</p> <p>Policy DMNE1 Parks, Open spaces and Play Space</p> <p>Policy DMD1 Securing high quality design</p> <p>Policy DMD2 Tall Buildings</p> <p>Policy DMD4 Heritage Assets and Archaeological Remains</p> <p>Policy DMS13 Nuisance</p> <p>Policy DMS15 Land Contamination</p> <p>Policy SP5 Promoting Inclusive Economic Growth</p> <p>Policy DMM1 Planning Obligations (Section 106)</p> <p>Policy DMT1 Making better connected neighbourhoods.</p> <p>Policy SP7 Securing a clean, green and sustainable borough.</p> <p>Policy DMSI 8 Demolition, Construction and Operational Waste</p>

	Policy DMS12 Energy, heat and carbon emissions Policy DMS19 Smart Utilities Policy SP6 Green and Blue Infrastructure Policy DMNE2 Urban Greening Policy DMNE3 Nature Conservation and Biodiversity Policy DMS16 Flood risk and defences
<i>Supplementary Planning Documents</i>	DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equality's obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	21/00356/FULL	<i>Status:</i>	Approve
<i>Description:</i>	Construction of an open coffee shop, including Caravan and outside sitting		
<i>Application Number:</i>	20/01593/FULL	<i>Status:</i>	Refuse
<i>Description:</i>	Change of Use a portion of the existing Car Park into Automobile Sales in the forecourt under a Sui Generis use category		

Appendix 3:

The following consultations have been undertaken:

-
- Village Ward Councillors
- LBBB My Place
- LBBB Inclusive Growth
- LBBB Education
- LBBB Heritage and Culture
- LBBB Social Care
- LBBB Public Health
- LBBB Employment and Skills
- LBBB Housing Strategy
- LBBB Trees
- LBBB Environmental Protection
- LBBB Refuse Services
- LBBB Access
- LBBB Local Flood Authority
- Essex and Suffolk Water Company
- National Grid
- UKPN
- London Fire Brigade
- Thames Water
- Historic England Archaeology
- Historic England Buildings
- TfL Underground
- TfL Planning
- London City Airport
- Be First Transport
- Design Out Crime
- Be First Heritage
- LBBB Street Lighting
- HSE
- LBBB Highways
- LBBB Parking and Enforcement

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
London City Airport Dated 03.11.2023	<ul style="list-style-type: none"> • We have assessed the details for the above application against safeguarding criteria and can confirm that London City Airport have no objections to the proposed development. 	Comment is noted.
LBBB Waste and Recycling Officer Dated 23.11.2023	<ul style="list-style-type: none"> • The required number of bins as per the accommodation schedule provided are as below <p>Block A- 8 x 1100L (4 General Waste and 4 Recycling) Block B- 12 x 1100 L (6 General Waste and 6 Recycling)</p> <ul style="list-style-type: none"> • The RCV reversing distance in any circumstance should not exceed 15 metres. 	<p>The refuse strategy for the scheme has been revised to take account of comments.</p> <p>This is assessed in section 10 of this report.</p>

	<ul style="list-style-type: none"> The minimum radius at the point of turning for the RCV should be 4 metres. The bin pull distance from the bin store to the RCV collection layby should not exceed 10 metres. 	
LBBB Flood Risk Manager Dated 19.10.2023	<ul style="list-style-type: none"> It is recommended that a condition is included requiring the approved surface drainage works to be carried out prior to occupation. 	Comments noted and condition included.
Thames Water Dated 23.09.2023	<ul style="list-style-type: none"> It is recommended that a condition securing piling method statement and informative relating to groundwater risk management permits is included. In terms of surface water- Thames water advise if the developer follows the sequential approach there will be no objection. Should the developer propose to discharge to a public sewer prior approval from Thames Water Developer Services will be required. 	Recommended conditions and informative included. This is assessed in section 12.12 of this report.
London Underground/ DLR Infrastructure Protection Dated 29 September 2023	<ul style="list-style-type: none"> I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application. 	Comments noted
TfL Spatial Planning Dated 16.10.2023	<ul style="list-style-type: none"> Agent of Change- noting the proximity to bus stop, mitigation should be put in place to ensure the impact of existing noise, vibrations and other nuisances are mitigated. The operation of the bus should not be affected during construction of end state of the development. Car free scheme is welcomed- all spaces should be EVCP Restrictions should apply for parking permits Consideration to the specific layout, functionality and safety of pedestrians and cyclists should be incorporated. 	<p>Comments noted, conditions relating to noise have been secured.</p> <p>All blue badge spaces will be EVCP</p> <p>Obligation has been attached removing CPZ permits.</p> <p>Design, layout and access to scheme has been amended to ensure safety of pedestrian and cyclists.</p>
Historic England GLAAS Dated 17.10.2023	<ul style="list-style-type: none"> A pre- commencement condition securing the submission of Archaeological WSI is recommended 	Condition noted and secured.
LBBB Parks Dated 03.10.2023	<ul style="list-style-type: none"> It is recommended a contribution of £15,000 would be appropriate 	Noted and secured by s106 Obligation

	to cover the short fall of 11–18-year-old play	
Employment and Skills Dated 11.10.2023	<ul style="list-style-type: none"> The standard employment and skills targets should be attached, and an Employment and Skills Plan (ESSP) submitted 6 months prior to work starting 	This is noted and obligation has been attached.
Design Out Crime Dated 2.10.2023	<ul style="list-style-type: none"> No objections subject to the concerns raised in section 3 being addressed. A condition is recommended 	<p>Comments noted and addressed in section 2.54 and 2.55 of this report.</p> <p>Condition has been included.</p>
LBBD Access Officer Dated 11.10.2023	<ul style="list-style-type: none"> I recommend having the accessible units with wet rooms instead of baths. Play equipment and street furniture needs to take account of the needs of disabled people. Some benches should have backs and handrails. Play equipment should be inclusive. Entrance doors can be heavy, I recommend automatic doors with appropriate manifestation. 	<p>10% of units will have to be designed to comply with M4(3) Wheelchair accessible. This has been conditioned. Officers are confident through the detailed design all wheelchair units will be fully accessible.</p> <p>Play space has been conditioned requiring details of play equipment to be submitted.</p> <p>Regarding the entrance doors this will be picked up through the detailed design.</p>
Historic England (Buildings) dated 05.10.2023	<ul style="list-style-type: none"> No comments to be made. It is advised Historic England GLAAS are consulted 	Noted
LBBD Parking, Enforcement and Design Services Dated 02.10.2023	<ul style="list-style-type: none"> Parking will be managed by Car Park Management Company, as such, the area will not be adopted public highway. LBBD will not carry out parking enforcement as this is private Residents should not be eligible for CPZ Concerns over impact of the development on parking pressure in the area. Especially into those roads which currently have no restrictions. Residents and visitors have no access to parking, which will require them to look elsewhere. 	<p>Noted and assessed in section 5 of this report.</p> <p>The applicant has agreed a package of contributions including £10,000 for a car club, £40,000 to go towards expansion of CPZ and removal of CPZ permits for all proposed residents. Officers consider the package of contributions to mitigate any parking pressures in the area.</p>
Be First Heritage Officer Dated 25.10.2023	<ul style="list-style-type: none"> Viewpoints should be reviewed to ensure development enhances the characters. The introduction of additional planting should be explored as a way to soften the impact of the building on the viewpoints. Additional trees could further reduce the harm to the conservation area The building has never been listed nationally or locally to that extent its removal is difficult to challenge. 	Comments noted and assessed in section 3.23 of this report.

	<ul style="list-style-type: none"> Naming of the site should consider its long history. Buildings should ensure its use of materials and architecture are in keeping with the character of the conservation area. 	
National Grid Electricity Dated 15.10.23	<ul style="list-style-type: none"> There are no existing national Grid Electricity Transmission assets affected in the area 	Noted
Health and Safety Executive Dated 09.11.23	<ul style="list-style-type: none"> HSE confirm they are content 	Noted and discussed in section 2.55 of this report.
National Gas Assets Dated 02.10.23	<ul style="list-style-type: none"> No National Gas Assets affect in this area 	Noted
Be First Transport Dated	<ul style="list-style-type: none"> Trips generated by the development will be lower than existing use. Acknowledge low risk of vehicles arriving at the same time. Proposed highway and landscape works to the access reduce safety concerns. Explanation of the system to be deployed for managing deliveries should be submitted The current raised table is outside the highways boundary. Confirmation that the application will take responsibility for maintaining this part of the road will be needed. The guardrails on the radius kerb line of Rainham Road South should be replaced as its near to surpassing its design life. The applicant should enter into a s106 obligation to remove/reduce the vegetation and brick walls and generally keep the height of vegetation to 0.6 metres. This scheme of highway and landscape works proposed to the areas of unregistered land should be secured by s106 obligation. Condition should secure the detailed design. A traditional speed table should be put in across the entrance of the site. The applicant has confirmed they will be responsible for maintenance. A maintenance and ownership plan should be submitted to show areas of responsibility in terms of future ongoing maintenance and any 	<ul style="list-style-type: none"> Delivery and service has been conditioned. It will be expected that details of how deliveries will be managed is provided here is provided here. Applicant has confirmed they will remain responsible for the maintenance of the area of unregistered land for the lifetime of the development. This has been secured by s106 obligations. This will also require all highway works within this land to be maintained to an adoptable standard at all times. The guardrails sit within the public highway. Further discussions will be had throughout the s.278 process. Condition has been included requiring details design of the highway and landscape works to be submitted prior to commencements. S106 obligation securing all works to the unregistered land prior to implementation of the development. S106 obligation secured requiring the Developer/Owner to maintain the area of unregistered land for the lifetime of the development. All conditions and s106 obligations recommended have been secured. Full assessment has been carried out in section 5 of this report.

	<p>potential liabilities. This should be secured by s106 obligation.</p> <ul style="list-style-type: none"> • The proposed works to the access, prescriptive right of way and strip of unregistered land provide comfort that the development will provide safe pedestrian, cyclist and vehicle access. This should be secured by s106 obligation. • Car Parking Management Plan should be secured which sets out how car parking within the site will be managed. • Car club should be provided the proposed £10,000 contribution is welcomed. • Proposed £40,000 contribution to go towards the expansion of CPZ is welcomed. • CPZ permits should be removed for all proposed residents except blue badge holders. • Cycle parking is adequate and should be conditioned. • Travel Plan, CLP and delivery and servicing management plan should be secured by condition and s106 obligations. 	
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Appendix 4:

Neighbour Notification:	
Date Site Notice Erected:	11 October 2023
Date of Press Advertisement:	03 October 2023
Number of neighbouring properties consulted:	529
Number of responses:	11
Address	Summary of Response:
Barking and Dagenham Heritage Conservation Group (14 Arundel Gardens)	<ul style="list-style-type: none"> • Loss of historic former pub that has been a local landmark for years. • Congestion and pollution in an already busy neighbourhood. • Unlikely to be genuinely affordable and will not properly address housing demand.
656 Rainham Road South	<ul style="list-style-type: none"> • No capacity for an increased demand for parking, road use, childcare, schools, GPs, Dentists and other healthcare.
118 Bastable Avenue	<ul style="list-style-type: none"> • Insufficient provision of NHS hospitals and GP surgeries to accommodate the additional number of residents. • Not enough health and wellbeing, parks, and green spaces to accommodate new residents. • Residents are squeezed onto small sites with insufficient
14 Baynes Crescent	<ul style="list-style-type: none"> • The proposal will result in overcrowding. • Parking is limited and this will add pressure to existing parking. • Traffic- the roundabout is traffic jammed every morning and this will be made worse with more people around.
11 Cadiz Road	<ul style="list-style-type: none"> • Car parking- there will only be 4 bays for disabled residents. Where will residents and visitor's park. • Car parking in surrounding streets is already very congested at weekends and evenings. The council cannot stop residents from having cars nor stop them from applying for parking permits. • Not in keeping with the Old Dagenham Village • Block out natural light.

20 Cadiz Road	<ul style="list-style-type: none"> • Dagenham East Station is not step-free and operation is unattended. Details provided in the transport statement are not correct. • Parking- No onsite parking and reliance on free parking area on Ballard Road and outside of CPZ times will make streets very congested. • Pressure on local health services will be worse with increasing population. • Height and massing is out of context. • Dominate in the surrounding context including village conservation area, beam parkland and area east of Rainham Road South. • No Community provision
12 Ibscott Close	<ul style="list-style-type: none"> • Amenity- the proposal will impact the overall quality of life in the village. Size and scale of the development would alter the character of the village in an undesirable manner. • Architectural Appropriateness- Out of character with the village's current architectural style. • Parking- there are already congestion issues, and the additional buildings will exacerbate the problem. • Conflict of interest- Relationship between LBBD Planning Department and Be First. • Disruption of bus stop- impact the accessibility and convenience of public transport. • Affordability of units. • Social Issues • Light level measurements. • Local amenity • Access to information
23A Manor Road	<ul style="list-style-type: none"> • Unacceptable demand on local services such as access to GP surgeries and healthcare in general. • Access for LFB, LAS and MPS is not properly provision. • Parking • Loss of local landmark.
12 Cadiz Road	<ul style="list-style-type: none"> • 9 storey height will be out of context.

	<ul style="list-style-type: none"> • Parking- there are only 4 disabled bays. Where will visitors, care workers, emergency services park. • Parking permits will be removed, however, after 5:30pm, weekdays and at the weekends there are no restrictions. • Loss of light to neighbouring residents. • Traffic- roundabout is already busy and always congested at bust times. • Land should be used for a social centre of some type for Local Residents. • Local facilities such as hospitals, schools, GP's, Dentists are already stretched.
15 Cadiz Road	<ul style="list-style-type: none"> • Too many flats with no parking. • Insufficient provision of doctors, schools, hospital and dentists. • More traffic around the Bull roundabout. • Height will block light
Village Ward Councillors	<ul style="list-style-type: none"> • Height of proposal is out of Character. • The site and local residents would benefit from high quality community facilities. • Design and architecture – the existing context is mainly low rise. The proposal would disrupt the current character of the village. • Development would not be a landmark in the positive sense. • Consultation Outcome- fundamental opposition to plans, however, applicant has consequently changed them to suit local views and requirements. • Redevelopment of the Ibscott Close is unlikely to come forward due to financial concerns. Using this to justify a high rise on the Bull Site is not an acceptable argument. • Daylight/Sunlight- concerns with the conclusions of the submitted report. • Health Issues- proposal will have a detrimental impact on health particularly the mental health of Ibscott residents. • Limited Parking Opportunities and Transport Issues- not in a city centre location or inner London

area. There is a much greater car-based dynamic that exists here.

- 7 flats catering for those with disability but provision of only 4 disabled parking spaces. Not sufficient provision to meet possible need.
- Lack parking for new residents is a concern. Concerns for nearby residents. Parking is already at capacity any additional demand would have a significant impact on existing provision.
- Dagenham East Station is not accessible as described in the submitted transport assessment.
- Transport assessment does not provide sufficient justification for the lack of parking.
- Visitor parking in the free Ballard Road car park does not take into account that the car park is used for sporting events. There is already insufficient room let alone adding more cars from flats 10 minutes up the road.
- Rent and affordability of the units is not in the best interest of the Dagenham Community
- Landscaped Areas- new secluded areas which could encourage anti-social behaviour and unlikely to be seen as safe areas for young children to play.
- Concerns that play space is not safe and unlikely that residents will let their children play there.
- Report states that there is a shortfall of play space provision on site.
- Failure to build zero carbon housing.
- Increased flooding in the area.
- Fire safety issues and concerns that delivery and visitors will block entrance restricting access for emergency services.
- Bat activity on site.

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

Appendix 5:

Conditions & Informatives:

Conditions:

1. Time Limit

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Drawings and Documents

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- D1000 Site Location Plan Existing [Revision 00] dated 14.07.2023
- D6100 Ground Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6101 First to Fifth Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6106 Sixth Floor Plan [Revision 00] dated 14.09.2023
- D6107 Seventh and Eight Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6150 Roof Plan [Revision 00] dated 14.09.2023
- D6500 Sections AA and BB Proposed [Revision 01] dated 22.09.2023
- D6501 Section CC Proposed [Revision 01] dated 22.09.2023
- D6700 East and West Elevations Proposed [Revision 01] dated 22.09.2023
- D6701 Block A North and South Elevations Proposed [Revision 01] dated 22.09.2023
- D6702 Block B North and South Elevations Proposed [Revision 01] dated 22.09.2023

Other documents

- Preliminary Ecological Appraisal and Biodiversity Net Gain Calculation [Issue 2] dated 22.09.2023
- Planning Statement dated September 2023
- Noise Impact Assessment prepared by RBA Acoustics [Revision 2] dated 14.09.2023
- Desk Study [Revision 1] dated September 2023 prepared by Geotechnical & Environmental Associates Limited (GEA)
- Written Scheme of Investigation for an Archaeological Evaluation dated September 2023 prepared by RPS.
- BS5837 Arboricultural Impact Assessment & Method Statement dated September 2023 prepared by Tamla Trees
- Air Quality Assessment [Issue 2] dated 10.07.2023 prepared by Tetra Tech
- 11436-WCL-ZZ-ZZ-RP-Y-0-002 Sustainability Statement [Revision 2] dated September 2023
- 22761-IR-01 Civil Engineering Infrastructure Report (Planning Submission) [Issue PL3] dated 19.09.2023
- 2022/6602/TA02 Transport Assessment [Issue 3] dated 11.07.2023 prepared by RGP
- Bat Emergence Surveys [Issue 1] dated 22.09.2023
- 11436-WCL-ZZ-ZZ-RP-SS-0007 Circular Economy Statement prepared by Whitecode Consulting dated 20.09.2023
- Daylight and Sunlight Report prepared by Waldrams dated 20.09.2023
- 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement prepared by Whitecode Consulting dated 20.09.2023
- Design and Access Statement, The Bull, Dagenham [Revision 03] prepared by Formation Architects dated September 2023.
- Heritage & Townscape Visual Impact Assessment dated September 2023

- ADO Noise Assessment [Revision 1] dated 14.09.2023 prepared by RBA Acoustics
- TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024 prepared by TurkingtonMartin

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

3. Contaminated Land

No development shall commence until:

- a. an investigation and risk assessment, in addition to any assessment provided with the planning application, has been 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 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:
 - (i) a survey of the extent, scale, and nature of contamination;
 - (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and
- b. 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, has been prepared and submitted to the Local Planning Authority for approval in writing. 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.
- c. The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the 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. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.
- d. 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority.

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: 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.

4. Written Scheme of Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To safeguard the archaeological interest on this site.

5. Scheme of Acoustic Protection

Prior to commencement of residential units (excluding demolition), full details of a scheme of acoustic protection of habitable rooms against noise shall be 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:

- (a) 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- (b) 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00

hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the Acoustic Ventilation and Overheating Residential Design

Guide January 2020. 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.

External space noise levels shall be assessed in accordance with BS8233.

Reason: To ensure that the proposed residential units are adequately protected from noise.

6. Air Quality and Dust Management Plan (AQDMP)

No demolition or development shall commence until full details of the proposed mitigation measures for impact on air quality and dust emissions, in the form of an Air Quality and Dust Management Plan (AQDMP), have been submitted to and approved in writing by the local planning authority. In preparing the AQMDP the applicant should follow the guidance on

mitigation measures for sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG 2014. Both 'highly recommended' and 'desirable' measures should be

included. If the development is located in or near an air quality focus area the applicant should follow the guidance on mitigation measures for Medium Risk as a minimum.

Reason: To manage and mitigate the impact of the development on the air quality and dust emissions in the area and London as a whole, and to avoid irreversible and unacceptable damage to the environment.

7. Non-Road Mobile Machinery (NRMM)

- (a) No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
- (b) An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced, and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: In the interest of protecting local air quality.

8. Construction Environmental Management and Site Waste Management

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; 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 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.

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. 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.

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

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

9. Construction Logistics Plan

Prior to commencement of the development, a CLP in line with the TfL guidelines shall be submitted to and approved in writing by the Council. The details shall include the numbers, size and routes of construction vehicles, provisions within/around the site to ensure that all vehicles associated with the construction works are properly managed to prevent any unwanted disruption to other highway users, and other matters relating to traffic management to be agreed with the licencing officers of the council. Approved details shall be implemented throughout the project period and any changes to the document must be reported back to the council's planning and highways department.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the operation of the public highway, the amenities of local residents and the area generally.

10. Landscape Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior to the commencement of the development. The approved plan will be implemented in accordance with the approved details. The content of the LEMP shall include the following:

Standard LEMP information, including:

- I. Description and evaluation of features to be managed.
- II. Ecological trends and constraints on site that might influence management.
- III. Aims and objectives of management.
- IV. Appropriate management options for achieving aims and objectives.
- V. Prescriptions for management actions.
- VI. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- VII. Details of the body or organization responsible for implementation of the plan.
- VIII. Ongoing monitoring and remedial measures.
- IX. The funding mechanism by which the long-term implementation of the plan will be secured.

Reason: To preserve and enhance the Borough's natural environment.

11. Works to unregistered land.

Prior to commencement of the development details of all hard and soft landscaping to be used to carry out the works detailed in drawings TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024; 7392-RGP-ZZ-0B-DR-C-0701 Pavement and Kerbing Construction Layout [Revision P6] dated 09.05.2024 shall be submitted to and approved by the Local Planning Authority. Details shall include all materials to be used on the pavements and kerbing, planting, planting specification and a management and maintenance plan. No planting should exceed a height of 0.6 meters at any time.

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

Reason: To ensure safe access into the site for pedestrian's, cyclists, and vehicles.

12. External Lighting

No above ground development shall commence until a scheme showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting 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, page 25 of the guide, relating to Environmental Zone E3 medium ambient brightness- urban residential areas. The development shall not commence 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.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity.

13. Overheating

No above ground new development shall commence until a detailed overheating analysis assessment and overheating mitigation strategy is submitted and approved in writing by the Local Planning Authority. Once approved the strategy shall be implemented and permanently retained thereafter.

Reason: To protect the amenity of residents.

14. Bat survey

An updated bat survey should be submitted prior to commencement of the development should development commence after 22.09.2025:

- (a) A climbing survey of trees/ buildings on site to determine presence, potential presence or likely absence of roosting birds shall be submitted to and approved in writing by the local planning authority. Features with potential to support roosting bats should be subject to both internal and external inspection. External inspection should comprise aerial endoscope inspection by a licensed bat ecologist with climbing skills but may not be feasible as a method of survey for all buildings. External inspections can be undertaken at any time of year but most conclusive in the autumn and winter.

If the climbing survey cannot be taken or are not feasible, dusk emergence and dawn re-entry surveys will be required. Dusk emergence/ dawn re-entry surveys must be undertaken between May and September and are optimal between May and August.

The survey shall identify if bats are present on site.

- (b) Should bats be present in buildings or trees a mitigation strategy including details of replacement roost spaces (either built into buildings or bat boxes placed on trees) and working methodology/ management plan to ensure no bats are injured or disturbed both during the construction and operation phase of the development shall be prepared and submitted to the local planning authority for written approval.
- (c) A bat mitigating licence will need to be acquired from Natural England prior to the demolition commencing.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as bats may be present on the site

Prior to Above Ground Works Conditions

15. Tree Planting Strategy and Maintenance Plan

Prior to above ground works of the development a Tree Planting Strategy and Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The strategy and maintenance plan shall include details of the existing trees proposed to be removed and demonstrate that there will be adequate replacement based on the existing value of the benefits of the trees removed. This should be determined using i-tree or CAVAT or another appropriate valuation system and demonstrate the value of the replacement trees is of sufficient value to compensate for the loss of trees on site. A comparison should be providing to demonstrate the value between the trees proposed for removal and their replacement. The development must be implemented in accordance with the approved strategy and maintenance plan and thereafter permanently retained.

Reason: To secure the provision of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

16. Digital Connectivity

Prior to above ground works detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development shall be submitted to and approved in writing by the local planning authority. The plans should include details of the digital connectivity aspects built into the design such as service access points, duct laying around the development, internal network cabling, ICT systems/ equipment and battery backup. The development shall be carried out in accordance with the approved plans and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

17. Green Roof Systems

Prior to commencement of above ground details of a maintenance plan of the green roof systems shall be submitted and approved by the Local Planning Authority. Once approved the maintenance plan shall be implemented and thereafter permanently retained.

Reason: To promote biodiversity on the site and to prevent an increased risk of flooding.

18. Materials

No above ground new development shall take place until details of balconies and 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 and balcony details.

Reason: To protect and enhance the character and amenity of the area

19. Hard and Soft Landscaping

- a) No above ground new development shall commence until details of soft and hard landscaping are submitted to and approved in writing by the Local Planning Authority.

Any plants which within a period of 5 year 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.

- b) Prior to first use of the site the approved details shall be implemented and permanently retained thereafter for the lifetime of the development.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

20. Boundary Treatment

Prior to first occupation or use a plan indicating the position, design, materials, and type of boundary treatment to be erected must be submitted to and approved in writing by the Local Planning Authority. The development shall not 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

21. M4(3) Accessible Units

Prior to above ground works a final layout of all the M4(3) units shall be submitted to and approved in writing by the Local Planning Authority. The final layout shall identify that a minimum of 10% of the units hereby approved conform with the requirements of Category M4(3) 'Wheelchair User Dwellings' of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Prior to first occupation of the development the approved layout shall be implemented and retained for the lifetime of the development.

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

22. Noise Insulation of Party Construction

No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the ground floor internal plant rooms has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the residential unit(s) to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise

23. Bird Bricks

Prior to the occupation of the development details and locations of the following:

- 10 x Bird bricks

must be submitted to the Local Planning Authority and agreed in writing. Once approved the bricks shall be installed within each phase and permanently retained thereafter.

Reason: In the interest of promoting and enhancing biodiversity on the site.

24. Surface Water Drainage

Prior to first occupation, the surface water drainage works shall be carried out in line with Sustainable Drainage Strategy detailed in document number 22761-IR-01 Civil Engineering Infrastructure Report [Revision PL3] dated 19.09.2023. The approved drainage system shall thereafter be managed and maintained in line with the approved document for the lifetime of the development.

Reason: To reduce the risk of flooding and to prevent pollution of the water environment.

25. Energy and Sustainability

Prior to first occupation the development hereby permitted shall be constructed in accordance with the submitted document 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement prepared by Whitecode dated 20.09.2023 to achieve a minimum 78% reduction in carbon dioxide emissions over Part L of the Building Regulations (2021).

Reason: In the interests of safeguarding the environment and providing sustainable development and to ensure measures are implemented to reduce carbon emissions.

26. M4(2) Accessible Units

Prior to first occupation of the site 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

27. Play Space

Prior to the first occupation of the development, details of child play space strategy and equipment found in document TM561-RE05 Landscape Design Statement [Revision A] dated November 2023 shall be submitted to and approved in writing by the Local Planning Authority. The approved children's play space strategy and associated equipment shall be permanently retained thereafter.

Reason: To ensure suitable provision for children's play.

28. Renewable Energy

- a) Prior to above ground works a strategy for the location of photovoltaics including a drawing of the roof layout must be submitted to and approved in writing by the local planning authority.
- b) The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance with document 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement dated 20.09.2023 delivering a 62% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

29. Waste and Refuse

- a) Prior to above ground works details of the bulk waste stores and prospective food waste collection including drag distances for each block shall be submitted to and approved in writing by the Local Planning Authority.
- b) The approved bulk waste store details along with the refuse and waste provision shown in drawing number TM561-LA01 Landscape round Floor GA [Revision C] dated 21.11.2023 to provide 20 x 1100L Eurobins (10 x General Waste and 10 x Recycling) for each block) shall be implemented for each block prior to first occupation of the development and permanently retained thereafter.

Reason: To provide satisfactory refuse and recycling storage provision in the interests of the appearance of the site and locality.

30. Car Parking Management Plan

Prior to first occupation of the development, a Car Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall detail:

- a) Number and layout of blue badge car parking bays;
- b) Details of all active and passive electrical vehicle charging points;
- c) How blue badge bays will be allocated;
- d) Details of parking restrictions to be imposed;
- e) Management strategy for all bays including details of who will be responsible for enforcing spaces. Including how any unlawful parking in the unregistered land will be enforced against and managed.
- f) Drawing showing the management and enforcement responsibilities across the site and area of unregistered land. Strategy for additional blue badge bays to be created should demand required this.

All bays must be designed in line with the Traffic Signs Regulations and General Directions (TSRGDs).

The approved car parking areas shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers to the premises and not used for any other purpose. The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees.

All blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

The approved car parking design and management plan shall thereafter be retained for the lifetime of the development.

Reason: In the interest of sustainable methods of transport.

31. Disabled Parking

The proposed blue badge car parking spaces detailed within drawing XXXX shall be constructed and marked out prior to the first occupation of each relevant phase as accessible parking bays (to be clearly marked with a British Standard disabled symbol). The spaces must be retained as disabled car parking spaces and not used for any other use.

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, to ensure and promote easier access for disabled persons.

32. Communal Television and Satellite System

Prior to occupation details of a communal television and satellite system for each block shall be submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of each block and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the building.

33. Delivery and Servicing Plan

Prior to first occupation of development, a Delivery and Servicing Plan in line with TfL Guidelines shall be submitted to an approved in writing by the local planning authority. The approved details shall be fully implemented before the first occupation of all residential units and shall thereafter be permanently retained in an efficient manner.

The delivery and servicing plan shall provide details of the intended systems to be used to manage car parking and deliveries.

Reason: In order to ensure the design has suitably considered the transport needs of the development in the interests of highway safety.

34. Cycle Parking

Prior to first use of the site detailed design of the 136 long stay cycle parking spaces and 4 short stay cycle parking spaces shown on drawing number D6100 Ground Floor Plan Proposed [Revision 00] dated 14.09.2023 shall be submitted to and approved in writing by the Local Planning Authority. All cycle storage shall be designed in accordance with the London Cycle Design Guidance.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport

35. Noise Generating Mechanical Services Plan

Prior to first use of any mechanical services plant including heating, ventilation, and air conditioning (HVAC), to which the application refers, is used at the premises, a scheme shall be submitted to and approved in writing by the LPA which demonstrates that the following noise design requirements can be complied with and shall thereafter be retained as approved.

- (a) The Cumulative measured or calculated rating level of noise emitted from the mechanical services plant to which the application refers, shall be lower than the existing background noise level by 5dB at all times when the plant is in operation.
- (b) The plant shall be supported on adequate proprietary anti-vibration mounts to reduce the structural transmission of vibration and regenerated noise within adjoining premises, and these shall be so maintained thereafter.
- (c) A commissioning acoustic test and report shall be undertaken within 28 days of mechanical services commissioning in order to demonstrate that condition a above has been achieved. The results of the test shall be submitted to and approved in writing by the LPA.

Reason: To ensure that the proposed residential premises are adequately protected from noise.

36. Piling Method Statement

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

37. Secure by Design

The proposed development shall achieve Secured by design certification to the satisfaction of the local authority & Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

Reason: To ensure safe and secure development and reduce crime.

38. Nesting Bird Survey

No demolition or hedge clearance shall take place between March and September inclusive without a nesting bird survey including a working method statement being carried out by a qualified ecologist no more than 24 hours prior to works commencing.

If nesting birds are found works must be delayed until the young have fledged. A strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by works taking place on the site.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as nesting birds may be present on the site.

39. Tree Management Strategy and Protection through construction.

All existing on site trees and any tree within 5 metres of the boundary of the site shall be protected in accordance with document BS5837 Arboricultural Impact Assessment & Method Statement prepared by Tamla Trees Consulting Arborists dated September 2023 prior to the commencement of all works and be maintained in full until the development has been completed.

Reason: Arboricultural assets are present on the site. The planning authority wishes to secure the protection and future health of the Arboricultural assets. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

40. Unit Numbers

The development hereby approved shall comprise of 72 residential units.

Reason: To ensure that the development is undertaken in accordance with the approved drawings(s) and document(s).

41. Air Quality

The development shall meet the air quality neutral standards as set out in the approved Air Quality Assessment by WSP dated October 2021. Certification confirming compliance with the approved document shall be submitted and approved by the Council post completion of the development. Should the completed development not result in not being air quality neutral the development will be subject to the off-setting contribution payment at the rate of £29k per tonne of NO_x (or the equivalent figure at the time of reassessment) over the benchmark (or the equivalent figure at the time of reassessment).

Reasons: In the interests of reducing air pollution.

42. Circular Economy – Post Construction Assessment

Prior to the first occupation of the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of a satisfactory submission to the GLA shall be

submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within each Phase.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Informative(s):

1. The AQDMP can form part of the Construction Environmental Management Plan (CEMP). The AQDMP shall include the following for each relevant phase of work (demolition, earthworks, construction and track out):
 - (a) A summary of work to be carried out;
 - (b) Proposed haul routes, location of site equipment including supply of water for damping down, source of water, drainage and enclosed areas to prevent contaminated water leaving the site.
 - (c) Inventory and timetable of all dust and NOx air pollutant generating activities;
 - (d) List of all dust and emission control methods to be employed and how they relate to the Air Quality (Dust) Risk Assessment;
 - (e) Details of any fuel stored on-site;
 - (f) Details of a trained and responsible person on-site for air quality (with knowledge of pollution monitoring and control methods, and vehicle emissions);
 - (g) Summary of monitoring protocols and agreed procedure of notification to the local authority; and
 - (h) A log book for action taken in response to incidents or dust-causing episodes and the mitigation measure taken to remedy any harm caused, and measures employed to prevent a similar incident reoccurring. Developments assessed to be medium risk or greater for any of the steps required in an Air Quality and Dust Risk Assessment (AQDRA) regular or continuous PM10 monitoring should be carried out on site. Baseline monitoring should commence at least 6 months before the commencement of works and continue throughout all construction phases. Details of the equipment to be used, its positioning, additional mitigation to be employed during high pollution episodes and a proposed alert system should be submitted to the Council for approval.

No demolition or development shall commence until all necessary pre-commencement measures described in the AQDMP have been put in place and set out on site. The demolition and development shall thereafter be carried out and monitored in accordance with the details and measures approved in the AQDMP. The IAQM "Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites" details appropriate monitoring for the scale of the site or project.

 - (i) Engine emissions from non-road mobile and fixed plant used on site must as a minimum meet the Stage 111B emission standards set in EU Directive 97/68/EC.
2. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
3. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk .

Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

4. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
5. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes>

Appendix 6:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Schedule 1- Administrative

- Payment of the Council's professional and legal costs, whether or not the deed completes;
- Payment of the Council's reasonable fees of £21,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Schedule 2- Residential Management Plan

- Submission of a Residential Management Plan for approval by LBBB, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

Schedule 3- Affordable Housing

- Affordable Housing Provision

Secure 35% affordable housing on a unit basis as shown on drawings D6200 Ground Floor Plan Proposed [Revision 00] dated 09.10.2023; D6201 First to Second Floor Plan Proposed [Revision 00] dated 09.10.2023; D6203 Third to Fourth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6205 Fifth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6206 Sixth Floor Plan Proposed [Revision 00] dated 09.10.2023 and D6207 Seventh and Eight Floor Plan Proposed [Revision 00] dated 09.10.2023

13 no. units provided at Social Rent. Unit numbers:

A.G.1; A.1.1; A.1.2; A.1.3; A.1.4; A.1.5; A.1.6; A.2.1; A.2.2; A.2.3; A.2.4; A.2.5 and A.2.6

12 no. units provided as Discount Market Rent. Unit numbers:

A.3.1; A.3.2; A.3.3; A.3.4; A.3.5; A.3.6; A.4.1; A.4.2; A.4.3; A.4.4; A.4.5 and A.4.6.

- Early- Stage Viability Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

Schedule 4- Play Space

- Play Space

A sum of £15,000 to be paid on completion of the deed to go towards improvements to Old Dagenham Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed.

Schedule 5- Design

- Design Champion

The owner will secure Design Champions consisting of Architects and Landscape Architects who will be design advisors and oversight executive architects throughout the discharge of the Planning Conditions,

post planning amendments made through s.96a or s.73 and until the practical completion of the Development unless otherwise agreed in writing with the Council, in order to secure exemplary design quality as promoted in this application. The Design Champion shall be approved by the Council prior to appointment.

The owner will secure the retention of the Design Champions on such terms that ensure that the Development is constructed in reliance upon the exemplary design qualities that have informed the Planning Permission.

Schedule 6- Transport

- Travel Plan

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 1st, 3rd and 5th anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

- Car Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

- Car Club Details

On commencement of the development the Developer shall submit to the council and agree a scheme of car club works. The car club works shall include a detailed plan showing the location of the proposed car club space and details of the scheme of works required to enable this space to be implemented.

- Car Club Contribution

On commencement of the development the Developer shall pay in full to the council £10,000 (BCIS Index Link) to go towards the cost of implementing the car club.

- S.278 Agreement

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works based on the 'in Principle plan' drawing 2022/6602/016 Potential Highway Improvements [Revision P3] dated 25.04.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024 which shall be updated to include a speed table and replacement of all visibility railings along Rainham Road South prior to commencement, and b) implement all off-site highway works to an agreed schedule prior to occupation.

The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

- Works to unregistered land-

Prior to commencement of the development the Developer/Owner shall undertake a scheme of highway and landscape works to be carried out to the strip of unregistered land to be approved by the council. The scheme of works shall be carried out based on the principles set out in drawing TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; and 7392-RGP-ZZ-0B-DR-X-0701 Pavement and Kerb Construction Layout [Revision P6] dated 09.05.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024

All works shall be carried out to adoptable standards and retained thereafter for the lifetime of the development.

The applicant is responsible for covering the cost of all works.

- Unregistered land works - Maintenance

- d) The Developer/ Owner of the sites shall be responsible for covering the cost of all maintenance required to the area of unregistered land for the lifetime of the development. Vegetation at all times shall be retained to a height of no more than 0.6 metres.
- e) Should the council be required to carry out works to the strip of unregistered land as a result of its statutory duty to maintain the adjoining adopted highway. The Developer/Owner will be responsible for covering the cost of any maintenance works required to the land as a result of these works.
- f) The works to the area of unregistered land shall be maintained at all times to an adoptable standard.

The Developer/Owners shall remain responsible for the maintenance of all land outline in blue and marked 'Area of Maintenance' on drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 for the lifetime of the development.

- CPZ Contribution

On commencement of the development the Developer shall pay to the council £40,000 (BCIS Index Linked) to go towards the cost of the expansion of any Controlled Parking Zone (CPZ) in the area immediately surrounding the site.

Schedule 7- Carbon Offset

- Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 78% reduction over Part L of the Building Regulations 2021 through on-site provisions.

- Carbon Offset Financial Contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (expected contribution of £38,017).

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 8- Air Quality

- Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 9- Connect to District Heat Network (DNH)

- Prior to commencement of development the Owner will submit a District Heating Network (DNH) Statement to the Council for approval to detail how the development could connect to the DNH. The requirement to connect to the DNH will be subject to the heat network being delivered and operational to supply the development, and the DNH having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

Schedule 10- Be Seen

- Be Seen Hierarchy- post construction monitoring.
- e. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).
 - f. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).
 - g. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.
 - h. In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting

webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Schedule 11- Employment and Skills

- Local employment, training and supply chain plans

Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

- Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

- Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

- Supply chain development during Construction

The Owner will use reasonable endeavours to:







- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);

- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.
- Monitoring
 - Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
 - This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
 - Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
 - Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
 - Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.

The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.



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- Existing trees 
- Proposed trees 
- Ornamental planting 
- Hedge 
- Play surface 
- Paving 

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10.1 3D Views



