Notice of Meeting

DEVELOPMENT CONTROL BOARD

Monday, 23 April 2018 - 7:00 pm
Council Chamber, Town Hall, Barking

Members: Cllr Faraaz Shaukat (Chair), Cllr Syed Ahammad (Deputy Chair), Cllr Sanchia Alasia, Cllr Saima Ashraf, Cllr Faruk Choudhury, Cllr Edna Fergus, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Amardeep Singh Jamu, Giasuddin Miah, Cllr Margaret Mullane, Cllr Adegboyega Oluwole, Cllr Chris Rice, Cllr Bill Turner, Cllr Dominic Twomey and Cllr Jeff Wade (one vacancy)

Date of publication: 12 April 2018

Chris Naylor
Chief Executive

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Please note that this meeting will be webcast, which is a transmission of audio and video over the internet. Members of the public who attend the meeting and who do not wish to appear in the webcast will be able to sit in the public gallery on the second floor of the Town Hall, which is not in camera range.

To view webcast meetings, go to https://www.lbbd.gov.uk/council/councillors-and-committees/meetings-agendas-and-minutes/overview/ and select the meeting from the list.

Councillors who are not members of the Development Control Board may speak at a meeting with the agreement of the Chair but must sit separately from the Board 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

Use Classes and Planning Application Procedure

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 19 March 2018 (Pages 7 - 35)

New Planning Applications

4. Car Park, Salisbury Road, Dagenham, RM10 8TP-18/00231/FUL (Pages 37 - 61)  

5. Former Sanofi Aventis, Rainham Road South, Dagenham- 18/00161/FUL (Pages 63 - 105)

6. Merrielands Development Site, Merrielands Crescent, Dagenham- 17/02111/FUL (Pages 107 - 183)

Advertisement Applications

7. Town Planning Appeals (Pages 185 - 186)  

8. Delegated Decisions (Pages 187 - 214)

9. Any other public items which the Chair decides are urgent

10. 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 Development Control Board, 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.

11. Any confidential or exempt items which the Chair decides are urgent
Our Vision for Barking and Dagenham

One borough; one community; London’s growth opportunity

Our Priorities

**Encouraging civic pride**
- Build pride, respect and cohesion across our borough
- Promote a welcoming, safe, and resilient community
- Build civic responsibility and help residents shape their quality of life
- Promote and protect our green and public open spaces
- Narrow the gap in attainment and realise high aspirations for every child

**Enabling social responsibility**
- Support residents to take responsibility for themselves, their homes and their community
- Protect the most vulnerable, keeping adults and children healthy and safe
- Ensure everyone can access good quality healthcare when they need it
- Ensure children and young people are well-educated and realise their potential
- Fully integrate services for vulnerable children, young people and families

**Growing the borough**
- Build high quality homes and a sustainable community
- Develop a local, skilled workforce and improve employment opportunities
- Support investment in housing, leisure, the creative industries and public spaces to enhance our environment
- Work with London partners to deliver homes and jobs across our growth hubs
- Enhance the borough’s image to attract investment and business growth

**Well run organisation**
- A digital Council, with appropriate services delivered online
- Promote equalities in the workforce and community
- Implement a smarter working programme, making best use of accommodation and IT
- Allow Members and staff to work flexibly to support the community
- Continue to manage finances efficiently, looking for ways to make savings and generate income
- Be innovative in service delivery
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<table>
<thead>
<tr>
<th>Use Class</th>
<th>Use/Description of Development</th>
<th>Permitted Change</th>
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<tbody>
<tr>
<td>A1</td>
<td>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.</td>
<td>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</td>
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<tr>
<td>A2</td>
<td>Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies.</td>
<td>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</td>
</tr>
<tr>
<td>A3</td>
<td>Restaurants and cafés - for the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</td>
<td>A1 or A2 State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4.</td>
</tr>
<tr>
<td>A4</td>
<td>Drinking establishments - public houses, wine bars or other drinking establishments (but not night clubs).</td>
<td>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.</td>
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<tr>
<td>A5</td>
<td>Hot food takeaways - for the sale of hot food for consumption off the premises.</td>
<td>A1, A2 or A3 State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4.</td>
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<tr>
<td>B1</td>
<td>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</td>
<td>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.</td>
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<tr>
<td>B2</td>
<td>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).</td>
<td>B1 or B8 [B8 limited to 500 sqm] State funded school for single academic year – see footnote 2.</td>
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<td>B8</td>
<td>Storage and distribution - storage or distribution centre. This class includes open air storage.</td>
<td>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.</td>
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<td>C1</td>
<td>Hotels - hotel, boarding house or guesthouse, where no significant element of care is provided. (Excludes hostels).</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3</td>
</tr>
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<td>C2</td>
<td>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).</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3</td>
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<td>C2A</td>
<td>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.</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3</td>
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<td>C3</td>
<td>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</td>
<td>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</td>
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<td>C4 Houses in multiple occupation</td>
<td>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.</td>
<td>C3 (dwelling houses) State funded school for single academic year – see footnote 2</td>
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<td>D2 Assembly &amp; Leisure</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Sui – Generis</td>
<td>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.</td>
<td>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 See footnote 3. Betting offices, pay day loan and casinos to A3 (up to 150 m2) See footnote 9. Bettins offices, pay day loan to D2 (up to 200m2) – see footnote 10. Betting offices and payday loan to C3 residential use - see footnote 5.</td>
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</tbody>
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**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 Board 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. If clarification is required, DCB Members may, through the Chair, ask relevant (i.e. planning related) questions regarding an issue within the Planning Officer’s report.

4. Registered objectors may speak for up to three minutes.

5. DCB Members may, through the Chair, seek clarification of any relevant planning issue raised by the objectors.

6. Councillors who are not members of the Development Control Board may address the Board with the Chair’s permission. They are not permitted to take part in the discussions or question objectors, supporters, applicants or applicants’ representatives.

7. DCB Members may, through the Chair, seek clarification of any relevant planning issue raised by the councillors.

8. Registered supporters, applicants or applicants’ representatives for the application may speak for up to three minutes.

9. DCB Members may, through the Chair, seek clarification of any relevant planning issue raised by the supporters, applicants or applicants’ representatives.

10. DCB Members may, through the Chair, seek further clarification from Council officers on any relevant planning issue that may have arisen.

11. The Board shall debate the item. Where the application is considered to be straightforward and there are no speakers present, the Board may make a decision based on the report and without any debate.

12. The Board’s will vote on the matter (including any proposed supplementary conditions or recommendations). In the event that the Board’s decision is to refuse or allow an application contrary to the report’s recommendation, DCB Board Members must give valid reasons for the decision based on relevant planning policies.

13. The Chair shall announce the Board’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.
- DCB 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 DCB 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 DCB 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 Board may agree to defer the application.
- The Chair may ask members of the public and press to leave the room to enable the Board to consider information which is confidential or exempt (in accordance with Schedule 12A of the Local Government Act 1972).
MINUTES OF DEVELOPMENT CONTROL BOARD

Monday, 19 March 2018
(7:00 - 8:22 pm)

Present: Cllr Faraaz Shaukat (Chair), Cllr Sanchia Alasia, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Giasuddin Miah, Cllr Margaret Mullane, Cllr Adegboyega Oluwole and Cllr Dominic Twomey

Apologies: Cllr Syed Ahammad, Cllr Saima Ashraf, Cllr Faruk Choudhury, Cllr Edna Fergus, Cllr Chris Rice and Cllr Bill Turner

60. Declaration of Members' Interests

There were no declarations of interest.

61. Tribute

Members of the Board stood in silence in tribute to Councillor John White, who had recently passed away.

62. Minutes - To confirm as correct the minutes of the meeting held on 12 February 2018

The minutes of the meeting held on 12 February 2018 were confirmed as correct.

63. Assembly Plant, Ford Motor Company Estate, Thames Avenue, Dagenham, RM9 6SA (site known as Beam Park) - 17/01307/OUT

The Principal Development Management Officer (PDMO) introduced a report in relation to the Assembly Plant, Ford Motor Company Estate, Thames Avenue, Dagenham, RM9 6SA (site known as Beam Park)

Cross boundary hybrid planning application for the redevelopment of the site to include up to 2,900 homes (50% affordable), two primary schools and nurseries (Use Class D1), railway station, up to 5,272 sqm of supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2), energy centres, open space with localised flood lighting, public realm with hard and soft landscaping, children’s play space, flood compensation areas, car and cycle parking, highway works and site preparation/enabling works.

The PDMO stated that the application was joint with the London Borough of Havering and was a hybrid application, outline for Barking and Dagenham. The application included an environmental statement. Consultation had been undertaken and no objections received. There was a strong urban design strategy with new public spaces and access to the River Beam. There would be a good mix of housing including three storey properties in traditional brick.
In relation to Barking and Dagenham, there would be a total of 2,166 properties with 25% of these providing three bedrooms or more. There would also be two primary schools and new healthcare facilities serving both boroughs. There would be a multi-faith room and community centre and playspaces. £350K would be provided in the Section 106 agreement for improvements to Parsloes Park.

The application would allow for much improved public transport links with 1,525 car parking spaces (0.53 per unit) and 4,900 cycle places. Although greater traffic would be generated, this would be offset by the new C2C rail station, improvements to bus services, cycling, walking and car clubs. The development covered South Dagenham, a growth area in the London Plan.

Members enquired about the health care facilities and it was clarified that that 1500 square metres for healthcare would be provided, serving 15-20,000 residents.

Members enquired about timescales for the phases of the development. The total number of units was 2,900 and the borough would gain 2,166 with Phase 2 commencing in 2020. Daniel Layton (Countryside Properties) advised that the reserve matters application would be submitted in August/September 2018 with units being delivered from 2021 to 2030.

Members asked for greater clarification on the timelines as it seemed a long while until completion. The PDMO advised that Countryside Properties were required to start on the LB Havering’s side first to deliver the new C2C rail station and improve public transport and that was why the development has been phased in this way. Daniel Layton confirmed that the timelines were also aligned to the work on the new rail station at Beam Park and that they would be under penalties if the rail station was not completed by late 2021. Mr Layton added it was the intention to open the station in December 2020 with an anticipated 12 sales a month of the new properties.

Members were concerned about the worship area and asked for more detail. The Head of Planning confirmed that there would be a meeting facility but the detail and future operator would be agreed by Cabinet.

That Board granted planning permission subject to:

1. No Direction from the Mayor of London;
2. The completion of a Section 106 legal agreement to secure the matters outlined above (to be delegated to the Head of Planning);
3. Payment of the Local Planning Authority’s professional and legal fees associated with completion of the Section 106 legal agreement; and
4. The following conditions (with any amendments or additions that might be necessary up to the issue of the decision notice to be delegated to the Head of Planning):

1. Reserved Matters to be Submitted

Details of the access, appearance, landscaping, layout and scale, (hereinafter called “the reserved matters”) for the part of the site not identified on Drawing 448-PT-PP-PL-1006 as forming the detailed component of the application shall
be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

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

2. Timing of Reserved Matters Submission

The first application for approval of the reserved matters for phase 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this outline permission. Application for approval of the last reserved matters must be made to the Local Planning Authority before 31 March 2029.

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 pursuant to condition 2 shall commence before the expiration of two years from the date of approval. All other reserved matters approved pursuant to condition 3 shall commence before the expiration of two years from the date of approval of each subsequent approval of reserved matters.

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 Plans

The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise agreed in writing with the local authority:

448-PT-MP-PL-1001 Rev PL1
448-PT-MP-PL-1002 Rev PL1
448-PT-MP-PL-1003 Rev PL2
448-PT-MP-PL-1101 Rev PL2
448-PT-MP-PL-1103 Rev PL2
448-PT-MP-PL-1104 Rev PL2
448-PT-MP-PL-1107 Rev PL2
448-PT-MP-PL-1108 Rev PL2
448-PT-MP-PL-1109 Rev PL1
448-PT-MP-PL-1114 Rev PL2
448-PT-MP-PL-1116 Rev PL2
448-PT-MP-PL-1118 Rev PL1
448-PT-SW-PL-SEC-1001 Rev PL2
448-PT-SW-PL-SEC-1002 Rev PL1
448-PT-SW-PL-SEC-1003 Rev PL1
448-PT-SW-PL-SEC-1004 Rev PL2
448-PT-SW-PL-SEC-1005 Rev PL1
No application for approval of reserved matters (or other matters submitted for approval pursuant to the planning conditions), which would entail any material deviation from the parameter plans, shall be made unless it is demonstrated as part of that application, and agreed in writing by the Local Planning Authority, that any such deviation is unlikely to give rise to any environmental effects which would have required different mitigation measures to ameliorate their effects in the context of the EIA in comparison with the development as approved (and as assessed in the Environmental Impact Assessment and Addendum for the application).

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

5. Phasing Plan

The development shall be carried out in accordance with the phasing plan drawing number 448-PT-PP-PL-1002 or other revised phasing plan that has been submitted to and approved in writing by the Local Planning Authority. No phase of the development shall commence until all relevant pre-commencement conditions are approved in respect of that phase.

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).

6. Partial Discharge

Where any application is made to discharge a condition on a partial basis (i.e. in relation to a phase or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous phases, or part of, the details of which have already been determined, and subsequent phases
as appropriate. The statement shall demonstrate compliance and compatibility with the various details, strategies, drawings and other documents approved pursuant to this planning permission. The statement shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant phase or part thereof.

Reason: To ensure that the scheme is implemented on a comprehensive and sustainable basis in accordance with Policy CM1 of the Core Strategy (July 2010).

7. Approval of Materials

No above ground works shall take place in any phase of the development (as identified in condition 6) until details of all materials to be used in the external construction of the buildings within that phase and for the surface car parking areas and associated circulation spaces within that phase have been submitted to and approved in writing by the Local Planning Authority. Such details shall include samples, specifications and annotated plans, demonstrating compatibility with the approved drawings and Design Code. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

8. Access to Phases

No development shall take place in the relevant phase of the development until detailed drawings showing the following in respect of that phase have been submitted to and approved in writing by the Local Planning Authority:

(a) access through the site during works and upon completion of works in relation to any phasing, including the connections with any completed phases, and connections to the surrounding area and its network of cycle paths and footpaths; and

(b) any temporary works, including any boundary treatment around later phases.

Provisions for pedestrians shall be fully accessible to all including people with disabilities. The development shall only be implemented in line with the approved details and shall be maintained thereafter.

Reason: Access arrangements must be identified prior to the commencement of development to ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

9. Accessibilty and Management Plan - Residential

No residential development shall take place in the relevant phase of development until a detailed accessibility statement and management plan (including a programme for implementation) is submitted outlining those
measures proposed to ensure an accessible and inclusive environment, both internally and externally, including but not limited to, pedestrian routes, lift specifications, accessible toilet provision, access points and crossings along with blue badge spaces. Such a statement is to be approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved details.

Reason: Access arrangements must be identified prior to the commencement of development to ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

10. Accessibility and Management Plan- Non-Residential

No non-residential use within a relevant phase shall become operational until a detailed accessibility statement and management plan (including a programme for implementation) is submitted outlining those measures proposed to ensure an accessible and inclusive environment, both internally and externally, including but not limited to, pedestrian routes, lift specifications and accessible toilet provision as appropriate. Such a statement is to be approved in writing by the Local Planning Authority and implemented prior to the use being accessible by the general public.

Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

11. Car Park Management

No development shall take place in the relevant phase of the development until details of a car park management plan have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: Car parking management must be identified prior to the commencement of development to ensure that sufficient off-street parking areas are provided and appropriately allocated and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with Policies BR9 and BR10 of the Borough Wide DPD (March 2011).

12. Cycle Parking

There shall be no occupation of any unit within a plot until details of cycle parking, including its external appearance, location and the means of secure storage proposed to serve that plot, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and shall be permanently retained thereafter and used for no other purpose.

Reason: In order to encourage the use of cycling as a sustainable mode of
transport, in accordance with Policy BR10 of the Borough Wide DPD (March 2011).

13. Deliveries Strategy

Within relevant phases, no non-residential unit shall become operational until a Deliveries and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries and export of materials within the times of peak traffic congestion on the local road network and minimise the impact on the amenity of existing and future adjoining occupiers. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In order to minimise the impact of the development on the free flow of traffic on the local highway network during peak periods in the interests of highway safety and to protect the amenity of existing and future occupiers in accordance with Policies BR10 and BP8 of the Borough Wide DPD (March 2011).

14. Travel Plan

The development shall be occupied only in accordance with the approved Travel Plan. No phase shall be occupied until full details of how the approved Travel Plan will be funded, implemented, monitored and reviewed has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan is to be reviewed upon completion of each phase.

Reason: To promote sustainable travel patterns in accordance with Policy BR10 of the Borough Wide DPD (March 2011).

15. Site Levels

Unless details are provided and approved as part of the reserved matters submission(s) no above ground works, with the exception of activities associated with the surcharging of the site, shall take place within any phase until a drawing showing the proposed site levels of the application site and the finished floor levels of the proposed dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policies BP8 and BP11 of the Borough Wide DPD (March 2011).

16. Compliance with Design Code

Applications for Reserved Matters (RM) for any proposed building should demonstrate how the proposed building design accords with the principles set out in the approved Beam Park Design Code (Ref: 448-PT-RP-0003-DC-BOOK-PL2).

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11
17. Secure by Design

The development hereby permitted shall achieve a minimum silver award of the Secure by Design for Homes and Commercial (2016 Guide) or any equivalent document superseding the 2016 Guide. A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided upon completion, confirming that the agreed standards have been met.

Reason: In order to provide a safe and secure development, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BC7 of the Borough Wide DPD (March 2011).

18. Accessibility and Adaptability

90% of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) and 10% of the residential units provided shall be capable of easy adaptation to Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance Policy BC2 of the Borough Wide DPD (March 2011) and Policy 3.8 of the London Plan (March 2016).

19. Provision of Amenity Space

No residential unit within the relevant phase of the development shall be occupied until full details of the private amenity and open spaces, including children’s play space, per phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of private amenity space in accordance with Policy BP5 of the Borough Wide DPD (March 2011) and Policy 3.5 of the London Plan (March 2016).

20. Refuse Storage and Segregation for Recycling

There shall be no occupation of any unit within a plot until provision is made for the storage of refuse/ recycling awaiting collection to serve that plot (including a strategy to deal with bulky waste) according to details which shall previously have been agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing these details shall include provision for suitable containment and segregation of recyclable waste. The measures shall be fully implemented in accordance with the agreed details for the development or the relevant phases thereof as the case may be.
Reason: To protect the amenity of future occupiers and adjoining occupiers in accordance with Policies BR15 and BP8 of the Borough Wide DPD (March 2011).

21. Carbon Reduction - Residential

The residential component of the development hereby permitted shall be carbon zero with a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) secured on site. A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).

22. Carbon Reduction - Non-Residential

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

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).

23. BREEAM

The non-residential component of the development hereby permitted shall achieve a minimum BREEAM 'Very Good' rating. Prior to operation of individual units a certificated Post Construction Review, or other verification process as agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with Policy CR1 of the Core Strategy (July 2010) and Policy BR1 of the Borough Wide DPD (March 2011).

24. Energy Efficiency

A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, to demonstrate that the agreed standards set out in the Energy Strategy (June 2017) have been met for each phase of the development.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).
25. Overheating

No above ground new development within each phase shall commence until dynamic overheating modelling in accordance with CIBSE Guidance TM52 and TM49 (or any other guidance that replaces this) to identify the risk of overheating has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Authority). This should also include mitigation measures for any restrictions proposed, for example, by local air quality issues, ground floor apartments and single aspect units. Once approved, the agreed measures must be implemented prior to occupation of the development in that phase.

Reason: In order to avoid overheating and minimise cooling demand in accordance with Policy 5.9 of the London Plan (March 2016) and Policy CR1 of the Core Strategy (July 2010) and Policy BR1 of the Borough Wide DPD (March 2011).

26. Ecology and Landscape Management Plan

A Biodiversity and Ecological Strategy and Landscape Management Plan shall be submitted relative to each phase of development, including long term ecological objectives, in accordance with the Water Framework Directive (2000/60/EC) and a long-term management and maintenance plan for the public open space including trees shall be submitted to and approved in writing by the Local Planning Authority before the relevant phase of the development is occupied. The development shall be carried out in accordance with the approved management plan.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

27. Landscape Replacement

Any plants, shrubs or trees required as part of the implementation of the landscaping reserved matter for any phase of the development (as defined by condition 6) that die or are removed, damaged or become diseased within a period of FIVE years from the substantial completion of the relevant phase of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent for a variation.

Reason: In the interest of design quality, residential amenity, public safety and biodiversity, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

28. Living Roofs

First occupation of a unit in the relevant block shall not take place until a detailed scheme for living roofs for that block (including maintenance and management arrangements) has been submitted to and approved in writing by the Local Planning Authority. The roofs shall comprise at least 50% native
species, not including Sedum species, seeded with an annual wildflower mix or local seed source and should be designed for biodiversity with a minimum substrate depth of 80mm. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance Policy BR3 of the Borough Wide DPD (March 2011).

29. Nesting Birds and Bat Roosts

No phase shall be fully occupied until bird nesting and bat roosting boxes have been installed, and/ or bat roosting bricks and/ or bird nesting bricks have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in “Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build” (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

30. Protection of Trees

Whilst individual phases are being developed, within the area of land covered by the relevant phase:

a) all trees shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS:5837;
b) any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing.

Where any hard surfaces or buildings are proposed within the root protection areas a method statement shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details demonstrating how the design will ensure the protection of the tree roots and the provision of permeable surfaces. The development shall be carried out in accordance with the approved method statement and details.

Reason: To ensure that the trees are adequately protected during the construction phase in accordance with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

31. Vegetation Clearance

There shall be no vegetation clearance or tree works during the bird breeding season (March to August inclusive). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified
ecologist. If active nests/nesting birds are present, the relevant works must be delayed until the chicks have left the nest. If nesting birds are found, a strategy to protect them must be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

32. Examination of Trees for Bats

There shall be no tree works within an identified phase during December to March until a physical examination of on-site trees with potential for roosting bats has been undertaken to ensure they are not occupied by roosting bats. If roosting bats are present within that phase, the relevant works must be delayed until a strategy to protect or relocate any roosting bats has been submitted to and approved in writing by the Local Planning Authority. Any such strategy shall detail areas of the site where there are to be no further works until relocation or mitigation has taken place. The development shall be carried out in accordance with the approved details.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

33. Air Quality Assessment

No development shall take place in the relevant phase of the development until an air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be sufficient to demonstrate that during the operational phase of the proposed development relevant national and local air quality standards and objectives will be satisfied at existing and future sensitive receptors.

Reason: Air quality must be assessed prior to commencement of development to protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide DPD (March 2011).

34. Boiler and Combined Heat Power

Within 6 months of commencing development of an identified phase details of the boilers and combined heat and power plant (CHP) installation will be submitted to and approved in writing by the Local Planning Authority. The details shall be sufficient to demonstrate:

a. that best practicable means will be employed to both minimise emissions of oxides of Nitrogen (NOx) and particulate material < 10 µm in diameter (PM10) and particulate material < 2.5 µm in diameter (PM2.5);

b. that the operation of the boilers and CHP installation (including mitigation) will not lead to an unacceptable risk from air pollution, prevent sustained compliance with EU limit values or national objectives for Nitrogen dioxide, PM10 or PM2.5;
c. The height of the discharge stack is sufficient to ensure that:

(i) relevant national and local air quality standards and objectives will be satisfied at existing and future sensitive receptors;
(ii) products of combustion emitted from the plant will not be prejudicial to health or a nuisance.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide DPD (March 2011).

35. Air Quality Emissions


Where the development is not air quality neutral, appropriate mitigation should be provided as agreed by the Local Planning Authority.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide DPD (March 2011).

36. Kitchen Ventilation Equipment

Any kitchen extract system serving any non-residential uses hereby permitted shall include measures for the removal and treatment of cooking odours. The measures shall have regard to, and be commensurate with, guidance and recommendations in the current edition of publication “Specification for Kitchen Ventilation Systems”, DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance. The development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide DPD (March 2011).

37. Noise Assessment

No development shall take place in the relevant phase of the development until a scheme to demonstrate that the internal noise levels within the residential units of that phase will conform to the guideline values for indoor ambient noise levels as identified within BS 8233 2014 - Guidance on Sound Insulation and Noise Reduction for Buildings, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: Noise levels must be identified prior to commencement of development to protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

38. Noise from Commercial Units
The combined rating level of the noise from any single commercial unit shall not exceed the existing background noise level outside the window to any noise sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

39. Noise from School

The design of the school/s hereby permitted are to be such that:

1) As far as practicable the school design shall seek to ensure that noise emissions from school activities do not exceed 55 dB LAeq,16 hour at any existing or proposed dwelling;
2) Where this is not possible, noise emissions from school activities shall not exceed 65 dB LAeq,16 hour at any existing or proposed dwelling;
3) Noise from sources external to the school do not exceed 60 dB LAeq,30 minute within formal and informal outdoor teaching areas.

Reason: To protect the amenity of existing and future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

40. Noise from Entertainment

Noise from entertainment including live and amplified music associated with any non-residential uses hereby permitted shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. The initial test for compliance with the ‘inaudibility’ criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether entertainment noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

the LAeq (EN) shall not exceed LA90 (WEN) and;
the L10 (EN) shall not exceed L90 (WEN) in any 1/3 octave band between 40Hz and 160Hz.

EN = Entertainment noise level, WEN = Representative background noise level without the entertainment noise, both measured 1m from the façade of the noise-sensitive premise.

Reason: To protect the amenity of existing and future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

41. Noise and Vibration (A3, A4 and A5 uses)

No unit to be used for A3, A4 or A5 Use Class purposes shall be operated until a suitable mechanical ventilation system is installed in accordance with a scheme to control the transmission of noise and vibration which has been
previously submitted to and approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and operated in accordance with the scheme during normal working hours.

Reason: To protect the amenity of existing and future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

42. Hours of Operation- Non-Residential

The non-residential uses hereby permitted shall only be open to members of the public between the hours of 07:00 to 23:00. Deliveries to and collections from the non-residential uses shall only take place between the hours of 07:00 and 21:00. The handling of bottles and movement of bins and rubbish is not permitted to take place outside the premises between the hours of 23:00 on one day and 07:00 the following day.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

43. Hours of Operation- Outdoor Sports

Any outdoor sports facilities including, but not limited to, any multiuse games area and school sports pitches shall not be illuminated or open to the public outside the hours of 07:00 and 22:00 Mondays to Sundays.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

44. Lighting Strategy- General

Prior to occupation of any part of an identified phase a lighting strategy is to be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall ensure that any floodlighting of any multi use games area or sports pitches, is to be designed, installed and maintained so as to fully comply with The Institution of Lighting Professionals publication, “Guidance Notes for the Reduction of Obtrusive Light”, reference GN01:2011. The design shall satisfy criteria to limit obtrusive light presented in Table 2 of the document, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or suburban locations.

Reason: In the interest of design quality, residential amenity, promoting walking and cycling, accessibility, public safety, protecting the night sky and biodiversity, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

45. Lighting Strategy- River Beam Interface

A separate lighting strategy shall be submitted to and approved by the Local Planning Authority relative to treatment of the River Beam Corridor (extending to a minimum of 8m from either side of the main River) detailing how light spill into the River Beam watercourse and adjoining trees will be minimised. The scheme shall subsequently be implemented in accordance with the approved
details before the River Beam works are completed.

Reason: In the interests of ecology and biodiversity and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

46. Flood Risk

The development hereby permitted shall be constructed in accordance with the approved Beam Park Flood Risk Assessment Report, produced by Capita V.4 (dated June 2017) and shall ensure that finished floor levels are set above the 2100 breach flood level.

Reason: To prevent the risk of sewage flooding and to protect water quality in accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4 of the Borough Wide DPD (March 2011).

47. River Beam Buffer Zone

No development of any permanent structure falling within the relevant phase, other than that agreed within the Flood Risk Assessment (Beam Park Flood Risk Assessment Report, produced by Capita V.4 dated June 2017) required for flood management, shall take place until a scheme for the provision and management of an 8 metre wide buffer zone (measured from the centre of the channel) alongside the River Beam has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme. Any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, roads and paths unless otherwise agreed in writing by the Local Planning Authority.

The schemes shall include:
- Plans showing the extent and layout of the buffer zone;
- Details of any proposed planting scheme (for example, native species);
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term plus production of detailed management plan and;
- Details of any proposed footpaths, fencing, lighting etc.

Reason: The River Beam Buffer Zone must be identified prior to commencement of development in order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

48. Sustainable Urban Drainage

No development shall take place in the relevant phase of the development until a detailed surface water drainage scheme for the site based on Sustainable Urban Drainage Systems (SUDS) and including a finalised drainage layout plan that details pipe levels, diameters, asset locations and long and cross sections of each SUDS element, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off to greenfield discharge rates along with details of surface water storage
on site. The scheme shall subsequently be implemented in accordance with
the approved details before the development is occupied.

Reason: SUDS must be identified prior to the commencement of development
to prevent flooding, improve and protect water quality, improve habitat and
amenity, and ensure future maintenance of the surface water drainage system
in accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4
of the Borough Wide DPD (March 2011).

49. Drainage Strategy

No development shall take place until a drainage strategy detailing any on and/
or off-site drainage works has been submitted to and approved in writing by the
Local Planning Authority in consultation with the sewerage undertaker. No
discharge of foul or surface water from the site shall be accepted into the public
system until the drainage works referred to in the strategy have been
completed.

Reason: Drainage must be identified prior to the commencement of
development to prevent the risk of sewer flooding and to protect water quality in
accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4 of
the Borough Wide DPD (March 2011).

50. Drainage Maintenance

Prior to first occupation of each relevant phase, a maintenance plan detailing
the maintenance regime for each drainage feature and clearly identifying the
body responsible for its maintenance shall be submitted to and approved in
writing by the Local Planning Authority.

Reason: To prevent the risk of damage to sewerage infrastructure and to
protect water quality in accordance with Policy BR4 of the Borough Wide DPD
(March 2011).

51. Piling Method Statement

No piling shall take place in the relevant phase of the development until a piling
method statement detailing the depth, type of piling, methodology 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
the sewerage undertaker. The development shall be carried out in accordance
with the approved details.

Reason: Piling methodology must be identified prior to the commencement of
development to ensure the early warning of flood events and reduce the risk of
flooding to future occupants in accordance with Policy CR4 of the Core
Strategy (July 2010).

52. Non-Road Mobile Plant and Machinery

The development hereby permitted shall not commence until the developer/
contractor has signed up to the NRMM register. Following sign-up, the
following steps shall be undertaken:

a) The development site must be entered onto the register alongside all the NRMM equipment details.
b) The register must be kept up-to-date for the duration of the construction of development.
c) It is to be ensured that all NRMM complies with the requirements of the directive.
d) An inventory of all NRMM to be kept on-site stating the emission limits for all equipment.

Reason: NRMM registry is required prior to commencement of development in order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Wide DPD (March 2011).

53. Oil Interceptors

No development shall take place in the relevant phase of the development until details of petrol and oil interceptors for all car parking, servicing and loading areas have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason: Oil interceptors must be identified prior to the commencement of development to prevent pollution of the water environment in accordance with Policy BR4 of the Borough Wide DPD (March 2011).

54. Contamination Remediation

No development shall take place in the relevant phase of the development until 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 and service lines and pipes,
   • adjoining land,
   • groundwaters and surface waters,
   • ecological systems,
   • archaeological sites and ancient monuments;
(iii) an appraisal of remedial options, and proposal of the preferred option(s);
(iv) this must be conducted in accordance with DEFRA and the Environment
55. Remediation

No development shall take place in the relevant phase of the development until a detailed remediation scheme required 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 approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

56. Implementation of Remediation

No development shall take place in the relevant phase of the development unless and until the approved remediation scheme in respect of that part has been completed in accordance with its approved terms, 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.

57. Verification of Remediation Scheme

Following completion of the measures identified in the approved remediation scheme (condition 56) relative any plot within a phase, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and approved in writing by the Local Planning Authority relative to that plot.

58. Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 57, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 58 which are 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.

59. Borehole Management

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority on a phase by phase basis. The scheme shall provide details of how redundant boreholes are to be
decommissioned and how any boreholes that need to be retained, post-
development, for monitoring purposes will be secured, protected and
inspected. The scheme as approved shall be implemented prior to each phase
of development being brought into use.

Reason for conditions 54-59: Contamination must be identified prior to the
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 offsite receptors in accordance with Policies
BR4 and BR5 of the Borough Wide DPD (March 2011).

60. Construction Environmental Management Plan

No development of a phase 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 and Construction Logistics Plan;
b. The parking of vehicles of site operatives and visitors;
c. Loading and unloading of plant and materials;
d. Storage of plant and materials used in constructing the development;
e. The erection and maintenance of security hoarding(s) including decorative
displays and facilities for public viewing, where appropriate;
f. Wheel washing facilities;
g. Measures to control the emission of dust, dirt and emissions to air during
construction; such measures to accord with the guidance provided in the
document "The Control of Dust and Emissions during construction and
demolition", Mayor of London, July 2014;
h. A scheme for recycling/disposing of waste resulting from demolition and
construction works;
i. The use of efficient construction materials;
j. Methods to minimise waste, to encourage re-use, recovery and recycling, and
sourcing of materials; and a nominated Developer/Resident Liaison
Representative with an address and contact telephone number to be circulated
to those residents consulted on the application by the developer's
representatives. This person will act as first point of contact for residents who
have any problems or questions related to the ongoing development.

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.

The Construction Environmental Management Plan shall be implemented for
the entire period of the works at the site, to the satisfaction of the Local
Planning Authority.

Reason: The CEMP is required prior to commencement of development in
order to minimise the impact of the construction phase on the environment and
61. Demolition Hours

Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays other than internal works not audible outside the site boundary. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: In order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough DPD (March 2011).

62. Piling Vibration

If piling or other ground improvement work is undertaken pursuant to this permission then the 5% level of vibration attributable to these activities shall not exceed a peak particle velocity of 1.5mm/sec when measured at the point of entry to any adjoining residential development. In the event of reasonable complaint of vibration nuisance and at the request of the Local Planning Authority monitoring to evaluate compliance with this condition is to be carried out and the results submitted to the Local Planning Authority.

Reason: In order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough DPD (March 2011).

63. Written Scheme of Investigation

No demolition or development shall take place in each phase of the development until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within each 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 each phase which have archaeological interest, a stage 2 WSI shall be submitted to and approved in writing by the Local Planning Authority. 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. 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 for each phase until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: The WSI is required prior to commencement of development in order to ensure that archaeological investigation is initiated at an appropriate point in the development process, any areas of archaeological preservation are identified and appropriately recorded/preserved in accordance with Policy BP3 of the Borough Wide DPD (March 2011).

64. Foundation Design

No development shall take place in each phase of the development until details of the foundation design and construction method to protect archaeological remains have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: Foundation design is required prior to commencement of development because important archaeological remains may exist on site and the Local Planning Authority wishes to secure the provision of an archaeological monitoring prior to commencement of development in accordance with Policy BP3 of the Borough Wide DPD (March 2011).

65. Permitted Development

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extension, enlargement or other alterations shall take place to the consented dwelling house/s without the prior written approval of the Local Planning Authority to whom a planning application must be made. This restriction also extends to the erection of fences, walls or provision of hard surfacing within the front gardens of the dwelling/s, for which a planning application would be required.

Reason: To protect local amenity, prevent over development of the site and ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

66. Satellite Dishes

No satellite dishes may be installed on the exterior of any of the approved apartment blocks, with the exception of a roof mounted dish providing a communal system available to each resident of the apartment block.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

67. Boundary Treatment
Prior to first occupation of each phase of development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

68. Timing of Station

Until the new on-site Beam Park Station has been constructed and is available for the use of rail passengers on site, residential occupations shall be limited to those units falling within phases, 1, 2 and 3.

Reason: To ensure that the number of occupied homes benefit from an appropriate level of public transport accessibility in accordance with Policy CM1 of the Core Strategy (July 2010).

69. Non-Residential Floor Areas

The total floor space for uses other than those falling within Use Class C3 (Dwelling Houses) shall not exceed 2350 sq.m (GEA) of which:

i. Up to 500 sq.m (GEA) A1 use;
ii. A minimum of 800 and a maximum of 1200 sq.m (GEA) D1 use;
iii. Up to 650 sq.m (GEA) D2 use.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and that an acceptable mix of uses are provided in accordance with Policy CM1 of the Core Strategy (July 2010).

70. Parking

No development shall take place in the relevant phase of the development until details of the car and motorcycle parking layout, electric vehicle charging points and passive provision for that phase have been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that at least 20% of all residential parking spaces are for electric vehicles with an additional 20% passive provision (as defined in the London Plan March 2016) for future use and at least 10% of all commercial parking spaces shall be for electric vehicles with an additional 20% passive provision. The development shall provide up to 1,201 residential car parking spaces, plus up to 56 visitor spaces including a minimum of 6 car club spaces. The scheme shall be implemented in accordance with the approved details, prior to the occupation of the development, and shall be permanently retained thereafter and used for no other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway and in order to encourage the use of electric cars as a sustainable mode of transport, in accordance with Policies BR9 and BR10 of
the Borough Wide DPD (March 2011).

71. Microclimate Assessment

No development shall take place in phases 6-8 until a microclimate assessment has been submitted to and approved in writing by the Local Planning Authority. The development shall ensure any wind mitigation measures are implemented prior to occupation of the relevant phase and shall be permanently retained thereafter.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policy BP8 of the Borough Wide DPD (March 2011).

72. Sunlight/Daylight Assessment

No above ground development shall take place in the relevant phase or plot of the development until minimum targets for sunlight and daylight for existing and proposed residential units within the site have been agreed with the Local Planning Authority. Thereafter, applications for reserved matters must ensure the detailed design of the units comply with the agreed targets.

Reason: To ensure a satisfactory standard of living for both existing and future occupiers in accordance with Policy BP8 of the Borough Wide DPD (March 2011).

73. Family Housing

A minimum of 25% of all residential units across the site shall have 3 bedrooms or more.

Reason In order to provide a good mix of development and ensure a sustainable community in accordance with Policy CC1 of the Core Strategy (July 2010).

74. Water Efficiency

The development hereby permitted shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To minimise the use of mains water in accordance with Policy BR4 of the Borough Wide DPD (March 2011) and Policy 5.15 of the London Plan (March 2016).

75. Fire Safety

Each application for reserved matters consent must be accompanied with a fire statement produced by an independent third party suitably qualified assessor which shall detail the buildings construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management
Reason: In order to provide a safe and secure development in accordance with Policy CP3 of the Core Strategy (July 2010).

64. Spectrum Building, 22 Freshwater Road, Dagenham, RM8 1EH - 17/01011/OUT

The Development Management Manager (DMM) introduced a report in relation to the Spectrum Building, 22 Freshwater Road, Dagenham, RM8 1EH.

This was an outline planning application relating to a proposed 8 storey side/rear extension to the Spectrum Building, a 7 storey former office block that was converted to 60 flats. The proposed extension would provide an additional 16 flats (4 two bedroom and 12 one bedroom).

The extension would oversail the access to the existing car park and part of the parking area and would have a two storey equivalent ‘drive through’ undercroft.

The extension would be one storey higher than the existing block but does not exceed the total height of the existing building in that the top floor would be of equivalent height to the top of the existing lift shaft. The siting and scale of the development is considered acceptable in relation to the existing building and its context.

The scheme would secure 6 units of intermediate affordable housing through a Section 106 agreement, which would also secure a local labour and business agreement and a carbon off-set payment. The provision of the 6 units results in the scheme providing 36% affordable housing on a habitable room basis. This exceeds 35% and can therefore be accepted without a viability appraisal at this stage, in accordance with the draft London Plan, and the London Plan Affordable Housing and Viability Supplementary Planning Guidance.

It was considered that the design and siting of the proposed extension will not harm the amenities of neighbours or existing residents of the block, and the units have been designed with sufficient space to achieve the London Plan floor space and external amenity space standards ensuring a good standard of accommodation for future occupiers.

It was proposed that the parking demand arising from the development would be met through surplus parking available within the existing car park serving the development. The applicant has provided details of the number of parking spaces available within the existing development and this exceeds the predicted demand for parking resulting from the proposed additional units. The proposal is therefore considered acceptable in this respect.

The energy strategy incorporates the provision of roof top photovoltaic panels and the carbon off-set contribution that will in combination ensure compliance with London Plan policy.
Details of the appearance (including external materials), layout and landscaping will be the subject of a reserved matters application thereby enabling a good quality design to be secured.

It was proposed to add an additional condition in relation to fire safety which would require a fire statement being produced by a third party.

Joseph Jarman and Jesse Gill, objectors to the application, were invited by the Chair to address the Board. They were concerned that the application showed 42 car parking spaces for 76 flats, queried the spaces which were available and also considered there was insufficient access for emergency vehicles at the rear of the building if the extension were approved. There was also only one disabled parking bay and traffic in the locality was very bad. They considered this to be very dangerous and requested that the application be refused.

The Applicant, Ron Hopkins, was invited to address the Board. He stated that the outline planning application had been submitted in June 2017 and he had worked closely with the Council on producing a parking stress report and energy assessment. He considered that the location was sustainable and would provide much needed housing which had been signed off by the NHBC and Fire Brigade in 2016. He was not aware of any car parking issues with the application.

Members were concerned about the lack of parking spaces and emergency vehicle access. In particular Members were concerned that the Applicant stated that the number of car parking spaces were being held back from being rented although he could not be precise on the number of spaces or the reason for this. In the absence of clarity on this matter it was not possible to ascertain whether the car parking provision would be adequate for the new development.

Members were also concerned about whether the affordable housing was under the Mayor of London’s plan or that of the borough. The DMM stated that this was under the London Plan and met the threshold of 35%.

The Board refused planning permission for the following reasons:

Insufficient clarity has been provided on the availability for rent of the existing unoccupied parking spaces on site. The development therefore fails to make adequate provision for car parking and would be likely to result in additional demand for on street parking in the locality which would be detrimental to highway safety and public amenity in an area with a high degree of parking stress contrary to policies BR9 and BR10 of the Borough Wide Development Policies DPD (March 2011).

65. Town Planning Appeals

The Board noted details of the following appeals:

Appeals Lodged

The following appeals have been lodged:
a) Change of use from single dwellinghouse to house in multiple occupation (HMO) to accommodate up to 6 people (retrospective) – 103 Fanshawe Avenue, Barking (Ref: 17/01382/FUL)

Application refused under delegated powers 9 October 2017 (Abbey Ward)

b) Demolition of garage and erection of two storey extension – 2 First Avenue, Dagenham (Ref: 17/00207/FUL)

Application refused under delegated powers 27 April 2017 (River Ward)

c) Erection of two storey one bedroom house – 33 Braintree Road, Dagenham (Ref: 17/00649/FUL)

Application refused under delegated powers 6 July 2017 (Heath Ward)

Appeals Determined

The following appeals have been determined by the Planning Inspectorate:

a) Appeal against Enforcement Notice

Unauthorised material change of use of single family dwellinghouse to a house in multiple occupation – 18 Beverley Road, Dagenham (Parsloes Ward)

Planning Inspectorate’s Decision: Appeal dismissed 12 February 2018

b) Demolition of garage and erection of part single/part two storey side/rear extension to provide new dwelling (retrospective) – 15 Rosslyn Avenue, Dagenham (Ref: 17/00170/FUL – Whalebone Ward)

Application refused under delegated powers 2 May 2017 for the following reasons:

1. The new dwelling does not meet minimum internal standards including lack of gross internal floor space (70m² required), built-in storage provision (2.0m² required), provision of a double bedroom where a dwelling comprises two or more bedspaces and insufficient floor area and width of single bedroom (7.5m²/2.15m required) and as such the dwelling is a substandard unit of accommodation detrimental to the living standards and amenities enjoyed by its occupiers, contrary to policy 3.5 of the London Plan (March 2016) and the Technical Housing Standards - nationally described space standards (March 2015).

2. The outdoor amenity area shared by the occupants of the original and new dwellings would result in a loss of privacy to ground floor
rooms and would therefore be unlikely to be well used and the overall size is insufficient. The development therefore fails to make adequate provision for external amenity space contrary to Policy 3.5 of the London Plan (March 2016) and policies BP5 and BP8 of the Borough Wide Development Policies DPD (March 2011).

3. The proposed first floor side extension would significantly reduce the width of an important gap within the street scene which provides relief from the built up nature of the street, would fail to maintain the character of the local area and would be harmful to the street scene contrary to Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document (March 2011) and the Residential Extensions and Alterations Supplementary Planning Document (February 2012).

Planning Inspectorate’s Decision: Appeal dismissed 19 February 2018

c) Appeal against Enforcement Notice

Unauthorised subdivision of house into two separate units – 15 Rosslyn Avenue, Dagenham (Whalebone Ward)

Planning Inspectorate’s Decision: Appeal succeeds in part and enforcement notice is upheld as varied - 19 February 2018

d) Erection of two storey 2 bedroom end of terrace house – 33 Temple Avenue, Dagenham (Ref: 17/00858/FUL – Whalebone Ward)

Application refused under delegated powers 20 July 2017 for the following reasons:

1. The proposed development does not comply with policy 3.5 of the London Plan (March 2016) and the Technical Housing Standards - nationally described space standards (March 2015) in that the Gross Internal Floor Area is below that required for a two-storey 2 bedroom 3 person dwelling and no storage space has been identified and therefore the new dwelling would not provide satisfactory living conditions.

2. The proposed development fails to provide adequate amenity space for the proposed and existing dwellings to the detriment of the amenity of future occupiers contrary to Policy BP5 of the Borough Wide Development Policies DPD (March 2011).

3. The proposed development fails to provide adequate amenity space for the proposed and existing dwellings to the detriment of the amenity of future occupiers contrary to Policy BP5 of the Borough Wide Development Policies DPD (March 2011).

Planning Inspectorate’s Decision: Appeal dismissed 23 February 2018
66. **Delegated Decisions (9 November to 8 December 2017)**

The Board noted details of delegated decisions.
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Location of Site

Car Park, Salisbury Road, Dagenham
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| **Barking and Dagenham Council**  
**Development Control Board** | **Date:** 23 April 2018 |
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Application No:</strong> 18/00231/FUL</td>
<td><strong>Ward:</strong> Village</td>
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<tr>
<td><strong>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:</strong></td>
<td>6 Objection letters and a petition objecting to the proposed development have been received and the application is recommended for approval.</td>
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<td><strong>Address:</strong> Car Park, Salisbury Road, Dagenham, RM10 8TP</td>
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<tr>
<td><strong>Development:</strong> Erection of 2 two bedroom and 7 one bedroom wheelchair accessible bungalows with associated landscaping, parking and refuse and cycle storage.</td>
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<td><strong>Applicant:</strong> Be First</td>
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### Summary:

The application site is located on the northern side of Salisbury Road, Dagenham, the land is currently in use as a car park. The site is bordered by the communal gardens of neighbouring properties fronting Exeter Road to the east, with residential properties to the north and the Dagenham Conservative Club to the west.

The application relates to the erection of 9 bungalows, 2 of which are two bedroom 4 person units and 7 one bedroom 2 person units, together with car parking and landscaping. Each of the units will comprise a separate living/dining area, kitchen, bedroom(s) and a wet room. All of the units are wheelchair accessible. The units are intended for elderly residents and disabled people who do not necessarily need warden assistance or sheltered accommodation but may have frailty or mobility issues. The bungalows will be let at affordable rents and will be owned and managed by the Council.

The proposed development complies with the London Plan space standards. Back gardens will provide 58sqm of amenity space for each of the 2 bedroom units and approximately 20sqm of amenity space for each of the proposed 1 bedroom units. These spaces are well orientated with predominantly southerly/easterly aspects directly accessed from living/dining areas. The development will also benefit from a large area of communal space which will encourage interaction and help foster a sense of community.

The proposed development provides 5 car parking spaces including 2 accessible spaces. A further 18 car parking spaces will be retained adjacent to the application site fronting the western site boundary including 1 accessible space. Whilst many of the residents may not be car owners they are likely to have visitors, carers and support staff, the level of parking provision is therefore considered acceptable in this instance.

The development will result in the loss of an existing public car park which provides 74 off-street parking spaces. Parking surveys conducted as part of a detailed transport assessment have demonstrated that the area within 200m of the site has capacity to accommodate the redistributed parking from the Salisbury Road car park without increasing parking stress beyond practical capacity with only 57% of all available overnight parking within 200m of the site currently utilised.
Recommendation:

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

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

2) The development hereby permitted shall be carried out in accordance with the following approved plans: 16-161/SR-D01, 16-161/SR-D03, 16-161/SR-D04, 16-161/SR-D05, 16-161/SR-D06, 16-161/SR-D07, 16-161/SR-D08, 16-161/SR-D09
   
   Reason: For the avoidance of doubt and in the interests of proper planning.

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

4) No development above ground level shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained.
   
   Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

5) The landscaping scheme as approved in accordance with condition No 4 shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.
   
   Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

6) No development above ground level shall take place until a scheme showing those areas to be hard landscaped and the details of that hard landscaping has been submitted to and approved by the Local Planning Authority in writing. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.
Reason: To safeguard and improve the appearance of the area and to provide safe movement throughout the site in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

7) No development above ground level shall commence until there has been submitted to and approved by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. The submitted details shall include details of the boundary treatment fronting the adjacent car parking spaces to the west of the site. No property shall be occupied until the approved boundary treatment has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal. 

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

8) One electric charging point shall be provided for the car parking spaces shown on drawing No.16-161/SR-D03. The spaces shall be constructed and marked out and the charging point installed prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

9) The accessible parking bays indicated on drawing No.16-161/SR-D03 shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose.


10) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

a. a survey of the extent, scale and nature of contamination;
b. an assessment of the potential risks to:
i. human health,
ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
iii. adjoining land,
iv. groundwaters and surface waters,
v. ecological systems,
vi. archaeological sites and ancient monuments;
c. an appraisal of remedial options, and proposal of the preferred option(s).
d. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document.

11) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document.

12) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document.

13) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 10 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11 which is subject to the approval in writing of the Local Planning Authority.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document.

14) 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 08:00-13:00 Saturday with no work on Sundays or public holidays. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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

15) Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites". Parts 1 and 2.

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

16) No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These plans shall incorporate details of:

   a. construction traffic management;
   b. the parking of vehicles of site operatives and visitors;
   c. loading and unloading of plant and materials;
   d. storage of plant and materials used in constructing the development;
   e. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
   f. wheel washing facilities;
   g. measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014.
   h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
   i. the use of efficient construction materials;
   j. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s
representatives. This person will act as first point of contact for affected persons who have any problems or questions related to the ongoing development.

Reason: The construction method statement is required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

17) Measures to control the emission of dust, dirt and emissions to air 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 are to be implemented at all times air during demolition and construction works.

Reason: To protect the amenities of neighbouring residents in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

18) The lighting of the development hereby permitted, is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers – Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations.

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

19) The units hereby permitted must be occupied by at least one tenant who is over statutory retirement age at the time of letting, in the case of Joint Tenancies at least one tenant must meet this criteria; or must be occupied by at least one tenant who has been assessed as requiring a wheelchair housing design standard dwelling and who is registered disabled regardless of age.

Reason: To accord with the submitted scheme and ensure that affordable accessible housing is provided in accordance with Policies BC1 and BC2 of the Borough Wide Development Policies DPD (March 2011).

| Contact Officer | Title: Development Management Officer | Contact Details: Tel: 020 8227 3067 E-mail: Ian.Drew@befirst.london |

1. Introduction and Description of Development

1.1 The application site is located on the northern side of Salisbury Road, Dagenham, the land is currently in use as a surface level car park. It previously was the site of a multi-storey car park. The site is bordered by the communal gardens of
neighbouring properties fronting Exeter Road to the east, with residential properties to the north and the Dagenham Conservative Club to the west.

1.2 The surrounding area is predominantly residential, Salisbury Road and Exeter Road are characterised by 3 storey blocks of flats; to the north of the application site are 2 storey dwellings, with a mix of 3 storey flats and 2 storey properties situated to the west.

1.3 The application relates to the erection of 9 bungalows, 2 of which are two bedroom 4 person units and 7 one bedroom 2 person units, together with car parking and landscaping. Each of the units will comprise a separate living/dining area, kitchen, bedroom(s) and a wet room. All of the units are wheelchair accessible.

1.4 The units are intended for elderly residents and disabled people who do not necessarily need warden assistance or sheltered accommodation but may have frailty or mobility issues. The bungalows will be let at affordable rents and will be owned and managed by the Council.

2. Background

2.1 90/00138/TP - Formation of surface car parking including landscaping treatment – Application Permitted.

3. Consultations

3.1 66 Neighbouring occupiers were consulted and 3 Site Notices were displayed. 6 responses were received objecting to the proposal on the following grounds;

- Perceived loss of light and view from No.57 Exeter Road
- Loss of existing car parking provision
- Loss of access to footpaths surrounding the site
- Impact of additional car parking on surrounding roads
- Concerns regarding the formal consultation process for this application
- Increase in car insurance premiums as a result of on-street car parking
  o Note: This is not a material planning consideration
- Proximity to similar proposed development on the former amenity green in Siviter Way
- Concern regarding the lack of improvement/maintenance of existing buildings
  o Note: This is not a material planning consideration
- Overdevelopment of the area

A petition containing 195 signatures from members of the Dagenham Conservative Club has been received objecting to the proposal on the grounds of a loss of existing car parking provision and access arrangements for emergency vehicles.

3.2 Access Officer

Comments and recommendations have been made with regards to door types and openings to comply with Part M of Building Regulations.
Officer note: The Access Officer recommendations largely relate to matters of Building Regulations conformity.

3.3 Transport Development Management Team

Comments and recommendations have been made regarding a Construction and Logistics Plan in order to reduce the number of construction and delivery vehicle trips and the provision of Electric Vehicle Charging Points (EVCPs) within the proposed development.

3.4 London Fire Brigade

Comments and recommendations have been made with regards to compliance with Building Regulations including access to a pump appliance to within 45m of all points in every dwelling. Recommendations include the provision of adequate turning facilities for pump appliances.

Officer note: Fire safety issues will be formally considered at the Building Regulations stage.

3.5 Refuse

The refuse storage provisions are acceptable.

3.6 Environmental Health Officer

No objections subject to conditions regarding land contamination, hours of working and noise and dust suppression during the construction phase.

4. Local Finance Considerations

4.1 The scheme is exempt from the Mayoral and Local Community Infrastructure Levy.

5. Equalities Considerations

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it in the exercise of its functions. The proposed development will provide much needed accommodation suitable for the requirements of elderly and disabled people.

6. Analysis

6.1 Principle of Development

6.1.1 At the national level the National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy 3.3 of the London Plan emphasises that there is a pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. At the local level Policy CM2 of the Core Strategy supports the principle of increasing housing supply within the Borough. The provision of
these units will allow elderly people to stay within the Borough and be near the facilities that they rely on.

6.1.2 The site has not been allocated for any specific purposes within the Council’s Site Specific Allocations Development Plan Document of the Local Plan. The immediate locality is largely residential with predominantly 2-3 storey dwellings surrounding the site. It is considered that the provision of 9 single storey dwellings would not be out of keeping with the residential character of the surrounding area.

6.1.3 Therefore the redevelopment of the site for residential purposes is acceptable in principle and would contribute to the Borough’s supply of residential accommodation as required by Policy CM2 provided that the development does not materially conflict with other relevant policies within the Local Plan.

6.2 Design and Layout

6.2.1 At the national level the NPPF emphasises the importance of design in the built environment. Permission should be refused for development of obviously poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.2.2 At the local level Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD emphasise that all development proposals will be expected to achieve high quality standards in relation to the design and layout of new buildings and spaces.

6.2.3 The development will comprise 9 bungalows, each dwelling will be triple aspect and will have their own private amenity space. The development will be accessible via private access gates upon entry from Salisbury Road.

6.2.4 Two of the proposed dwellings will be sited a minimum of 7 metres from the rear of adjacent properties fronting Exeter Road, however, these are blank flank walls. A minimum distance of 6.5 metres will be retained between the proposed development and the flank wall of the closest neighbouring property to the north of the site. A distance of 20.5 metres will separate the five dwellings located on the western site boundary from the adjacent building occupied by the Dagenham Conservative Club.

6.2.5 The maximum height for each new dwelling will not exceed 5.8 metres. Given the single storey nature of the development it is not considered that the proposed new dwellings will result in any material harm to nearby residential occupiers in terms of any undue loss of outlook, privacy or sunlight/daylight. It is therefore considered that the proposed development achieves an appropriate relationship with neighbouring buildings.

6.2.6 In terms of appearance the bungalows will form outward facing terraced blocks with pitched roofs and gable ends. The L shape form of each dwelling will allow for the back gardens to be enclosed on three sides with the fourth providing access to a shared central communal area. The dwellings will consist of a buff colour brick finish with timber framed windows and grey slate roofs incorporating PV panels.

6.3 Internal Design
6.3.1 In accordance with the Technical housing standards – nationally described space standard, 2 bedroom 4 person 1 storey dwellings require a minimum gross internal floor area of 70sqm including 2sqm of built-in storage. 1 bedroom 2 person single storey dwellings require a minimum gross internal floor area of 50sqm including 1.5sqm of built in storage provision.

6.3.2 Each of the 2 bedroom 4 person units has a gross internal floor area of 95.8sqm with 2sqm of built in storage provision. The 1 bedroom 2 person units have a gross internal floor area of 69 sqm with 2.3sqm of built in storage provision. It is therefore considered that the proposed new dwellings would provide sufficient space for daily living.

6.4 External Amenity Space

6.4.1 Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that new dwellings provide appropriate levels of external private and/or communal amenity space. In this instance, the application should provide 50sqm of private amenity space for each of the 2 bedroom bungalows and 20 sqm of private amenity space for each 1 bedroom bungalow and should achieve garden depths of 12 metres.

6.4.2 In this instance back gardens will provide 58sqm of amenity space for each of the 2 bedroom units and approximately 20sqm of amenity space for each of the proposed 1 bedroom units. These spaces are well orientated with predominantly southerly/easterly aspects directly accessed from living/dining areas. The spaces will be paved and will incorporate separate garden and scooter sheds. The bungalows will also have planted front garden areas to provide sufficient buffer space between the new dwellings and adjacent footpaths.

6.4.3 The development has been designed to have an open feel with high quality landscaping and construction finishes and features a large central communal area in addition to private spaces, it is considered that this will encourage social interaction between the residents and help to build a strong community. It is considered that the amount of external amenity space provided is appropriate for the resident group.

6.5 Parking and Transport

6.5.1 The application site has a Public Transport Accessibility Level (PTAL) rating of 1b which represents a low level of access to public transport links. Policy BR9 of the Borough Wide Development Policies DPD advises that the car parking standards set out in the London Plan will be used to assess new development. The London Plan advocates maximum car parking standards and advises that, for units of 1/2 bedrooms, less than 1 car parking space per unit should be achieved. In areas of good public transport accessibility the aim should be for significantly less than 1 space per unit.

6.5.2 In this regard the application makes provision for 5 car parking spaces including 2 accessible spaces. Whilst many of the residents may not be car owners they are likely to have visitors, carers and support staff, the level of parking provision is
therefore considered acceptable in this instance. A further 18 car parking spaces will be retained adjacent to the application site fronting the western site boundary including 1 accessible space.

6.5.3 The development will result in the loss of an existing public car park which provides 74 off-street parking spaces. Two parking surveys were conducted as part of a detailed transport assessment submitted with this application. The surveys covered a two-minute walk from the site and covered all roads within 200 metres.

6.5.4 The results showed that that only 57% of all available overnight parking within 200m of the site was utilised, well below the typically accepted practical capacity of 85%. Removing the Salisbury Road car park reduces the available capacity from 478 spaces to 404. Redistributing the 26 vehicles observed to be parked in the car park overnight to the surrounding roads increases parking stress from 57% to 67%, considerably below practical capacity.

6.5.5 The survey concluded that the area within 200m of the site has capacity to accommodate the redistributed parking from the Salisbury Road car park. With regard to the roads immediately surrounding the site (namely Salisbury Road and Exeter Road) there are 132 on-street spaces with 70 occupied overnight (a parking stress of 53%). Adding the 26 vehicles currently parked in the Salisbury Road car park, gives a total demand of 96 vehicles (a parking stress of 73%). This demonstrates that the closure of the car park can be accommodated easily within the standard 200m walk distance but can even be accommodated comfortably within the surrounding two roads, without parking stress increasing beyond 85%.

6.5.6 The Council’s Transport Development Management Team has raised no objections and considers the proposed development to be acceptable with no adverse highway safety implications.

7. Conclusion

7.1 The proposed development is considered an appropriate re-use of the site and should provide a high quality environment for future residents. The principle or residential development at the application site is acceptable and in line with the relevant Local Plan and London Plan policies.

7.1.1 In taking all matters in to account it is considered that the proposed development broadly complies with the aims and objectives of the relevant national, regional and local planning policy requirements and is therefore recommended for approval subject to conditions.

Background Papers

- Planning Application File
- Local Plan Policy

Core Strategy
Policy CM2 – Managing Housing Growth  
Policy CM12 – General Principles for Development  
Policy CR3 – Sustainable Waste Management  
Policy CP3 – High Quality Built Environment

Borough Wide Development Policies Development Plan Document (March 2011)

Policy BC7 – Crime Prevention  
Policy BR9 – Parking  
Policy BR10 – Sustainable Transport  
Policy BR13 – Noise Mitigation  
Policy BP8 – Protecting Residential Amenity  
Policy BP11 – Urban Design

The London Plan (March 2016)

Policy 3.3 – Increasing Housing Supply  
Policy 3.5 – Quality and Design of Housing Developments  
Policy 3.8 – Housing Choice  
Policy 6.13 – Parking

National Planning Policy Guidance:

National Planning Policy Framework (March 2012)  
Technical Housing Standards – Nationally Described Space Standard (March 2015)
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Notes/revisions:

Rev

Date Drawn Check

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020 8293 5175 www.bptw.co.uk

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Notes:

Planning Application only. Not for construction purposes. This drawing is copyright of bespoke partnership.
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Former Sanofi Aventis, Rainham Road South, Dagenham
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<td><strong>Application No:</strong></td>
<td>18/00161/FUL</td>
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<td><strong>Ward:</strong></td>
<td>Eastbrook</td>
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<td>The proposed development is a major development which is of a scale and importance that should be determined at DCB.</td>
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<td><strong>Address:</strong></td>
<td>Former Sanofi Aventis, Rainham Road South, Dagenham</td>
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<tr>
<td><strong>Development:</strong></td>
<td>Erection of two data centre buildings (Use Class B8), with ancillary plant, offices, gatehouse, electrical sub-stations, fuel storage, car parking, site fencing, landscaping and other associated works.</td>
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<tr>
<td><strong>Applicant:</strong></td>
<td>NTT Communications Corporation.</td>
</tr>
<tr>
<td><strong>Contact Officer:</strong></td>
<td>Nelupa Malik</td>
</tr>
<tr>
<td><strong>Title:</strong></td>
<td>Principal Development Management Officer</td>
</tr>
</tbody>
</table>
| **Contact Details:** | Tel: 020 8227 3888  
E-mail: nelupa.malik@befirst.london |

**Summary:**

Barking and Dagenham is London’s Growth Opportunity. Building on the recommendations of the independent Growth Commission Report the Borough Manifesto sets out the potential to deliver the borough’s potential for 20,000 new jobs in a way which benefits everyone and ensures no one is left behind.

The application site comprises approximately 7.54 hectares of land that forms the far southern and eastern parts of the former Sanofi Aventis manufacturing plant (formerly known as May & Baker) located on the eastern side of Rainham Road South, Dagenham. The application site also includes land within the May & Baker Sports Club car park which is sited to the north of Fox Lane, a footpath that runs between the wider Sanofi Aventis site and the May & Baker Sports Club car park.

This application relates to the erection of two data centre buildings (Use Class B8), with ancillary plant, offices, a gatehouse, electrical sub-stations, car parking and other associated works.

The datacentre buildings are identified as buildings 1 and 2 and will measure 19,714m$^2$ and 33,552m$^2$ in gross external floor area respectively. The gatehouse building will measure 255m$^2$.

The development will provide 149 car parking spaces of which 90 spaces will be located off-site in the May & Baker Car Park which essentially results in the relocation of 90 existing spaces. The remaining 59 spaces will be provided on-site within the compound of the datacentre buildings. 16 accessible car parking spaces would be provided equating to 10% of the total provision. 76 spaces will be provided with electric vehicle charging points equating to 51% of the total provision. 120 long-stay cycle parking spaces would be
The development would be phased with the construction of building 1, the delivery of the 90 spaces in the northern car park, the construction of the electricity substation and other associated works undertaken as part of phase 1. Phase 2 of the development will comprise the construction of building 2 and associated works.

The principle of the development is considered to be acceptable and in accordance with Policy 2.7 of the London Plan and Paragraph 18 of the National Planning Policy Framework which seeks to support economic growth through the planning system. The immediate job opportunities offered by this development would be approximately 110 permanent jobs. The applicant would also be seeking to collaborate with local educational establishments such as Barking and Dagenham College and Coventry University London to develop and promote new courses which would enable local people to be provided with the necessary skills to be able to obtain future employment in the proposed development.

The provision of digital technology provided by the datacentre buildings fits in well with the existing and planned uses for the wider former Sanofi site, This includes the existing East London University Technical College, the Londoneast UK Business and Technical Park and the proposals for film studios. Combined these have the potential to transform the local economy providing new jobs in growth sectors in line with the Borough Manifesto. It is also in line with the focus on economic growth in the NPPF, London Plan and Local Plan.

The buildings are adjacent to the Green Belt which includes the Eastbrook End Country Park, the Chase and Beam Valley Country Park which are also Sites of Importance for Nature Conservation. The applicant has submitted a Visual Impact Assessment which shows how the buildings would appear in views from 18 locations inside and outside the Green Belt during the summer and winter including views from Havering. The buildings will be visible in some views but the cladding of the buildings helps mitigate this impact so that they are not overly intrusive and therefore officers consider that the visual impact is acceptable. The impact on neighbouring residential occupiers is also acceptable. The closest residential properties to the development are located in Winstead Gardens which are separated from the closest datacentre building (building 1) by some 396 metres. In addition to this there are intervening buildings within the Londoneast UK Business and Technical Park that would provide a visual barrier.

The design, scale, form and massing of the development is considered to be acceptable. Whilst the datacentre buildings are substantial in scale, the development would incorporate contemporary and modern design features intended to add visual interest to the buildings.

The buildings would achieve a BREEAM (Building Research Establishment Environmental Assessment Method) rating of ‘Very Good’ and this would be in accordance with local plan policy.

The office elements of the development are anticipated to achieve a 40.3% reduction in carbon dioxide emissions and this would be in accordance with Policy 5.2 of the London Plan. The development would also include measures to provide potential heat reclaim opportunities for other future developments across the wider site.

The development is in keeping with relevant development plan and national policies and
therefore considered to be acceptable.

**Recommendation:**

That the Development Control Board grant planning permission subject to any direction from the Mayor of London and the following conditions (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required for example as a result of referral to the Mayor of London).

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

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

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

   PHW-ARC-SP-DR-A-0100 Rev A
   PHW-ARC-SP-DR-A-0101 Rev A
   PHW-ARC-SP-ZZ-DR-A-0001 Rev C
   PHW-ARC-SP-ZZ-DR-A-0002 Rev C
   PHW-ARC-SP-ZZ-DR-A-0006 Rev C
   PHW-ARC-SP-ZZ-DR-A-0007 Rev A
   PHW-CA-SP-ZZ-DR-S-004 Rev P02
   PHW-CA-SP-ZZ-DR-S-005 Rev P02
   PHW-CA-SP-ZZ-DR-S-006 Rev P03
   PHW-CA-SP-ZZ-DR-S-007 Rev P02
   PHW-ARC-SP-ZZ-DR-S-008 Rev P02
   PHW-ARC-SP-ZZ-DR-A-0003 Rev A
   PHW-ARC-SP-ZZ-DR-A-0004 Rev C
   PHW-ARC-SP-ZZ-DR-A-0005 Rev C
   PHW-CA-B1-B1-DR-S-1005 Rev P00
   PHW-CA-B1-B1-DR-S-1006 Rev P00
   PHW-CA-B1-00-DR-S-1011 Rev P00
   PHW-CA-B1-00-DR-S-1012 Rev P00
   PHW-CA-B2-B1-DR-S-2005 Rev P00
   PHW-CA-B2-B1-DR-S-2006 Rev P00
   PHW-CA-B2-00-DR-S-2011 Rev P00
   PHW-CA-B2-00-DR-S-2012 Rev P00
   PHW-ARC-B1-ZZ-DR-A-0400 Rev C
   PHW-ARC-B1-ZZ-DR-A-0401 Rev B
   PHW-ARC-B1-00-DR-A-0200 Rev A
   PHW-ARC-B1-01-DR-A-0201 Rev A
Reason: For the avoidance of doubt and in the interests of proper planning.

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

4) The landscaping scheme indicated on drawing numbers 1798-17-01 Rev E and 1798-17-02 Rev D shall be carried out in the first planting and seeding seasons following the occupation of the first datacentre facility or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

5) The hard landscaping scheme relevant to each building as shown on drawing No.PHW-CA-SP-ZZ-DR-S-004 Rev P02 shall be completed prior to the occupation of that building and thereafter permanently retained.

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

6) No part of the development shall be occupied until the approved boundary treatment relevant to each building has been provided as indicated on drawing number PHW-ARC-SP-ZZ-DR-A-0006 Rev C. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

7) The rating level of noise from fixed plant installed pursuant to this permission shall not exceed 37 dB LAr, Tr outside the window to any habitable room in residential accommodation in the vicinity. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: In the interest of protecting neighbouring amenities in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

8) Noise from fixed plant installed pursuant to this permission shall not exceed a free field level of 55 LAeq (15 minute) outside the window to any commercial/educational/film space in the vicinity.

Reason: In the interest of protecting neighbouring amenities in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies
9) Noise from fixed plant installed pursuant to this permission shall not exceed a free field level of 70 LAsmax (15 minute) outside the window to any film space in the vicinity.

Reason: In the interest of protecting neighbouring amenities in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

10) The external lighting of the development hereby permitted, is to fully comply with Institute of Lighting Professionals, “Guidance Notes for the Reduction of Obtrusive Light GN01:2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations. The scheme should seek to minimise upwards light and obtrusive light and avoid light spill onto trees, hedges and bird and bat boxes. Lighting should be designed in accordance with the Bat Conservation Trust's guidance 'Bats and Lighting in the UK' or their latest advice. Any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum and directed away from the boundary features to ensure there is no increase in light levels. The development shall be implemented in accordance with the requirements of this condition prior to the occupation of the development and maintained thereafter.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

11) 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 08:00-13:00 Saturday with no work on Sundays or public holidays. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: In the interest of protecting neighbouring amenities in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

12) 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 residents in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

13) Measures to control the emission of dust, dirt and emissions to air 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 are to be implemented at all times air during demolition and construction works.

Reason: In order to reduce the environmental impact of the construction and the
impact on the amenities of neighbouring residents in accordance with policy BP8 of
the Borough Wide Development Policies Development Plan Document.

14) The development hereby approved shall be implemented in partnership with the
Council’s Employment and Skills Team and in accordance with the submitted
Employment and Skills Strategy: NTT Communications Corporation Version 2
Dated March 2018.

Reason: In order to contribute to the local economy and local residents in need of
employment and in accordance with the principles within policy CC3 of the Core
Strategy.

15) The development hereby permitted shall be constructed in accordance with the
submitted NTT Communications Corporation; Waste Minimisation Strategy – Full
Planning Application Supporting Statement dated March 2018. The strategy shall
be adhered to throughout the construction period of the development.

Reason: To reduce the environmental impact of the construction and the impact on
the amenities of neighbouring occupiers, and in accordance with policies BP8 and

16) The development hereby permitted shall be constructed in accordance with the
following documents;

- GIA Building Consultancy; Construction Method Statement report reference
  13087 dated 11th January 2018
- Transport Planning Practice – Dagenham Data Centre Phase 1 Construction
  Logistics Travel Plan dated March 2018.
- Transport Planning Practice – Dagenham Data Centre – Phase 1

The above plans shall be adhered to thereafter unless otherwise agreed in writing
by the Local Planning Authority.

Reason: To reduce the environmental impact of the construction and the impact on
the amenities of neighbouring occupiers, and in accordance with policies BP8 and

17) The development hereby permitted shall be constructed in accordance with the
submitted NTT Communication Corporation Delivery and Servicing Plan dated April
2018. The Delivery and Servicing Plan shall be adhered to thereafter unless
otherwise agreed in writing by the Local Planning Authority.

Reason: In order to minimise the impact of the development on the local highway
network and traffic congestion and in accordance with policy BR10 of the Borough
Wide Development Policies Development Plan Document and policy 6.3 of the
London Plan.

18) The development shall make provision for a minimum 120 cycle parking spaces in
accordance with the details indicated on drawing numbers PHW-ARC-SP-ZZ-DR-A-
00004 Rev C, PHW-ARC-SP-ZZ-DR-A-00005 Rev C and PHW-ARC-SP-ZZ-DR-A-
0200 Rev B. 5% of the total provision shall be for non-standard sized bikes. The
cycle spaces indicated for each building shall be installed prior to the first
occupation of the relevant building and thereafter retained permanently for the accommodation of bicycles of occupiers to the premises and not used for any other purpose.

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

19) There shall be no direct vehicular access (including emergency and construction vehicles) to and from the application site to the May & Baker car park or any areas north of the footpath known as Fox Lane.

Reason: To ensure that no unauthorised vehicles pass over Fox Lane and to ensure that adequate access arrangements are provided within the site in accordance with Policy BR10 of the Borough Wide Development Policies Development Plan Document.

20) The development hereby permitted shall be constructed to achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) for the office element of the buildings in accordance with the submitted energy strategy titled NTT Communications Data Centre Energy Statement dated January 2018; report ref: BW-E-P20010-3-REP-000008-1 Rev 1.

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

21) The development hereby permitted shall provide opportunities for existing and/or future neighbouring developments that abut the application site to reclaim heat from the development in accordance with measures identified in the submitted NTT Communications Data Centre Site Heat Reclaim Statement dated 14th February 2018 and drawing numbers PHW-ARC-SP-ZZ-DR-A-0002 Rev C and PHW-BW-SP-00-DR-M-90-0201 Rev 3 and thereafter retained as such unless otherwise agreed in writing by the Local Planning Authority.

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

22) The development hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a Travel Plan for the site which shall include proposals for minimising car-borne travel and encouraging walking, cycling and the use of public transport. The Travel Plan should demonstrate how the development shall achieve a target of 80% of all journeys being made by public transport and active travel. The Travel Plan shall include details of funding, implementation, monitoring and review. The approved Travel Plan shall be implemented and monitored in accordance with the approved scheme.

Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.1 of the London Plan.
23) Prior to the commencement of Building 2, detailed design and method statements (in consultation with London Underground) for each stage of the development in relation to phase 2 only, including all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent) shall be submitted to and approved in writing by the Local Planning Authority which

- Provide details of all structures
- Provide details on the use of tall plant/scaffolding
- Accommodate the location of the existing London Underground structures
- Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to London Underground land
- Demonstrate that there will at no time be any potential security risk to London Underground railway, property or structures
- Accommodate ground movement arising from the construction thereof

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

Reason: Detailed design and method statements are required prior to the commencement of building 2 in order to ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan Table 6.1, draft London Plan Policy T3 and ‘Land for Industry and Transport Supplementary Planning Guidance 2012’.

24) Prior to the occupation of the development, the turnstiles indicated on drawing number PHW-ARC-SP-ZZ-DR-A-0007 Rev A shall be installed and thereafter retained as such.

Reason: In the interest of ensuring priority for pedestrians and ramblers over Fox Lane in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.

25) The refuse enclosures indicated on drawing number PHW-ARC-BS-ZZ-DR-A-0201 Rev B shall be constructed in accordance with the approved plans prior to the occupation of the relevant building hereby approved and thereafter permanently retained for the use of the occupiers of the premises.

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

26) The on plot car parking areas relevant to each building as indicated on drawing numbers PHW-ARC-SP-ZZ-DR-A-0004 Rev C, PHW-ARC-SP-ZZ-DR-A-0005 Rev C and PHW-ARC-SP-ZZ-DR-A-0002 Rev C shall be constructed and marked out prior to the occupation of that building and thereafter retained permanently for car parking purposes of vehicles of occupiers and visitors to the premises and not used for any other purpose.

The car parking area to the north of Fox Lane as indicated on drawing numbers
PHW-BW-SP-00-DR-E-0209 Rev 2 and PHW-ARC-SP-ZZ-DR-A-0002 Rev C shall be constructed and marked out prior to the occupation of building 2 and thereafter retained permanently for car parking purposes of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with policy BR9 of the Borough Wide Development Policies Development Plan Document.


28) Electric charging points shall be provided for 16 car parking spaces for building 1, 15 car parking spaces for building 2 and 45 car parking spaces in the northern car park as shown on drawing numbers PHW-BW-SP-00-DR-E-90-0207 Issue 1, PHW-BW-SP-00-DR-E-90-0208 Issue 1 and PHW-BW-SP-00-DR-E-90-0209 Rev 2. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the relevant building, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

29) No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted NTT Communications Corporation Data Centre Dagenham Drainage Strategy Rev C Dated 29th March 2018 and drawing number PHW-CA-SP-ZZ-DR-S-001 Rev P04. The sustainable drainage scheme shall be managed and maintained thereafter.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

1. **Introduction and Description of Development**

1.1 The application site measures approximately 7.54 hectares of land that forms the far eastern and southern parts of the former Sanofi Aventis manufacturing plant (formerly known as May & Baker) located on the eastern side of Rainham Road South, Dagenham.

1.2 The wider site is directly bound by the London Underground District Line and the C2C line, which forms the southern boundary to the site and Rainham Road South which forms the western boundary. The northern boundary has two distinct elements with
the north west of the site bound by residential dwellings along Winstead Gardens and Gay Gardens, whilst the remainder of the northern boundary abuts the May & Baker Sports Club and associated 597 space car park (accessed from Dagenham Road) and grounds/playing fields and Eastbrookend Country Park which are designated as green belt land. The May & Baker Sports Club is separated from the wider Sanofi site by a footpath commonly known as Fox Lane. Eastbrookend Country Park is also identified as a Site of Importance for Nature Conservation (SINC) and a Site of Metropolitan Importance. The eastern boundary of the site is formed by the Chase Local Nature Reserve which also lies to the south of the site beyond the railway lines as does the Beam Valley Country Park which are also Sites of Importance for Nature Conservation.

1.3 Members are advised that the application site also incorporates a strip of land that sits north of the footpath and forms part of the May & Baker Sports Club car park although within the ownership of the applicant.

1.4 Within the wider site, there is a public house and restaurant, The Pipe Major. The northern part of the site forms the East London University Technical College (Elutec) and the Londoneast UK Business and Technical Park. A spine road runs through the site and is known as Yew Tree Avenue. The application site is located directly north east and south east of the Londoneast UK Business and Technical Park. Directly south west to the application site and south of the Londoneast UK Business and Technical Park are three industrial buildings that are currently under construction.

1.5 The wider site benefits from outline planning permission for the redevelopment comprising the erection of up to 30,000m² of buildings (Use Classes B1( C ), B2, B8, D1), retention and re-use of 41,637m² of buildings (Use Classes B1, B2, B8, D1) (These buildings form the Londoneast UK Business and Technical Park) including up to 3,500m² healthcare building (Use Class D1), erection of 9,816m² training centre (Use Class D1), 9,246m² supermarket including petrol filling station, 80 bed hotel and restaurant (Use Class C1) and 2 floodlit synthetic turf football pitches with associated landscaping and parking.

1.6 This application is a full application for the erection of two data centre buildings (Use Class B8), with ancillary plant, offices, gatehouse, electrical sub-station, car parking and other associated works. Datacentres are facilities that essentially house computers, servers and network systems for organisations. The datacentre buildings which are identified as Building 1 and Building 2 in the submitted application, will measure 19,714.24 in gross external floor area (GEA) (building 1) and 33,552.00m² in GEA (building 2). The gatehouse building will measure 255.40m² in GEA. The development will provide 149 car parking spaces of which 90 off-site spaces will be provided within the May & Baker Sports Club car park and 59 spaces on site.

1.7 The development will essentially comprise two floors of data halls in each datacentre building. The delivery of the development will be phased with phase 1 comprising the delivery of the 90 off-site car parking spaces, the electricity substation and the construction of building 1 and other associated works. The second phase of the development will be the delivery of building 2 and associated works relevant to this building.

2. Background
2.1 The wider site has various planning history with the most notable recent being the following;

2.2 Planning permission granted in March 2013 under decision notice 11/01044/FUL for the development described in paragraph 1.5 above. This application has subsequently been amended by planning permission 15/00951/OUT which was granted planning permission in May 2016.

2.3 Planning permission granted in October 2016 under decision notice 16/00809/REM for application for approval of reserved matters following outline approval (15/00951/OUT): Details of appearance, layout, scale, landscaping and means of access for the erection of six buildings forming Units A, B, C (Use Class B8 Storage and Distribution), D1, D2 (Use Class B1c/B2 Light Industry/General Industry), D3 (Use Class B8 Storage and Distribution) and associated works. Members are advised that Units A-C are the three warehouse units currently under construction and referred to above in paragraph 1.4 of this report.

2.4 Whilst this application is a standalone planning application and not a reserved matters application in respect of planning permission 15/00951/OUT, Members are advised that the development proposed in this application will include land where Units D1,D2 and D3 were proposed under planning permission 16/00809/REM. Therefore the part of the development granted planning permission under 16/00809/REM which relate to Units D1,D2 and D3 will no longer be implemented.

3. **Consultations**

3.1 Adjoining Occupiers/Press and Site Notices

341 properties were consulted and response was received from the residential occupier of number 38 Winstead Gardens objecting to the proposal on the grounds that a vehicular access across the footpath would be provided to allow access to the substation.

The objector considers that the access would impinge on the green belt environment of the adjacent country park and represent an environmental intrusion and a potential danger to the wellbeing of members of the public.

The objector also considers that the location of the proposed off-site staff car park would be in a secluded location and present opportunities for antisocial behaviour.

*Officer Note: The development has now been amended to remove any vehicular access over the footpath.*

*In terms of the objector’s concern with regards to the location of the off-site car park, it should be noted the off-site car park forms part of the existing May & Baker Sports Club car park. There would be no increase in the number of spaces in the northern car park as spaces would be relocated to within the application boundary. It is therefore not considered that the proposal to provide a car park to the north would introduce anti-social behaviour in this location.*

Representations have been received from the Managing Director of Londoneast-UK highlighting the following concerns;
- It is acknowledged that the applicant has certain rights to use the car park road (this is the access from Dagenham Road). However, the exercise of such rights is subject to provisions contained within Land Registry documents referred to as TP1 in respect of transfer of land between May & Baker Ltd and Londoneast-UK Ltd which include a contribution towards the costs for the upkeep of the access road.

- Document TP1 also requires the purchaser of the back plot to enter into a direct covenant with Londoneast-UK for the payment of such costs, including the cost of repairing any damages.

- As the owner of part of Area 4b (in respect of planning permission 15/00951/OUT), Londoneast-UK would seek to discuss how parking spaces are to be allocated fairly now that the combined areas are under different ownerships.

**Officer Note:** Matters relating to covenants and contributions in relation to provisions contained in land transfer documents are private matters between the two parties and therefore not a planning issue.

In respect of concerns relating to the allocation of car parking spaces, Officers have met with representatives from Londoneast-UK together with the applicant and have advised that this application is a standalone planning application to be considered on its own merits and would not prejudice the allocation of parking spaces identified in planning application 15/00951/OUT.

### 3.2 Greater London Authority (GLA)

The Mayor’s Stage 1 response was expected on 11 March 2018 however the GLA has advised that it would not be possible to provide a Stage 1 response until the 16th April 2018. Officers will therefore report the Mayor’s Stage 1 response to Members at the Development Control Board.

### 3.3 Transport Development Management

The Transport Development Management Team’s only concern with this development related to the surface material indicated for the gated emergency vehicular access located to the north of the site for the substation indicated traditional road construction materials being used. The Transport Development Management Team considered that the materials to be used for the emergency vehicular access needs to be more in keeping with the public footpath to ensure ramblers and other users have priority, can use this route safely and to maintain a continuous right of way. In addition the appropriate signage will also have to be displayed to inform that no vehicular access is permitted “Emergency Vehicle Access Only”.

**Officer Note:** The development will no longer propose any vehicular emergency access to the substation via the May & Baker Sports Club car park. All vehicular access relating to the development including access to the substation for maintenance purposes will be via Yewtree Avenue.

### 3.4 Environmental Protection Team

A comprehensive report covering matters relating to air quality, noise emissions, potential light pollution, land quality considerations, fuel storage and construction
phase impacts has been provided. The Environmental Protection Team has no objections to the proposal subject to recommended conditions being imposed.

Officer Note: Suggested conditions will be imposed.

3.5 Historic England

The Archaeological Watching Brief Written Scheme of Investigation submitted with the application is approved. No pre-commencement conditions are necessary for this application.

3.6 London Fire and Emergency Planning Authority

Access is required to 75% of the perimeter of Building 1. Access is required to 100% of the perimeter of Building 2. Access to ancillary buildings is deemed satisfactory.

Access roads should be a minimum of 3.7m in width between kerbs and be capable of supporting a vehicle with a minimum carrying capacity of 14 tonnes. For high reach vehicles this should be 23 tonnes.

Any dead end access road in excess of 20m in length should be provided with adequately sized turning facilities.

Officer Note: The agents have confirmed that the above comments will be complied with and that all points highlighted in the Brigade’s consultation response will be assessed against the relevant approved documents of the Building Regulations. Further consultation with the Local Fire Authority will also be carried out.

3.7 Environment Agency – No response received.

3.8 Drainage and Flooding Team

The Drainage and Flooding Team raised a number of initial comments and sought clarification on a number of points with regards to the submitted drainage strategy. Following clarification and the submission of additional information by the agents, the Drainage and Flooding Team find the proposal acceptable.

Officer Note: A condition will be imposed on the application requiring that the development is implemented in accordance with the submitted drainage strategy.

3.9 Designing Out Crime Officer

A comprehensive response has been provided covering matters relating to boundary protection, sub-station perimeter, vehicle and pedestrian gates, materials in relation to the construction of the buildings including the gatehouse, cabling, cycle and bin stores however no objection to the proposal has been raised.

Officer Note: The comments have been forwarded to the applicants and they have confirmed that the recommendations will be incorporated into the development.

3.10 Thames Water
With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Thames Water would advise that with regard to sewerage infrastructure capacity, they have no objection to the planning application.

**Officer Note:** Thames Water comments have been forwarded to the agents.

### 3.11 Transport for London (TfL)

TfL considers that the application should include a segregated cycle access route in order to ensure that they do not have to share access with vehicles.

TfL requests that the applicant undertakes works to improve the pedestrian and cycle access from the car park to the north of the site (May & Baker car park) and along the access street to Dagenham Road.

All pedestrian and cycle access routes should have good lighting in order to ensure that active transport modes remain attractive at night.

The total number of staff and visitors to the data centres is unlikely to have a significant impact on the public transport network. The staggered shift pattern of staff is also likely to minimise this impact.

The proposed level of cycle parking is unacceptable. A minimum of 107 long-stay cycle parking spaces should be provided for the two data centres as well as 54 short stay cycle parking spaces for visitors. In line with the London Cycle Design Standards, 5% of the long stay spaces should be suitable for non-standard bikes such as cargo bikes, accessible bikes, and trikes.

Staff cycle parking should be suitable for long-stay parking and take into consideration location, security, overlooking, and protection from inclement weather. Facilities for people who cycle should be included in the building, including showers and changing rooms.

Given that the maximum number of staff that will be on site at any one time will be 62, TfL considers that the provision of 149 car parking spaces are excessive. The applicant has not provided evidence for the provision of such a number of car parking spaces.

TfL requests that the applicant remove the on-site car parking provision, leaving the 90 car parking spaces in the off-site car park. Should the borough choose to retain the car park, the applicant is requested to provide a segregated walking route between the car park and the data centres. At least 20% of these spaces should have active provision for electric vehicle charging, with the remainder providing passive provision.
5 per cent of these car parking spaces shall be designed as disabled parking bays for Blue Badge holders. An additional 5 per cent shall be enlarged bays.

The proposal also includes five loading docks for HGV deliveries. TfL requests that this operational parking provide infrastructure for electric or other Ultra-Low Emission vehicles.

TfL welcomes the submission of a Travel Plan for the site which supports and promotes sustainable travel. The Travel Plan sets out 5 year mode share targets for the proposed development. The mode share target for single-occupancy cars is 65% upon opening and 58% after 5 years. This target does not align with the Mayor’s draft London Plan target of 80% of all journeys being made by public transport and active travel. TfL would expect the mode shift targets outlined in the Travel Plan to be amended to be more ambitious.

TfL would request a completed construction and servicing methodology plan and a delivery and servicing plan for the proposed data centres and their ancillary developments. Given that the application boundary abuts the London Underground District line, TfL welcomes that the applicant and contractors will pay particular attention to protecting London Underground assets during both the construction and operation period.

**Officer Note:** In terms of segregated cycle routes, Yewtree Avenue within the site has a shared pedestrian/cycle route. The agents have advised however that it would not be possible to provide segregated cycle routes along the access street to Dagenham Road as this is not within the gift of the applicant due to land ownership. Ancillary facilities for cyclists would be provided in the office element of each building.

In terms of lighting, the applicant has submitted a lighting strategy however they have advised that the northern road access between the car park serving the development and Dagenham Road cannot be lit by the ownership as it is outside their ownership. However, lighting columns currently exist along the access road owned by Londoneast-UK.

Whilst the HGV loading docks do not provide electric vehicle charging points, the applicant has advised that there are a number of charging points on each plot and in the northern car park which are available for all vehicles to use when required.

The agents have submitted an updated Delivery and Servicing Plan and have supplemented the application with a Construction Logistics Travel Plan and a Construction Traffic Management Plan to address TfL’s concerns. These have been forwarded to TfL.

Matters relating to car parking and cycle parking are addressed in the main body of this report.

### 3.12 Refuse Team

6 Euro bins for a single bin store location would be required comprising a minimum of 2 Recycling bins and 4 for General refuse.

The refuse stores should be with secure access, 2 m width access throughout from the store to the collection point, and with adequate signage of materials collected.
The access road must be capable of safely accommodating 26 tonnes refuse collection vehicle of the following dimensions: 9.8 metres length x 4 metres high x 2.5 metres wide and allow smooth turning and reversing.

The bin pull distance for the operatives from the refuse store to the vehicle layby collection point is recommended to be below 20 metres for operational efficiency.

It is recommended to have a sustainable waste management strategy in the proposed development to minimise waste and increase energy efficiency.

**Officer Note:** The above comments have been forwarded to the agents who have confirmed that refuse bins would be provided in accordance with the comments received above.

### 3.13 London Underground Ltd

London Underground consider that whilst they have no objections in principle to the planning application, there are a number of potential constraints on the redevelopment of a site close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of London Underground Engineers that:

- London Underground’s right of support are not compromised.
- The development will not have any detrimental effect on London Underground Structures either in the short term or long terms.
- The design must be such that the loading imposed on London Underground Structures is not increased or removed.
- London Underground offer no right of support to the development or land.

To this effect London Underground have requested a condition requiring a detailed design and method statement for each stage of the development.

**Officer Note:**

London Underground has been advised that the development would not involve piled foundations and would be set 35 metres away from London Underground land and as such it is not expected that London Underground Assets would be harmed.

In the absence of a further response from London Underground, Officers consider that to adequately protect London Underground infrastructure, that the suggested condition should apply prior to the commencement of building 2 which is the building closest to the London Underground infrastructure. Officers do not consider that it would be necessary to apply the condition in relation to building 1 which is further away.

### 3.14 Network Rail – No response received.

### 3.15 The Ramblers Association – No response received.

### 3.16 London Borough of Havering – No response received.

### 3.17 Bardag Angling Association – No response received.
3.18 Arboricultural Officer

The applicants have put some good ideas forward here to blend the environment to the boundary.

There are no objections to the proposal.

4. Local Finance Considerations

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £5 per square metre (index linked from 2015). This would result in a total Mayoral contribution of £1055,946.00 and a Borough contribution of £263,986.50.

5. Equalities Considerations

5.1 Overall the Council’s decision is made with due regard to the impact (positive and negative) of the proposals on members of the community who share a characteristic protected under the Equality Act 2010. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Of particular note, conditions are proposed to ensure that at least 10% of the car parking spaces proposed are accessible.

6. Analysis

6.1 Principle of Development

6.1.1 Paragraph 18 of the National Planning Policy Framework (NPPF) states that the Government is committed to securing economic growth in order to create jobs and prosperity. Paragraph 19 of the NPPF states that ‘significant weight should be placed on the need to support economic growth through the planning system.’ Paragraph 42 of the NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth and that the development of high speed broadband technology and other communications networks play a vital role in enhancing the provision of local community facilities and services.

6.1.2 Policy 2.7 of the London Plan seeks to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends by amongst other things; enabling existing sources of growth to perform more effectively, and increasing the competitive attractiveness of outer London for new sectors or those with the potential for step changes in output. Policy 4.11 of the London Plan requires the provision and delivery of the information and communications technology (ICT) infrastructure that a modern and developing economy needs, particularly to ensure: adequate and suitable network connectivity across London (including well designed and located street-based apparatus); data centre capability; suitable electrical power supplies and security and resilience; and affordable, competitive connectivity meeting the needs of small and larger enterprises and individuals.

6.1.3 At the local level the site is covered by policy SSA SM5 of the Site Specific Allocations Development Plan Document (DPD) as part of a key regeneration area within the Borough. Policy SSA SM5 advises that the site has the potential for a number of uses
including amongst other things employment (B1, B2, B8) and datacentres are considered to fall Use Class B8.

6.1.4 Whilst policy SSA SM5 makes reference to B8 uses on the wider Sanofi site, it is important that any development proposals do not conflict with Policy CE4 of the Core Strategy which seeks to concentrate B8 uses south of the A13 (except Dagenham Dock) where locational advantages associated with transport infrastructure, proximity to the River Thames and the reduced impact on residential areas are greatest.

6.1.5 The development will result in a total of 53,521.64m² GEA of B8 floorspace however the operational characteristics of data centre buildings do not give rise to the same level of activity normally associated with B8 uses which can cause local concerns such as traffic generation for example.

6.1.6 There would be approximately 66 employees which will comprise project and/or technical staff on site staff with approximately a maximum of 46 on site at any one time. Throughout the course of a day there will be three shift patterns, 7am-3pm, 3pm to 11pm and 11pm – 7am. In addition, there will be facilities management staff (30 employees) with 10 on site at any one time and security staff (approximately 14) with 6 on site at any one time. Further staff visiting the premises or tenant personnel would be up to a maximum of 40 individuals.

6.1.7 Given the shift pattern structure to the operation of the data centres, it is considered that the proposed development would not conflict with either policies SSA SM5 and CE4. This is discussed in more detail in the Transport section of this report.

6.1.8 The immediate job opportunities offered by the development (approximately 110 permanent jobs) will contribute to the economic growth of the borough in line with the NPPF and policies 2.7 and 4.11 of the London Plan. In addition to this the applicant is seeking to collaborate with local educational establishments such as Barking and Dagenham College and Coventry University London to develop and promote new courses which will enable local people to be provided with the necessary education to be able to obtain future employment in the proposed development.

6.1.9 Officers consider that the provision of digital technology provided by the datacentre buildings fits in well with the existing and planned uses for the wider former Sanofi site, This includes the existing East London University Technical College, the Londoneast UK Business and Technical Park and the proposals for film studios. Combined these have the potential to transform the local economy providing new jobs in growth sectors in line with the Borough Manifesto. It is also in line with the focus on economic growth in the NPPF, London Plan and Local Plan.

6.2 Layout, Design and Appearance

6.2.1 In terms of layout, the two datacentre buildings will be sited within a secure compound and arranged on a horizontal axis parallel to the railway line. Building 1 will be sited to the north and building 2 to the south. The gatehouse building which will be the first point of contact for visitors is sited along the western boundary of the site and the electricity substation located on the far north western corner of the site.

6.2.2 The remainder of the site will comprise an internal access road that leads to the security gates and gatehouse building. Car parking spaces for building 1 will be
located on the north western part of the site whilst the car parking spaces for building 2 will be located near the southern and western boundaries of the site.

6.2.3 The datacentre buildings are rectangular in shape and would measure up to 212m long, 70m wide and between 21m-24m high. The gatehouse building will be single storey and measure 11m x 21m and 4.5 metres in height. The substation will measure 50m x 60m.

6.2.4 In terms of scale, form and massing, the two datacentre buildings are substantial in form and massing and will be visible from various public vantage points. The size and scale of the datacentres are however, necessary in order to meet the form and functions required by the eventual occupiers of the buildings. In terms of immediate reference points, the building commonly known as the ‘cube’ building within the wider Sanofi site measures 17 metres in height with an overall height of some 30 metres to the top of the chimney of this building. The applicants have sought to design the development to provide visual interest to key viewpoints into and through the site. Both datacentre buildings have offices on their western facades which would figure prominently in views of the buildings when approaching them from the main access to the west,

6.2.5 The two buildings will differ slightly in design with building 1 comprising generators and other plant mounted externally to the main data halls, whereas building 2 will incorporate generators and plant internally. The reason for the two alternative designs is that building 1 has a bespoke design for a particular occupier whereas building 2 has a standard design for datacentre buildings for future potential occupiers.

6.2.6 With regards to the generators themselves, it is necessary for data centres to be capable of running 24 hours a day, 7 days a week and therefore each building includes a number of emergency generators capable of providing 100% of the power needed to run each building should there be a local outage of power from the national grid. In terms of noise emitted from these generators and impact on residential properties, the application has been accompanied with an acoustic report that demonstrates that against a scenario where noise levels are most sensitive and in this instance at night time, typical noise levels from the datacentre buildings will be below the accepted standard for night time noise levels.

6.2.7 In terms of their appearance, the buildings have been designed to provide visual interest through the use of Kingspan external wall cladding panels in various shades of green including olive green, leaf green and khaki green for example. On all the elevations with the exception of the western elevation of both buildings this will create a gradient like effect with the darkest green at the bottom and the lightest at the top. The western elevations of both buildings will be wholly cladded in leaf green. The gatehouse building would also be similarly cladded.

6.2.8 These buildings are adjacent to the Green Belt which includes the Eastbrook End Country Park, the Chase and Beam Valley Country Park which are also Sites of Importance for Nature Conservation. The applicant has submitted a Visual Impact Assessment which shows how the buildings would appear in views from 18 locations inside and outside the Green Belt during the summer and winter including views from Havering. The buildings will be visible in some views but the cladding of the buildings helps mitigate this impact so that they are not overly intrusive and therefore officers consider that the visual impact is acceptable. The impact on neighbouring residential occupiers is also acceptable. The closest residential properties to the development
are located in Winstead Gardens which are separated from the closest datacentre building (building 1) by some 396 metres. In addition to this there are intervening buildings within the Londoneast UK Business and Technical Park that would provide a visual barrier.

6.2.9 Overall officers consider that the buildings incorporate contemporary and modern design features where possible to provide visual interest to the development to provide relief to these functional buildings. Therefore, the development is considered to be acceptable and in accordance with policies CP3 of the Core Strategy and BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

6.3 Access, Transportation and Car Parking

6.3.1 This part of the wider Sanofi site has a PTAL (Public Transport Accessibility Level) of between 0 (worst) to 1b out of 6 where 6 is excellent and therefore has a low PTAL rating.

6.3.2 In terms of access arrangements for the site, given the sensitive nature of the development, there would be a requirement to provide strict access arrangements to the compound. Access restriction measures would be in place from the point of entry to the site from the internal access road that joins Yewtree Avenue and from the car parking spaces in the existing May and Baker Sports Club car park. In this regard there would be a pedestrian footpath/shared cycle path that leads to the gatehouse and runs alongside the secured compound of the main site.

6.3.3 The gatehouse will control access for visitors to each building plot. All visitors are required to report to the gatehouse whereby once they have passed security checks they are then escorted to the relevant datacentre building. Members are advised that there will be no vehicular access permitted from the May & Baker Sports Club car park and across Fox Lane to the site.

6.3.4 With regards to cycle parking, Table 6.3 of the London Plan requires that for B8 uses 1 space per 500m2 of floorspace is required for long stay cycle parking and 1 space per 1000m2 of floorspace is required for short stay parking. In this regard the London Plan seeks a minimum of 107 long stay and 54 short stay spaces. The development will provide 120 long stay spaces however no short stay spaces are proposed for this development.

6.3.5 Datacentres are typically high security and do not receive “visitors”, therefore in this instance it is considered that the 54 short stay spaces, could be underutilised if used at all. On balance is therefore considered that the 120 spaces proposed would be sufficient to meet the requirements of this particular type of development as this would be greater than the number of staff on the site at any one time.

6.3.6 Given the contained nature of the development, it would not be feasible to introduce substantial cycle routes within the site. However the development makes provision for a path to be used by both pedestrians and cyclists from the May & Baker car park to the wider Sanofi site to the south. In order to ensure that priority is maintained across Fox Lane for walkers and pedestrians, there would be two turnstiles at the point of exit on the May & Baker Car Park and entry into the wider site and vice versa. This essentially means that cyclists would need to dismount to cross Fox Lane. Within the wider Sanofi site, Yewtree Avenue incorporates a shared pedestrian/cycle parking route which will be utilised by cyclists arriving to the site from Rainham Road South.
6.3.7 With regards to car parking, The London Plan sets the same parking standards for B1, B2 and B8 employment uses as a starting point. In this regard the London Plan sets a range of between 100-600 spaces per square metre of gross floorspace. The proposal will comprise 52,797.30m² of gross internal floor area resulting in a car parking range of a minimum of 528 spaces and a maximum of 880 spaces.

6.3.8 The development will provide 149 car parking spaces and this is considered to be acceptable. The car parking spaces will comprise 59 parking spaces on site within the compound of the datacentre buildings and 90 parking spaces off site within the May & Baker Sports Club car park. 16 of these spaces will be accessible and this is in accordance with the London Plan. 76 of the total number of spaces will be equipped with electric vehicle charging points which equates to 51% of the total provision and in excess of London Plan requirements.

6.3.9 Officers consider that the car parking provision proposed is acceptable and appropriate for the wider Sanofi site. Members are reminded that the outline planning permission that was granted for the wider Sanofi site allowed the provision of 790 parking spaces to be accessed from Rainham Road South. This was based on the capacity that the signalised junction that is located directly outside on Rainham Road South could accommodate.

6.3.10 The allocation of the 790 spaces between the development plots (Areas 1,2,3,4a, 4b, 5 and 6) approved under the outline planning permission were agreed through a car parking management plan. In this regard areas 3, 4a and 4b which form a substantial part of the land that is the subject of this planning application were allocated 149 spaces. Therefore, the proposal does not seek any additional car parking provision than that which was approved on the site under a previous planning application.

6.3.11 In terms of impact on the local highway network, the submitted Transport Statement suggests that the development would in fact have an overall reduction in traffic flow associated with the developments previously approved on the site and which this application seeks to replace. Previous proposals on the site were for business units, a health facility, and a training centre. In this regard the Transport Statement identifies that there would be considerable reduction in weekday AM and PM inbound and outbound site movements associated with the datacentres. There would be an 89% decrease in inbound movements and 73% decrease in outbound movements during the AM period and an 82% decrease in inbound movements and 88% decrease in outbound movements during the PM period.

6.3.12 The Transport Development Management Team have been consulted and have raised no objections to the proposal.

6.4 Sustainability and Energy

6.4.1 The development would achieve a BREEAM (Building Research Establishment Environmental Assessment Method rating of ‘Very Good’ and this would be acceptable and in accordance with policy.

6.4.2 Policy 5.2 of the London Plan requires that a minimum of 35% reduction in CO2 emissions beyond Part L of the Building Regulations 2013. The proposed development is anticipated to achieve 40.3% reduction in carbon dioxide emissions for the office elements of the development. The carbon reduction relates to the office
elements only due to the difficulty of reducing carbon dioxide emissions in a
datacentre building by virtue of their design and consumption. The carbon dioxide
reduction will be achieved through improving U values, using high efficiency VRF
(Variable Refrigerant Flow) systems to provide cooling for the office areas, use of air
source heat pump boilers and solar PV panels of which there would be an installation
of between 3800 and 4100 solar panels.

6.4.3 The development would also include measures to provide potential heat reclaim
opportunities for other future developments across the wider site if required. This
would involve the utilisation of heat rejected from one of the site condenser water
circuits to provide a low-grade heat connection at the site boundary for use by
neighbouring properties.

6.4.4 The proposal therefore accords with policies BR1 and BR2 of the Borough Wide
Development Policy DPD and policy 5.2 of the London Plan.

7. Conclusion

7.1 The proposed development will deliver sustainable growth in line with the Borough
ManIFESTO, London Plan and Local Plan.

7.2. The development would provide new employment opportunities by delivering
approximately 110 permanent jobs. The applicants would be seeking to work with
local educational establishments in order to assist in developing courses which will
enable local people to have access to education that will give them the opportunity to
obtain future employment in the development.

Background Papers

- Planning Application File
  http://paplan.lbwd.gov.uk/online-
  applications/applicationDetails.do?activeTab=summary&keyVal=P36CR8BLKM300

- Borough Manifesto

- Local Plan Policy

Core Strategy (July 2010)

Policy CM1 General Principles for Development
Policy CM4 Transport Links
Policy CR1 Climate Change and Environmental Management
Policy CP3 High Quality Built Environment

Borough Wide Development Policies Development Plan Document (March 2011)

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

- London Plan Policy (2016)

Policy 2.7  Outer London: Economy
Policy 4.11 Encouraging a Connected Economy
Policy 2.14 Areas for Regeneration
Policy 5.2  Minimising Carbon Dioxide Emissions
Policy 5.3  Sustainable Design and Construction
Policy 5.7  Renewable Energy
Policy 5.10 Urban Greening
Policy 5.13 Sustainable Drainage
Policy 5.21 Contaminated Land
Policy 6.9  Cycling
Policy 6.10 Walking
Policy 6.13 Parking

- Draft London Plan (December 2016)

Policy GG1  Building Strong and Inclusive Communities
Policy GG5  Growing a Good Community
Policy D2   Delivering Good Design
Policy D3   Inclusive Design
Policy E11  Skills and Opportunities for All
Policy G5   Urban Greening
Policy SI3  Energy Infrastructure
Policy SI6  Digital Connectivity Infrastructure
Policy SI13 Sustainable Drainage
Policy T5   Cycling
Policy T6   Car Parking
Policy T6.5 Non-residential Disabled Persons Parking

- National Policy

National Planning Policy Framework
National Planning Practice Guidance
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Merrielands Development Site, Merrielands Crescent, Dagenham
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<th>Barking and Dagenham Council Development Control Board</th>
<th>Date: 23 April 2018</th>
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<tr>
<td>Application No: 17/02111/FUL</td>
<td>Ward: Thames Ward</td>
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**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:**
The proposed development is a major development which is of a scale and importance that should be determined at DCB.

**Address:**
Merrielands Development Site, Merrielands Crescent, Dagenham

**Development:**
Erection of one x 9 storey building and one x 10 storey building to provide 325 residential units (2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bed flats), 1514m² (GIA) of commercial floorspace (Use Class A1/A3) together with new hard and soft landscaping, childrens playspace, car parking and access arrangements and other associated works.

**Applicant:**
Friends Life Ltd

**Contact Officer:**
Nelupa Malik

**Title:**
Principal Development Management Officer

**Contact Details:**
Tel: 020 8227 3888
E-mail: nelupa.malik@befirst.london

**Summary:**
Barking and Dagenham is London’s Growth Opportunity. Building on the recommendations of the independent Growth Commission Report the Borough Manifesto sets out the potential to deliver the borough’s potential for 50,000 new homes and 20,000 new jobs in a way that benefits everyone and ensures no one is left behind. The borough’s growth potential is reflected in the draft London Plan which increases the borough’s annual housing supply target from 1236 to 2264. Most of the borough’s potential for new housing is in the London Riverside Opportunity Area within which this site sits. The draft London Plan increases the potential for new homes and jobs within the London Riverside Opportunity Area to 29,000 jobs and 44,000 homes. This site is within the London Riverside Opportunity Area and its successful development will be important in delivering sustainable growth and achieving these housing targets.

The application site comprises a vacant parcel of land located immediately to the south of Merrielands Retail Park/Merrielands Crescent, west of Chequers Lane and north of Orion Park which is a business park comprising a number of large scale employment uses.

The application site is a rectangular shaped plot of land measuring some 1.65 hectares in area and forms part of the wider South Dagenham area which is one of the major growth areas for future development within the Borough as identified in the Site Specific Allocations Development Plan Document. The site also forms part of the London Riverside Opportunity Area and is also a Key Regeneration Area as set out in policies 2.13 and 2.14 of the London Plan Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs or homes together with appropriate
provision of other uses such as local shops, leisure facilities and schools, health and social care facilities and services. The principle of a mixed use development is considered acceptable and compliant with the Council’s vision for South Dagenham.

The development proposes the erection of one x 9 storey building and one x 10 storey building to provide 325 residential units (2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bed flats), 1514m2 (GIA) of commercial floorspace (Use Class A1/ A3) together with new hard and soft landscaping, children’s playspace, car parking and access arrangements and other associated works.

The development would provide 116 sub-market units equating to 35% of the total provision. 55 of these units would be affordable rent set at London Affordable Rent levels whilst 61 units would be shared ownership with an initial equity of 25% of market value. This would be in accordance with the London Plan and the Mayor’s Supplementary Planning Guidance on Affordable Housing.

All the residential units have been designed in accordance with the London Plan minimum space standards. The development includes 34 wheelchair accessible units and this is in keeping with the minimum 10% required by the London Plan.

The development would provide private balconies for the development which have been designed to the standards set out in the Mayor of London’s Supplementary Planning Guidance (SPG) for Housing. The proposal will also provide designated children’s playspace areas measuring 709m2 in area which exceeds the standards set out in the Mayor of London’s Play and Recreation SPG, and communal amenity areas comprising landscaped courtyards and roof terraces.

The scale, form and massing of the proposed development is considered to be acceptable and the design of the development would be attractive and welcoming comprising a mixture of light and dark grey bricks, recessed balconies with a mixture of glazed panels or railings for balustrades and inset timber style panelled walls forming window surrounds. The ground floor retail units will comprise a curtain walling system to complement the upper floor residential elements.

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

The site has a PTAL (Public Transport Accessibility Level) of 3 out of 6 where 6 is excellent and therefore has a moderate PTAL rating. The development would provide 127 residential car parking spaces equating to a ratio of 0.38 per dwelling. This is considered to be acceptable and in accordance with the London Plan. Included within the car parking provision are 34 accessible car parking spaces which equates to 27% of the total parking provision. There will be no significant impact on the local highway network as a result of the development.

The proposed development is anticipated to achieve a 51.51% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013. The London Plan requires that new residential developments are zero carbon. However, if this cannot be achieved then it is acceptable to provide a 35% reduction in emissions on site with the shortfall off-set through a cash in lieu contribution. The shortfall in carbon dioxide reduction will be offset through a monetary contribution which will be secured via a s106 agreement.
One response has been received to the consultation exercise from Halfords at Unit 2 Merrielands Retail Park. The concerns raised relate to construction traffic and vehicles. These matters however can be addressed via a construction management plan which will be secured through a condition.

Overall the proposal is considered to be a well designed scheme which will deliver a good mix of homes for sale, shared ownership and at affordable rents. It complies with the relevant policies contained in the Local Plan, the London Plan and the National Planning Policy Framework.

**Recommendation:**

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

- A commitment to provide 116 sub-market units (35%) of which 55 Units would be at affordable rent and 61 units being Intermediate Tenure Units.
- A requirement for an affordable housing plan which gives priority to those who live or work in the Borough.
- A requirement for a Private for Sale Marketing Strategy which prevents the purchase of more than one unit by any purchaser for a period of six months from the date of the sales launch.
- A requirement for an early stage viability review if the development has not been substantially implemented within two years of planning permission being granted.
- A commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;
- A contribution of £115 per unit towards Employment and Skills.
- Carbon offset payment.
- A requirement that the developer enters into a S38/S278 Highways Agreement to undertake alterations to the public highway in respect of this development which shall include the provision of new pedestrian crossings, improvement to the junction of Chequers Lane with Merrielands Crescent and implementation of the approved landscaping and public realm improvements;
- Car Club Membership
- Payment of the Council’s legal and professional fees incurred in connection with the drafting and sealing of the Section 106 legal agreement.

and the following conditions:

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

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

2) The development hereby permitted shall be carried out in accordance with the following approved plans;

   - PL_001 Rev A
   - PL_002 Rev A
   - PL_003 Rev B
   - PL_004 Rev B
Following the first occupation of the ground floor mixed use commercial space any further changes of use of this space specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.

Reason: To accord with the provisions of Class V, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

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

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

5) No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

6) The landscaping scheme as approved in accordance with condition No. 5; 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 secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

7) No development above ground level shall take place until a scheme showing those...
areas to be hard landscaped and the details of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.

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

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<tr>
<th>8)</th>
<th>No development above ground level shall take place until detailed design for the children’s playspace areas including details of how these areas will be separated and secured from the car parking areas, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.</th>
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<tr>
<td><strong>Reason:</strong> To safeguard and improve the appearance of the area and to provide children’s playspace in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Policy 3.6 of the London Plan.</td>
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<th>9)</th>
<th>There shall be no occupation of the development until the proposed hard landscaping treatment and retail car parking spaces that fall outside the application site boundary as indicated on drawing number PL_006 Rev B have been implemented and shall thereafter be retained as such unless otherwise agreed in writing by the Local Planning Authority.</th>
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<tr>
<td><strong>Reason:</strong> To ensure that the development is implemented in accordance with the submitted application and to comply with Policy BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.</td>
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<th>10)</th>
<th>The car parking areas indicated on drawing No: PL_003 Rev B; shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for car parking purposes for occupiers and visitors to the premises and not used for any other purpose.</th>
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<tr>
<td><strong>Reason:</strong> To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with Policy BR9 of the Borough Wide Development Policies Development Plan Document.</td>
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<th>11)</th>
<th>No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment for that part has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.</th>
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<tr>
<td><strong>Reason:</strong> To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.</td>
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An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

a. a survey of the extent, scale and nature of contamination;

b. an assessment of the potential risks to:
   i. human health,
   ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
   iii. adjoining land,
   iv. groundwaters and surface waters,
   v. ecological systems,
   vi. archaeological sites and ancient monuments;

c. an appraisal of remedial options, and proposal of the preferred option(s).

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

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 12 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 13 which are 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 for conditions 12-17: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document and Policy 5.21 of the London Plan.

18) 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 08:00-13:00 Saturday with no work on Sundays or public holidays. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday. Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites". Parts 1 and 2.

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

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

   a. A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS.
   b. Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+CC% allowance for climate change storm events), during all stages of the development (pre, post and during), with discharge rates being restricted as close to 50% of the existing site runoff rate.
   c. Details of management and maintenance regimes and responsibilities.
   d. A construction phase plan detailing how the drainage elements will be protected during construction.
   e. Long and cross sections of each SuDS Element.
   f. A finalised drainage layout plan that details pipe levels, diameters and asset locations.

Reason: A surface water drainage scheme for the site is required prior to the commencement of development to prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

20) The development hereby approved shall not be occupied until a refuse management plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved management plan shall be
implemented in accordance with the approved details.

Reasons: To provide for the satisfactory removal of refuse in the interest of the site and locality and to protect the amenity of future occupiers and in accordance with Policies BP8, BP11 and BR15 of the Borough Wide Development Policies Development Plan Document.

21) Before any works hereby permitted are commenced and until all such works are completed:
   
a) all trees to be retained shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS.5837;

   b) any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing. Any trees that are damaged or felled during construction work must be replaced with semi mature trees of the same or similar species.

Reason: To ensure that retained trees are identified prior to the commencement of development and adequately protected during the construction phase in accordance with Policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990

22) No development shall be carried out until a method statement identifying the root protection areas of all trees on and around the site, and giving details of any works to be carried out within the root protection areas of the trees and the method to avoid damage to the trees during these works has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that retained trees are adequately protected during the construction phase in accordance with Policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990

23) A nesting bird survey should be carried out by a suitably qualified ecologist no more than 2 days prior to commencement of the development. If nesting birds are found i) works should be delayed until the nesting season is over and the fledglings have left the area and ii) a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by any other 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 and in accordance with Policy CR2 of the Core Strategy, Policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

24) No development above ground level shall take place until a lighting management strategy that sets out measures to limit unnecessary illumination levels and mitigate bat and other nocturnal species disturbance has been submitted to and approved in
writing by the Local Planning Authority. The development shall be implemented in accordance with the approved lighting management strategy and thereafter retained as such.

Reason: A lighting management strategy is required in order to protect the nature conservation value of the site and protect the night sky from extraneous illumination in accordance with Policy BR3 of the Borough Wide Development Policies Development Plan Document.

25) The development shall not be occupied until bird nesting and bat roosting boxes have been installed on the building or in any trees on the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.


26) No development above ground level shall take place until a detailed scheme for living roofs has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

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

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

28) No development above ground level shall take place until a Delivery and Servicing Plan to incorporate details of deliveries to the site, including size of vehicle, routing of deliveries, and times of deliveries shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also include details as to how drop-off and small deliveries to the residential units would be managed. The Plan shall be adhered to thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to minimise the impact of the development on the local highway
29) The development hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a Travel Plan for the site which shall include proposals for minimising car-borne travel and encouraging walking, cycling and the use of public transport. The Travel Plan shall include details of funding, implementation, monitoring and review. The approved Travel Plan shall be implemented and monitored in accordance with the approved scheme.

Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.1 of the London Plan.

30) No development above ground level shall take place until a Car Parking Design and Management Plan for the allocation, management and enforcement of the car parking spaces for the development has been submitted to and approved by the Local Planning Authority. The plan shall also include measures to provide accessible parking spaces for the retail units. The Plan should also include details of how initial and future provision of provision of Blue Badge parking will be managed and enforced. The development shall be implemented in accordance with the approved plan and thereafter retained as such.

Reason: To ensure that an appropriate level of off-street parking areas is provided and managed appropriately and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with BR9 of the Borough Wide Development Policies Development Plan Document.

31) The approved development shall make provision for cycle parking in accordance with a scheme that shall have been previously submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development and thereafter retained permanently for the accommodation of bicycles of occupiers and visitors to the premises and not used for any other purpose.

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

32) A minimum of 10% of the residential units provided shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy 3.8 of the London Plan.

33) Before occupation 90% of the dwellings shall comply with Building Regulations
Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the London Plan.

34) No development shall take place until a stage 1 written scheme of investigation (WSI) in respect of a programme of archaeological work has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no 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. 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: A stage 1 written scheme of investigation is required prior to the commencement of the development to ensure that archaeological investigation is initiated at an appropriate point in the development process, any areas of archaeological preservation are identified and appropriately recorded/preserved in accordance with Policy BP3 of the Borough Wide Development Policies DPD.

35) Electric charging points shall be provided for 58 of the car parking spaces shown on drawing number PL_003 Rev B. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development, and thereafter retained permanently for car parking purposes of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with Policy BR10 of the Borough Wide Development Policies Development Plan Document and Policy 6.13 of the London Plan.

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

Reason: To safeguard the external appearance of the buildings in accordance with

37) No development above ground level shall take place until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.

38) The development hereby permitted shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) and in accordance with the submitted energy strategy; CHB Sustainability 4 Acre Holding South of Merrielands, Dagenham Energy Statement – CHBS-PB-17031-1-A.

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

39) The commercial units shall ensure that they achieve a BREEAM ‘Very Good’ rating in accordance with measures outlined in the submitted ‘CHB Sustainability; 4 Acre Holding South of Merrielands, Dagenham BREEAM Pre-Assessment Report dated 6th December 2017, report reference: CHBS-OT-17031-2’.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy CR1 of the Core Strategy, policies BR1 of the Borough Wide Development Policies DPD and policy 5.3 of the London Plan.

40) No development above ground level shall take place until full shopfront details for all the commercial units have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the elevations of the commercial units are sympathetic to the character of the residential architecture above and in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.

41) 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 and has the potential to impact on this infrastructure and in accordance with Policy CR4 of the Core Strategy.

42) No development shall take place above ground level until a scheme of works to provide pedestrian links from the application site across to Merrielands Retail Park, the Asda Superstore and north to the junction of Chequers Lane and the A1306 has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved works have been carried out.

Reason: To ensure that the development provides satisfactory pedestrian infrastructure in the interest of pedestrian and vehicular safety in accordance with Policy BR10 of the Borough Wide Development Policy Development Plan Document.

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

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

44) A fire statement shall be submitted and approved in writing by the Local Planning Authority before the commencement of any work above ground level. The fire statement shall be produced by an independent third party suitably qualified assessor which shall detail the buildings construction, methods, products and materials used; the means of escape for all building users 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 development shall be carried out in accordance with the approved details.

Reason: In order to provide a safe and secure development in accordance with Policy CP3 of the Core Strategy (July 2010).

1. Introduction and Description of Development

1.1 The application site comprises a vacant parcel of land located immediately to the south of the Merrielands Retail Park/Merrielands Crescent, west of Chequers Lane and north of Orion Park which is a business park comprising a number of large scale employment uses.
1.2 The site is broadly rectangular in shape, covering some 1.65 hectares (approximately 4.07 acres). The site is predominately hard surfaced and has been vacant for a substantial period of time having previously been used by Ford Motor Company holdings. 3 Whitebeam trees are located in the southern eastern corner of the site which are covered by Tree Preservation Orders (TPO). Immediately to the south of the application site is an electrical substation servicing the locality. There are no proposals for this to be removed as part of the application.

1.3 This application seeks planning permission for the erection of one x 9 storey building and one x 10 storey building to provide 325 residential units (2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bed flats), 1514m2 (GIA) of commercial floorspace (use Class A1/A3) together with new hard and soft landscaping, children’s playspace, car parking and access arrangements and other associated works. The commercial floorspace will be divided into 8 units.

2. Background

2.1 Application 14/00966/OUT – Outline planning permission granted on the application site in April 2015 granted in April 2015 for the demolition of existing buildings and redevelopment of site to provide 4,097 sq.m. retail (Class A1) uses at ground floor level with 149 dwellings (Class C3) above together with ancillary structures, formation of new access points, 262 car parking spaces and installation of new services.

2.2 The following applications approved on neighbouring land are also of interest;

2.3 Planning Application 11/00399/OUT – Outline planning permission was granted in March 2012 for the erection of 38,090 sq.m of commercial floorspace (use Class B1, B2 and B8) together with a new access road south of Merrielands Crescent and vehicular and pedestrian accesses, car and cycle parking together with associated landscaping. This application relates to the site of Orion Park which was built out by AXA.

2.4 Planning Application 11/00707/FUL – Planning permission was granted in March 2012 for the erection of a four storey hotel and part single/part two storey public house/restaurant with associated access, car parking and landscaping. This scheme was built out by Whitbread and forms the Premier Inn hotel and Brewers Fayre public house/restaurant.

3. Consultations

3.1 Adjoining Occupiers/Press and Site Notices

One response was received from the Management Surveyor for Halfords Ltd who trade at Unit 2 Merrielands Retail Park. Whilst Halfords do not object to the proposal, they do have concerns regarding the potential impact on the retail park units during the construction period for the development. There are concerns that contractors on the site may opt to use the retail park’s car park rather than park on the site.

Officer Note: The concerns raised by Halfords can be addressed via the imposition of a construction logistics plan and construction management plan.
3.2 Greater London Authority (GLA) (incorporating Transport for London’s (TfL) comments)

The Mayor’s Stage 1 response has highlighted the following key issues and concerns which the GLA consider need to be addressed prior to the application being referred back to the Mayor for a Stage 2 response could lead the application becoming compliant with the London Plan and the draft London Plan.

Principle of Development

The proposed scheme would provide 327 homes, which equates to 14% of the annual housing target for Barking and Dagenham set out in the draft London Plan. The increase in housing targets identified in the draft London Plan evidences the continued need for housing in the Borough. Taking into account the site’s planning history, its location within the London Riverside Opportunity Area and its allocation as an area for housing growth in the Council’s Site Specific Allocations document, the principle of high density, residential-led mixed used development is strongly supported in principle.

Affordable Housing

The applicant is proposing 116 affordable homes, equating to 35% both by unit and by habitable rooms; this is strongly supported and responds positively to the threshold level set out in draft London Plan Policy H6 and Mayor’s Affordable Housing and Viability SPG. Of these 116 affordable homes, 55 (47%) are proposed to be affordable rent and 61 (53%) are proposed to be intermediate. The proposed tenure split, which secured a minimum of 30% low cost rent and 30% intermediate is supported in accordance with Policy H7 of the draft London Plan.

The applicant must confirm the type of intermediate units proposed, the rent level or income threshold proposed for these units and whether the affordable rented units are to be at London Affordable Rent or at social rent levels.

To ensure that the scheme qualifies for the Fast Track route, as set out in draft London Plan H6 and the Mayor’s Affordable Housing and Viability SPG, the applicant must confirm the tenure and affordability set out above and seek to increase the level of affordable housing above 35% through accessing grant.

Under the Fast Track Route, the S106 agreement must include an early stage viability review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission. If the proposals cannot be assessed under the Fast Track Route, a late stage review will also be required and secured within the S106.

Housing Mix

The scheme proposes 327 units in total. Of the total development, 75% of units are two bedrooms and, when considering affordable units only, this figure is 70%. Whilst it is acknowledged that paragraph 4.12.2 of the draft London Plan notes that many families live in two-bedroom, the scheme does not provide any 3-bedroom units suitable for larger families. Given the site’s location and moderate transport accessibility, the provision of affordable family units should be fully investigated.
Children’s Playspace

The scheme is expected to yield 66 children, as calculated using the Mayor’s Playspace calculator which accompanies the Play and Recreation SPG, and therefore triggers a requirement for 662 sq.m of designated playspace. The applicant must confirm the square meterage of the playspace and must provide detailed design for this space, with particular importance on understanding how the playspace is separated and secured from the car park.

Urban Design

The dominance of surface car parking to the rear of the site and along the Messina Way frontage raises significant concern as it detracts from the ability to create a strong residential environment at ground floor level. The applicant must therefore explore opportunities to reduce the number of car parking spaces to both reduce car dependency and to reduce the dominance of car parking spaces within the urban realm, particularly around the western block. Simultaneously, the applicant must priorities pedestrian routes across the site, including confirming whether the internal access road is a shared space.

Residential Quality

The scheme is generally designed to ensure good residential quality throughout; there are no north-facing single aspect units, there are a significant number of dual aspect units and all units meet or exceed the minimum space standards. The applicant must confirm that each unit will have access to 5 sq.m of private amenity space for each 1-2 person dwellings, with an additional 1 sq.m for every occupant beyond this.

There are several single storey, single aspect ground floor units within blocks C and D that look out directly onto the internal road; given the number of car parking spaces proposed, and the single access road to the parking spaces, it is considered this would significantly affect residential quality. The applicant must explore the opportunities to insert duplexes or remove these units.

The applicant must confirm how the first-floor private garden space within blocks A, B and C is accessed. In addition, detailed landscaping proposals must be provided for each of the landscaped gardens and podiums.

Architecture, Form and Massing

The massing, heights arrangement and colour palette is supported. The intention to pursue a simple building appearance is welcomed; however, further details on the façade treatment and cladding of the buildings are required to ensure that a high quality is achieved. The applicant should provide a fully rendered set of townscape views to demonstrate how the scheme will respond positively to its existing and emerging context.

Further work is required on the ground floor façade along Merrielands Crescent to ensure that the retail units are differentiated from, but sympathetic to, the residential architecture above; this would also remove the need for the oversized signage, as presently proposed. Full shopfront details should be reserved by condition to ensure a consistent quality along this elevation.
Inclusive Design

The scheme provides 34 wheelchair accessible dwellings, which is approximately 10% of the total number of dwellings proposed. The provision of 34 accessible units, distributed throughout the building is supported and must be secured by condition.

Energy

The applicant has broadly followed the energy hierarchy; however, further information is required before the proposals can be considered compliant with London Plan Policy 5.9 and draft London Plan Policy S12. In terms of ‘be lean’, an overheating analysis; updated modelling to be representative of the development; and further details on the DER sheets are required.

For the ‘be clean’ element, the applicant must confirm that a site wide heat network will be proposed and must provide details. Further information on the Combined Heat and Power network is also required. For ‘be green’, the applicant has confirmed that PV panels will be installed but must provide a roof layout to show their locations.

Transport

A financial contribution of £225,000 is required towards mitigating the impact of the development on Ripple Road (A1306), Chequers Lane, New Road (A1306) and Heathway (A1240); this will be used to provide mitigation measures and provide additional resilience to the bus timetable, including maintaining the current frequency of service. Furthermore, the improvement to this junction will allow the future use of Goresbrook Road as a bus link, which forms part of TfL’s Bus Priority programme.

A total of 164 car parking spaces are proposed, which accords with London Plan Policy 3.13 and draft London Plan Policy T6.1. The 14 car parking spaces proposed for the retail unit also comply with London Plan Policy. Notwithstanding this, given the predominance of car parking on the site and the impact this has on the successful integration of the site with its surroundings, the applicant should seek to reduce the number of car parking spaces and also limit their visibility through design measures. A car parking design and management plan must be provided and secured by condition, which must detail how initial and future provision of Blue Badge parking will be managed and enforced.

The applicant must provide 611 long stay cycle parking spaces and 9 short stay spaces for the residential units and 5% of all spaces should be suitable for non-standards bike such as cargo bikes, accessible bikes and trikes. In terms of retail cycle parking there should be provision for 9 long stay spaces and 43 short stay cycle parking spaces.

The Travel Plan must be secured, enforced, monitored and reviewed as part of the S106 agreement.

The provision of a detailed construction logistics plan and a delivery and servicing plan must also be secured by condition. These reports should demonstrate how the commercial units will be serviced as well as how drop-off and small deliveries to the residential units would be managed.
Officer Note: The applicant has confirmed to the GLA details of the type of intermediate units proposed, the rent levels and income threshold proposed for the development. The applicant has also expressed a commitment to seeking grant to increase the affordable housing offer.

The level of off-street car parking spaces for the residential element has been reduced from 164 spaces to 127 spaces for the residential units.

The scheme has been amended to address concerns raised with regards to the two ground floor single aspect units in Blocks C and D. The development now proposes 325 units subsequent to these amendments.

An updated energy strategy has been submitted incorporating the additional information sought by the GLA.

Matters relating to family housing, cycle and car parking are discussed in the main body of this report.

TfL have withdrawn their request for the £225,000 contribution as the proposed development does not push the nearby junctions or buses over capacity. Therefore, the contribution is not required to make the development acceptable in planning terms.

Matters relating to family housing, cycle and car parking are discussed in the main body of this report.

The suggested conditions have been added

3.3 Transport Development Management

The Transport Development Management team agree in principle with the aim to change the status of this part of Merrielands Crescent from an industrial estate access road to a more inclusive high street environment design and this will require the permanent closure and reinstatement of the redundant vehicle crossovers.

Full details could be provided as part of the detailed design including the provision of informal or controlled crossings with tactile paving provision that would be subject to a Section 38 and 278 Agreement and technical approvals, secured by condition.

However, only some of the improvements which are necessary to provide this type of design are shown. Pedestrian facilities should be identified on an indicative plan submitted with the application showing a safe route to the local amenities with controlled and uncontrolled crossing points strategically located and marked along Merrielands Crescent and at its roundabout.

To justify any change in the road width, swept paths will need to be provided to demonstrate the access/egress points along its northern edge and to the rear of the retail units can still be used safely.

Loading bays would be acceptable with the appropriate restrictions and if any additional on-street parking is still desirable this should be designed for electric vehicle charging points and accessible bays. The plan included within the Transport
Assessment showing the proposed extent of the works doesn’t cover all these aspects or achieve the desired outcome of a more inclusive street environment and in our view is not acceptable.

*Officer Note:* Transport matters are discussed in the main body of this report.

### 3.4 Access Team

A number of comments and recommendations have been made with regards to door widths, requirement for colour contrasted hand rails, step nosings, décor and signage and the number of accessible car parking spaces.

*Officer Note:* These comments and recommendations have been forwarded to the agents who have advised that the recommendations made will be incorporated at the implementation stage of the development.

### 3.5 Environmental Protection Team

A comprehensive report covering matters relating to noise, air quality, odour from any extract systems(s) serving commercial kitchen(s), site contamination, light pollution and construction phase impacts has been provided. However the Environmental Protection Team has no objections to the proposal subject to recommended conditions being imposed.

*Officer Note:* Suggested conditions will be imposed.

### 3.6 Historic England

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation.

However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that it is considered that a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

*Officer Note:* Suggested condition will be imposed.

### 3.7 London Fire and Emergency Planning Authority

Access to the commercial units should comply with Approved Document B, Volume 2 of The Building Regulations.

As the residential blocks will all require fire mains, access to the mains should comply with 16.6 of the above document.

Blocks with a floor level over 18m above ground level will require fire fighting shafts.
3.8 Environment Agency

Although the site is located within Flood Zone 3 and is protected to a very high standard by the Thames Tidal flood defences up to a 1 in 1000 (0.1%) chance in any year. However, our flood modelling show that it is at risk if there was to be a breach in the defences or they were to be overtopped.

This proposal does have a safe means of access and/ or egress in the event of flooding from all new buildings to an area wholly outside the floodplain

To improve flood resilience, we recommend that, where feasible, finished floor levels are set above the 2100 breach level which is 2.606mAOD.

The Environment Agency have no objections to the proposed development.

3.9 Drainage and Flooding Team

There is no objection to how the fluvial flood risk is managed within the site as set out in the submitted flood risk assessment. However further information is required regarding the surface water management of the site. This is to be secured by condition.

*Officer Note: Suggested condition will be imposed.*

3.10 Designing Out Crime Officer

The project has the potential to achieve a Secured by Design Gold Award & Commercial Award.

*Officer Note: The above comments have been forwarded to the agents. Matters relating to Secured by Design can be addressed via the imposition of a suitable condition.*

3.11 Thames Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where
the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'.

Surface water disposal to follow The Mayor of London Drainage Hierarchy.

**Officer Note:** The above comments have been forwarded to the agents and the suggested condition will be imposed.

### 3.12 Transport for London (TfL)

TfL comments have been incorporated into section 3.2 above.

### 3.13 Refuse Team

The bin pull distance for operatives in the blocks exceeding 20 metres are recommended to be reduced by our refuse team. Due to operational efficiency, it is not advisable to use the threshold distance of 25 metres for large developments where the number of bins are high.

The bin pull pathway for Block E shows a slope from the bin store to the collection point. For all developments with Euro bins, the bin pull path should have a hard, smooth and continuous surface with a minimum width of 2 metres. In the event of a slope, the gradient on the bin pull path should always fall away from the bin store to the collection point and not be greater than 1:12 due to health and safety requirements.

**Officer Note:** The above comments have been forwarded to the agents. It is considered however that details relating to refuse management can be secured through the imposition of a condition requiring a refuse management plan.

### 4. Local Finance Considerations

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre (index linked from 2015) for the residential floorspace. For the commercial floorspace the rate would be £20 per square metre for Mayor’s CIL and £10 per square metre for the Borough’s CIL.

4.2 The Mayoral CIL payable for this development would be £872,765.27. The Borough CIL payable would be £363,040.10 for the residential use and between £18,580.78 - £325,163.73 for the commercial uses.

### 5. Equalities Considerations

5.1 Overall the Council’s decision is made with due regard to the impact (positive and negative) of the proposals on members of the community who share a characteristic protected under the Equality Act 2010. The protected characteristics are age,
disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Of particular note conditions are proposed to ensure that all units are accessible and adaptable, with 34 units having a layout and size specifically enabling ease of use by a wheelchair user. In addition the Mayor of London’s Children Playspace standards are exceeded.

6. Analysis

6.1 Principle of Development

6.1.1 At the regional level, South Dagenham is identified within the London Plan as forming part of the London Riverside Opportunity Area (Policy 2.13) and is also a Key Regeneration Area (Policy 2.14). Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs or homes together with appropriate provision of other uses such as local shops, leisure facilities and schools, health and social care facilities and services.

6.1.2 In addition to this, Annex One of the London Plan states with regard to London Riverside that:

“At South Dagenham, along the A1306 East and in Rainham there is potential to deliver more compact, residential-led mixed urban communities”.

6.1.3 At the local level, Policy CM1 of the Core Strategy advises that the broad locations for future development will be focused around the key regeneration areas of Barking Town Centre, Barking Riverside and South Dagenham and Policy CM2 of the Core Strategy advises that the wider South Dagenham site is being promoted as a new mixed use urban community.

6.1.4 Policy SM2 of the Site Specific Allocations Development Plan Document (DPD) advises that the wider South Dagenham Site (of which the application forms part of) has the potential for a range of uses including housing, community, leisure, recreation, retail, health centre, primary school and some employment generating uses.

6.1.5 The development will comprise ground floor commercial units which could potentially be occupied for A1 purposes. Paragraph 24 of the National Planning Policy Framework (NPPF) advises that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Paragraph 25 of the NPPF advises that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over 2,500m2 if there is no locally set threshold.

6.1.6 In this instance, the proposed ground floor commercial uses would be in accordance with an up-to-date Local Plan and therefore do not need to satisfy the sequential test or retail impact assessment.

6.1.7 It is therefore considered that in principle, the provision of new homes with commercial at ground floor level is acceptable and compliant with the terms of Policy SM2.
6.2 Housing

Housing Mix

6.2.1 The development proposes 325 residential units divided into 5 residential blocks across two separate building masses. The housing mix will comprise 2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bedroom flats.

6.2.2 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 40% family accommodation (three-bedroom or larger). The policy goes on to state, however, that not all sites will be suitable for family sized accommodation and allows more discretion in relation to the mix of 1 and 2 bedroom units.

6.2.3 Whilst only 2 family sized flats are proposed, this particular part of South Dagenham around Merrielands Crescent/Chequers Corner is envisaged to provide a retailing hub for the wider South Dagenham site, particularly given its proximity to Merrielands Retail Park. As such Officers accept that the application site is not generally suitable for family sized units.

6.2.4 The proposal includes 34 units (3 x one bed units, 29 x two bed flats and 2 x 3 bed flats) which will easily be adaptable for wheelchair users. The proposal meets the 10% wheelchair housing requirement set out in Policy 3.8 of the London Plan and Building Regulations M4(3).

Density

6.2.5 The density matrix in the London Plan identifies that a site with a Public Transport Accessibility Level (PTAL) of 3 in an urban setting should provide 70-170 units per hectare (u/ha) or 150-250 habitable rooms per hectare (hr/ha).

6.2.6 The density has been calculated in accordance with the Mayor’s ‘Housing Supplementary Planning Guidance (SPG) by reducing the total site area of 1.5 hectares by the proportion of non-residential floorspace. With a residential gross internal area (GIA) of 22,145m2, a non-residential floorspace of 1513.77m2 and at 325 units in total on a site area of 1.57 hectares gives a density of 207 units per hectare. This exceeds the density guidance in the London Plan.

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

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

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

Sub-Market Housing

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

6.2.11 The application proposes to provide 116 sub-market dwellings which equates to 35% of the total provision. 55 of these units will be in Block A and comprise Affordable Rented Units set at London Affordable Rent levels whilst the remaining 61 units comprise shared ownership units which will offer an initial equity of 25% of market value with a rent of 2.75% on the unsold equity. This would be in accordance with the Mayor’s SPG; Homes for Londoners Affordable Housing and Viability. As per the requirement of the Mayor’s SPG, grant funding would be sought from the GLA to increase the affordable housing provision and this could potentially provide another 17 units which would increase the affordable housing provision to approximately 41%. Currently London Affordable Rents are £150.03 a week for a 1 bed property and £158 for a 2 bed.

6.3 Design and Layout

6.3.1 In terms of layout, the application plot essentially has a rectangular shaped footprint which faces north onto Merrielands Crescent and east onto Chequers Lane.

6.3.2 The development takes shape in the form of 5 residential blocks running north-south (indicated as Blocks A-E) in ‘U’-shaped form with connecting east-west links comprising a block of 3 to the west (Blocks A-C) and a block of 2 to the east (Blocks D-E). Each block provides ground floor commercial units fronting Merrielands Crescent with residential above. Ground floor residential units facing south onto the site are also provided. The two sets of blocks are divided by a vehicular access path that leads to the southern part of the site and associated car parking spaces for the development.

6.3.3 The blocks are located closest to Merrielands Crescent (set back approximately between 5-14 metres from Merrielands Crescent) but would maintain space for pedestrians, planters and public realm to provide a ‘high street’ type pedestrian environment. The ground floor commercial units would have access points directly onto the public realm area between the buildings and Merrielands Crescent. In order to ensure that the façade treatment of the commercial units are sympathetic to the residential element of the buildings, Officers will impose a condition on the application requiring details to be submitted in respect of the shopfronts.

6.3.4 Part of the longer term objectives for this area as envisaged by Policy SM2 of the Site Specific Allocations are to significantly improve the pedestrian environment along Chequers Lane to provide a ‘softer’ more urban setting. To contribute towards this aspiration, blocks D and E are sited close to the junction of Merrielands Crescent and Chequers Lane to help provide some enclosure around the junction of Chequers Lane with Merrielands Crescent. Commercial units in blocks D and E front Merrielands Crescent and Chequers Lane respectively providing activity and
surveillance. Windows, recessed balconies and terraces on the upper floors across the development would also provide activity, animation and casual surveillance of public spaces which would help to provide a more residential feel to Chequers Lane.

6.3.5 The landscape plan submitted with the application also emphasises the ‘softer’ urban setting which this development seeks to provide. In addition to the ‘high street’ feel of the public realm along the Merrielands Crescent frontage, the landscape treatment would also incorporate areas of communal open space and designated children’s play space areas. The children’s playspace area will equate to 709m² in area. Living walls and roofs would also be incorporated to enhance the ecological and biodiversity value of the site.

6.3.6 In terms of the development’s scale and massing, block heights range from 6 storeys to 10 storeys with block B being the shortest at 6 storeys (approximately 21.8 metres in overall height) and block E the tallest at 10 storeys (approximately 35 metres in overall height) and fronting Chequers Lane. The 10 storey block is split with a lower 6 storey element to the south and the varied height of this block serves to highlight the corner of Chequers Lane with Merrielands Crescent. The east-west linking elements connecting the blocks which run north-south range between 1-3 storey lower than the north-south projecting blocks and measure approximately 18.5 metres in overall height. The series of varied roof levels across the development assists in alleviating the massing of the development.

6.3.7 In view of the variety of building types in and the changing context of the locality into a vibrant urban area, the height, scale, form and massing of the proposed blocks are considered compatible with the context of the surrounding area. The provision of the tallest block at the corner of Merrielands Crescent and Chequers Lane is considered an appropriate location and supported by Officers.

6.3.8 In terms of appearance, the development proposes a simple palette of materials. The development will predominately comprise a mixture of light and dark grey bricks to provide a contemporary and unfussy finish to the development. Visual interest is articulated on the blocks through the combination of recessed balconies with a mixture of glazed panels or railings for balustrades, inset timber style horizontally laid panelled walls forming window surrounds and curtain walling system for the ground floor retail frontages.

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

6.3.10 Overall the development is considered to be well proportioned and attractively designed and would enhance visual interest in the street scene and engineer a new residential character to the wider South Dagenham area. The proposal therefore accords with policies BP11 and BP8 of the Borough Wide Development Policies Development Plan Document (DPD) which relate to urban design.

6.4 Housing Standards
6.4.1 The application has been accompanied with an accommodation schedule which indicates that all the flats will meet the gross internal floor (GIA), bedroom areas and storage areas for each flat in accordance with the standards set out in Table 3.3 in respect of Policy 3.5 of the London Plan.

6.4.2 Standard 29 of The Mayor of London’s ‘Housing’ Supplementary Planning Guidance (SPG) advises that developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided. In respect of the proposal, 62.5% (202 units) of the units would be dual aspect and there would be no solely north facing aspect flats.

6.4.3 All the proposed residential units would benefit from access to private inset balconies or access to a terrace/decking areas. Balconies would measure between $5m^2 - 25m^2$ in area and roof decks/terraced areas measure between $10.6m^2 - 36.0m^2$ in area and these are all designed in accordance with the minimum space requirements set out in the Mayor of London’s Housing SPG. The roof decks/terraced areas will equate to $1,220m^2$ in area. In addition to this there will $3,236m^2$ of general amenity space across the development which will comprise the communal open space areas and landscaped courtyards.

6.4.4 Whilst the development does not meet the quantity requirements for external amenity space as set out in Policy BP5 of the Borough Wide Development Policies DPD, the policy recognises that where developments in town centre locations and strategic regeneration sites are not able to provide the required external amenity space the application should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated wherever possible. This is the case here and therefore it is considered that the range and quality of the space provided is acceptable for a scheme of this nature.

6.5 Access, Transportation and Car Parking

6.5.1 The site has a PTAL (Public Transport Accessibility Level) of 3 out of 6 where 6 is excellent and therefore has a moderate PTAL rating.

6.5.2 In terms of access arrangements for the site, there will be a single point of vehicular ingress/egress from Merrielands Crescent. It is intended that the access road would be a shared surface in order to facilitate pedestrian movement through the public realm of the development.

6.5.3 In terms of pedestrian access and movement, the principal pedestrian access would be the shared access road. However, Officers consider that the development needs to incorporate improved pedestrian links to the Merrielands Retail Park to the north, Asda Superstore to the west and directly north to the junction of Chequers Lane and Merrielands Crescent. Officers have held discussions with the applicant to this effect in order to secure this and the applicants have expressed a commitment to provide new pedestrian crossings on Merrielands Crescent and across Messina Way. Officers would also be seeking to ensure that the radius of the junction of Chequers Lane with Merrielands Crescent is reduced in order to improve movement for pedestrians at this junction. These improvements can be secured through the imposition of a suitable condition and through the S106 agreement to require the applicant to enter into a S278/S38 Highways Agreement.
6.5.4 In respect of cycle parking, the development proposes 612 cycle parking spaces for the residential development of which 32 spaces will be for larger bikes. 8 short stay visitor spaces for the residential development would be provided. It should be noted that TfL have requested 9 short stay spaces however overall the number of cycle parking spaces for the residential element would in total meet the provision requested by Transport for London (TfL) and therefore it is considered that the provision proposed for the residential element would be acceptable. In terms of the retail element, 9 long-stay cycle spaces and 43 short stay cycle parking spaces would be provided in accordance with the draft London Plan as requested by TfL.

6.5.5 With regards to car parking, the development originally proposed 164 car parking spaces for the residential element and 14 spaces for the retail units. However, following receipt of the Mayor’s stage one response, the scheme has been amended in order address the Mayor’s concerns that the development would result in the dominance of surface car parking detrimental to the residential environment of the development.

6.5.6 127 residential car parking spaces are now proposed of which 34 spaces would be accessible. This would is significantly in excess of the 10% requirement of accessible spaces and would provide one space per wheelchair accessible unit. The management of these spaces will be secured via condition. Electric vehicle charging points are proposed for the residential parking spaces with 42 standard spaces and 16 of the accessible spaces with electric charging points. This equates to 45% of the total provision of residential parking spaces and this is considered to be acceptable and exceeds London Plan requirements.

6.5.7 In terms of the retail car parking spaces, whilst the number of spaces proposed is acceptable, the development does not make provision for any accessible retail car parking provision. Policy T6.5 of the draft London Plan requires that at least one on or off street accessible parking space is provided for non-residential car parking. This can be secured through the imposition of a condition.

6.5.8 Overall subject to matters highlighted above being addressed at the detailed design stage, the transport and car parking arrangements for this development are considered to be broadly acceptable. The Transport Development Management Team has been consulted and other than concerns highlighted above, have not raised any other objections to the proposal.

6.6 Energy

6.6.1 Policy 5.2 of the London Plan sets a zero carbon target for new residential developments. Guidance contained within the London Plan: ‘Sustainable Design and Construction’ Supplementary Planning Guidance states that where it is not possible to achieve a zero carbon development, a financial contribution should be provided in order to secure carbon savings elsewhere. The policy also requires that at least 35% of the carbon savings are achieved on site. The Guidance recommends a price for carbon off-setting based on local conditions or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60 per tonne of carbon over 30 years. The Council has not set a local tariff and therefore in this instance the tariff of £60 per tonne would be applicable which equates to £1800 per tonne.
6.6.2 The proposed development is anticipated to achieve a 51.51% reduction in carbon dioxide (CO2) emissions beyond Part L of the Building Regulations 2013 through energy efficient design measures, the use of a gas fired Combined Heat and Power (CHP) for domestic space heating and hot water and solar photovoltaic panels. The submitted energy strategy identifies that 5,979.15 tonnes per annum of regulated CO2 emissions over a 30 year period would need to be offset. This would require a carbon off-set payment which equates to £107,624.70 (5,979.15 x 1800).

6.6.3 In respect of the non-domestic part of the development, policy 5.2 requires that a minimum of 35% reduction in CO2 emissions beyond Part L of the Building Regulations 2013. The proposed development is anticipated to achieve 36.09% reduction in CO2 emissions for the non-domestic part of the development and therefore accords with the London Plan in this regard.

6.6.4 The commercial units would achieve a BREEAM (Building Research Establishment’s Environmental Assessment Method) of ‘Very Good’ and therefore accords with Policy BR1 of the Borough Wide Development Policies Development Plan Document.

7. Conclusion

7.1 The proposed development will deliver sustainable growth in line with the Borough Manifesto, London Plan and Local Plan. It is a well-designed development which provides a good balance of housing tenures including a significant number of homes at London Affordable Rent and new commercial space to complement the existing retail and food offers to the north. It will result in the improvement of the surrounding public realm and improved connections to ASDA and the Merrielands Crescent retail park.

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

Background Papers

- Planning Application File
  
  http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P15TOGBLHG600

- Local Plan Policy

Core Strategy (July 2010)

Policy CM1 General Principles for Development
Policy CM2 Managing Housing Growth
Policy CM4 Transport Links
Policy CR1 Climate Change and Environmental Management
Policy CR2 Preserving and Enhancing the Natural Environment
Policy CC1 Family Housing
Policy CP3 High Quality Built Environment
Policy BR2  Energy and On-Site Renewables
Policy BR3  Greening the Urban Environment
Policy BR4  Water Resource Management
Policy BR5  Contaminated Land
Policy BR9  Parking
Policy BR10 Sustainable Transport
Policy BR11  Walking and Cycling
Policy BR13 Noise Mitigation
Policy BR14 Air Quality
Policy BR15 Sustainable Waste Management
Policy BC7  Crime Prevention
Policy BP3  Archaeology
Policy BP5  External Amenity Space
Policy BP8  Protecting Residential Amenity
Policy BP11 Urban Design

- London Plan Policy (2016)

  Policy 2.13 Opportunity Areas and Intensification Areas
  Policy 2.14 Areas for Regeneration
  Policy 3.3 Increasing Housing Supply
  Policy 3.4 Optimising Housing Potential
  Policy 3.5 Quality and Design of Housing Developments
  Policy 3.8 Housing Choice
  Policy 5.2 Minimising Carbon Dioxide Emissions
  Policy 5.3 Sustainable Design and Construction
  Policy 5.7 Renewable Energy
  Policy 5.10 Urban Greening
  Policy 5.13 Sustainable Drainage
  Policy 5.21 Contaminated Land
  Policy 6.9 Cycling
  Policy 6.10 Walking
  Policy 6.13 Parking

Draft London Plan (December 2017)

  Policy SD1 Opportunity Areas
  Policy D2 Delivering Good Design
  Policy D3 Inclusive Design
  Policy D4 Housing Quality and Standards
  Policy D5 Accessible Housing
  Policy D6 Optimising Housing Density
  Policy H1 Increasing Housing Supply
  Policy H5 Delivering Affordable Housing
  Policy S4 Play and Informal Recreation
  Policy G5 Urban Greening
  Policy SI3 Energy Infrastructure
  Policy SI13 Sustainable Drainage
  Policy T5 Cycling
  Policy T6 Car Parking
  Policy T6.1 Residential Car Parking
  Policy T6.5 Non-residential Disabled Persons Parking
GLA Housing SPG (March 2016)
GLA Affordable Housing and Viability SPG (August 2017)
GLA Children’s and Young People’s Play and Informal Recreation SPG (September 2012)

- National Policy

National Planning Policy Framework
National Planning Practice Guidance
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### Title: Town Planning Appeals

#### Report of the Head of Planning

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<td><strong>Wards Affected:</strong> Abbey, Alibon, Chadwell Heath, Goresbrook, Longbridge, Mayesbrook</td>
<td><strong>Key Decision:</strong> No</td>
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<tr>
<th>Report Author: Dave Mansfield, Development Management Manager</th>
<th>Tel: 020 8227 3999</th>
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<tr>
<td></td>
<td>E-mail: <a href="mailto:dave.mansfield@befirst.london">dave.mansfield@befirst.london</a></td>
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#### Summary:

This report advises Members of recent appeals that have been lodged and the outcomes of decisions made.

#### Recommendation:

The Development Control Board is asked to note this report.

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1. **Appeals Lodged**

The following appeals have been lodged:

   a) **Erection of two bedroom house (chalet) in garden – 44 Rugby Gardens, Dagenham (Ref: 17/01698/FUL)**

   Application refused under delegated powers 15 November 2017 (Mayesbrook Ward)

   b) **Erection of two storey side and part single, part two storey rear extension – 36 Stratton Drive, Barking (Ref: 17/01414/FUL)**

   Application refused under delegated powers 13 October 2017 (Longbridge Ward)

   c) **Erection of two storey side extension, part single/part two storey rear extension, and loft conversion involving construction of gable end roof and rear dormer window – 100 Sterry Road, Dagenham (Ref: 17/01577/FUL)**

   Application refused under delegated powers 4 December 2017 (Alibon Ward)

   d) **Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.85 metres and maximum height: 3.0 metres – 58 Salisbury Avenue, Barking (Ref: 17/01860/PRIOR6)**

   Application refused under delegated powers 15 November 2017 (Longbridge Ward)
Application refused under delegated powers 14 December 2017 (Abbey Ward)

e) Alterations to external appearance in connection with subdivision to provide one 1 bedroom and one 2 bedroom houses – 19 Rowdowns Road, Dagenham (Ref: 15/01607/FUL)

Application refused under delegated powers 16 May 2017 (Goresbrook Ward)

f) Erection of part single storey part two storey rear extension – 24 Mill Lane, Chadwell Heath (Ref: 17/01516/FUL)

Application refused under delegated powers 28 November 2017 (Chadwell Heath Ward)

g) Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 4.642 metres existing and 1.358 metres proposed; height to eaves: 3.0 metres and maximum height: 3.1 metres) – 6 Ashton Gardens, Chadwell Heath (Ref: 17/01729/PRIOR6)

Application refused under delegated powers 24 November 2017 (Chadwell Heath Ward)

2. Appeals Determined

2.1.1 The following appeals have been determined by the Planning Inspectorate:

None.
## BE-FIRST WORKING ON BEHALF OF LONDON BOROUGH OF BARKING & DAGENHAM REGENERATION AND ECONOMIC DEVELOPMENT DEVELOPMENT CONTROL BOARD

### Applications Decided/Refused under Delegated Powers

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<td>17/01688/CLU_P</td>
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<td>Mayesbrook</td>
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<tr>
<td>17/01793/PRIOR6</td>
<td>Prior approval required and permission refused on 11 December 2017</td>
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<td>17/01385/CDN</td>
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<td>Great Glen Estates</td>
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<td>17/01662/CLU_P</td>
<td>Certificate issued on 12 December 2017</td>
<td>Mr M Raja</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer windows. 51 Kenneth Road Chadwell Heath Romford Essex RM6 6LL</td>
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<td>17/01690/ FUL</td>
<td>Application Refused 12 December 2017</td>
<td>Mr J Singh</td>
<td>Erection of part single/part two storey side extension and single storey rear extension. 45 Leys Avenue Dagenham Essex RM10 9YP</td>
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<td>17/01815/ PRIOR6</td>
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<td>Mr B Singh</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 57 Chaplin Road Dagenham Essex RM9 6EL</td>
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<tr>
<td>17/01837/ PRIOR6</td>
<td>Prior approval required on 12 December 2017</td>
<td>Mrs R Khanam</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.7 metres and maximum height: 3.0 metres). 17 Saville Road Chadwell Heath Romford Essex RM6 6DS</td>
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<td>17/01679/CLU_P</td>
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<td>Mr Raja</td>
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<td>17/01684/ FUL</td>
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<td>Eurovia Roadstone</td>
<td>Erection of two storey extension to existing office building, new roof and partial recladding of building and external fire escape staircase. Eurovia 1 Western Extension Dagenham Dock Chequers Lane Dagenham RM9 6QD</td>
<td>River</td>
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<tr>
<td>17/01702/ FUL</td>
<td>Application Permitted on 13 December 2017</td>
<td>Mr A Rahman</td>
<td>Demolition of existing rear extension and erection of single storey rear extension. 40 Ventnor Gardens Barking Essex IG11 9JY</td>
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<td>17/01814/ PRIOR6</td>
<td>Prior approval not required on 13 December 2017</td>
<td>Mr H Miah</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.9 metres and maximum height: 3.1 metres). 150 Cavendish Gardens Barking Essex IG11 9DZ</td>
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<td>17/01836/ PRIOR6</td>
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<td>Mr C Lalu</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 3.2 metres). 909 Longbridge Road Dagenham Essex RM8 2BU</td>
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<tr>
<td>17/01827/ PRIOR6</td>
<td>Prior approval not required on 13 December 2017</td>
<td>Miss V Feeley</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 259 Western Avenue Dagenham Essex RM10 8UP</td>
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<td>17/01838/ PRIOR6</td>
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<td>Mr M Zaheer</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 2.75 metres and maximum height: 3.0 metres). 201 Baron Road Dagenham Essex RM8 3RS</td>
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<tr>
<td>17/01839/ PRIOR6</td>
<td>Prior approval not required on 13 December 2017</td>
<td>Mr Md Enamul Haque</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.75 metres and maximum height: 3.755 metres). 29 Sandown Avenue Dagenham Essex RM10 8XD</td>
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<tr>
<td>17/01845/ PRIOR6</td>
<td>Prior approval required and permission refused on 13 December 2017</td>
<td>Mr Jahed</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 28 Gordon Road Chadwell Heath Romford Essex RM6 6DD</td>
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<tr>
<td>17/01846/ PRIOR6</td>
<td>Prior approval not required on 13 December 2017</td>
<td>Mr C Isvanca</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 54 Ingleby Road Dagenham Essex RM10 8SA</td>
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<td>17/01855/ PRIOR6</td>
<td>Prior approval not required on 13 December 2017</td>
<td>Mr A Kambiz Raofi</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.25 metres). 98 Westrow Drive Barking Essex IG11 9BN</td>
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<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 32 Clare Gardens Barking Essex IG11 9JH</td>
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<td>Mr Y I Patel</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of outbuilding in rear garden. 545 Ripple Road Dagenham Essex RM9 4QL</td>
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<td>17/01620/ FUL</td>
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<td>Akanni Onigbanjo</td>
<td>Erection of first floor rear extension. 65 Manor Road Dagenham Essex RM10 8BB</td>
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<td>17/01686/ PRIOFF</td>
<td>Prior approval required on 14 December 2017</td>
<td>Mr A Tomori</td>
<td>Application for prior approval: Notification of a proposed change of use of first floor office to a three bedroom flat. 32 High Road Chadwell Heath Romford Essex RM6 6PR</td>
<td>Whalebone</td>
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<td>17/01692/ CLU_P</td>
<td>Certificate issued on 14 December 2017</td>
<td>Ms K Bunting</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 47 Woodward Road Dagenham Essex RM9 4SJ</td>
<td>Goresbrook</td>
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<td>Mr C N A Ollennu</td>
<td>Application for approval of details reserved by condition 6 (extract system) &amp; 7 (extract system-noise) in respect of planning permission 16/01648/PRIOR 436 Lodge Avenue Dagenham Essex RM9 4QS</td>
<td>Eastbury</td>
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<td>17/01710/CLU_P</td>
<td>Certificate issued on 14 December 2017</td>
<td>Mrs H Ni</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and front rooflights. 27 Mayswood Gardens Dagenham Essex RM10 8UU</td>
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<tr>
<td>17/01856/PRIOR6</td>
<td>Prior approval not required on 14 December 2017</td>
<td>Mr R Bugatti</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 190 Blake Avenue Barking Essex IG11 9SD</td>
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<td>17/01860/PRIOR6</td>
<td>Prior approval required and permission refused on 14 December 2017</td>
<td>Mrs S R Begum</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.85 metres and maximum height: 3.0 metres). 58 Salisbury Avenue Barking Essex IG11 9XR</td>
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<td>Prior approval required and permission refused on 14 December 2017</td>
<td>Miss T Malik</td>
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<td>Mr M Fozul</td>
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<td>17/01596/ FUL</td>
<td>Application Permitted on 15 December 2017</td>
<td>Mr T Zhu</td>
<td>Loft conversion involving raising the ridge level of the roof by 0.5 metres. 150 Park Avenue Barking Essex IG11 8QY</td>
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<td>Application Permitted on 15 December 2017</td>
<td>Mr J Shofolahan</td>
<td>Erection of first floor rear extension. 65 Hunters Hall Road Dagenham Essex RM10 8HX</td>
<td>Alibon</td>
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<tr>
<td>17/01611/ FUL</td>
<td>Application Permitted on 15 December 2017</td>
<td>Mr G Farrell</td>
<td>Erection of two storey side extension, part single/part two storey rear extension and front porch and canopy. 183 Oxlow Lane Dagenham Essex RM10 7XX</td>
<td>Heath</td>
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<td>17/01615/ FUL</td>
<td>Application Permitted on 15 December 2017</td>
<td>Mr J Akhabhau</td>
<td>Erection of part single/part two storey rear extension. 5 Stamford Road Dagenham Essex RM9 4HB</td>
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<td>17/01711/ TPO</td>
<td>Application Permitted on 15 December 2017</td>
<td>Mr King</td>
<td>Application for tree works subject to a tree preservation order: Reduction of sycamore by 2.5 metres and crown lift by 4 metres. 70 Highgrove Road Dagenham Essex RM8 2HJ</td>
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<td>17/01720/ CLU_P</td>
<td>Certificate refused on 15 December 2017</td>
<td>Mr K Butt</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and front and rear dormer windows. 8 Hedingham Road Dagenham Essex RM8 2NA</td>
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<td>17/01722/ FUL</td>
<td>Application Permitted on 15 December 2017</td>
<td>Mr K Butt</td>
<td>Erection of single storey front extension. 132 Lodge Avenue Dagenham Essex RM8 2JP</td>
<td>Mayesbrook</td>
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<td>17/01857/ PRIOR6</td>
<td>Prior approval not required on 15 December 2017</td>
<td>Mr Dalpunia</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 20 Kings Avenue Chadwell Heath Romford Essex RM6 6BB</td>
<td>Whalebone</td>
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<tr>
<td>17/01862/ PRIOR6</td>
<td>Prior approval not required on 15 December 2017</td>
<td>Mrs J Nessa</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 2.9 metres existing and 3.1 metres proposed; height to eaves: 3.0 metres; and maximum height: 3.0 metres). 130 Salisbury Avenue Barking Essex IG11 9XU</td>
<td>Longbridge</td>
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<tr>
<td>17/01867/ PRIOR6</td>
<td>Prior approval not required on 15 December 2017</td>
<td>Mr D Smith</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 141 Sheppey Road Dagenham Essex RM9 4JS</td>
<td>Eastbury</td>
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<tr>
<td>17/01871/ PRIOR6</td>
<td>Prior approval not required on 15 December 2017</td>
<td>Mr Sukumaran Pradeep</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 27 Purland Close Dagenham Essex RM8 1AS</td>
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<td>17/01884/ PRIOR6</td>
<td>Prior approval required and permission refused on 15 December 2017</td>
<td>Mr P Owusu-Afriye</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 3.5 metres; height to eaves: 2.4 metres and maximum height: 3.4 metres). 53 Hunters Hall Road Dagenham Essex RM10 8HX</td>
<td>Alibon</td>
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<tr>
<td>17/01927/ PRIOR6</td>
<td>Prior approval required and permission refused on 15 December 2017</td>
<td>Mr &amp; Mrs L K Janus &amp; Rogala</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 3.075 metres; height to eaves: 2.916 metres and maximum height: 3.637 metres). 37 Beamway Dagenham Essex RM10 8XR</td>
<td>Village</td>
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<tr>
<td>18 December 2017</td>
<td>17/01558/ FUL</td>
<td>Application Permitted on 18 December 2017</td>
<td>Mr K Amin</td>
<td>Erection of first floor rear extension. 17 Oakley Avenue Barking Essex IG11 9JD</td>
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<tr>
<td>17/01661/ CLU_P</td>
<td>Certificate issued on 18 December 2017</td>
<td>Mr B Singh</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving, construction of rear dormer window, installation of 2 roof lights to front elevation, and erection of outbuilding within rear garden. 676 Becontree Avenue Dagenham Essex RM8 3HD</td>
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<tr>
<td>17/01687/ADV</td>
<td>Application Permitted on 18 December 2017</td>
<td>Mr S Sandhu</td>
<td>Erection of two single sided internally illuminated digital advertising towers. 1 - 2 Riverside Cottages Alfreds Way Barking Essex</td>
<td>Thames</td>
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<tr>
<td>17/01730/CLU_P</td>
<td>Certificate issued on 18 December 2017</td>
<td>Mr A Khan</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights. 34 Oakley Avenue Barking Essex IG11 9JD</td>
<td>Longbridge</td>
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<tr>
<td>17/01732/FUL</td>
<td>Application Permitted on 18 December 2017</td>
<td>Mr N Bashir</td>
<td>Erection of two storey side and part single/part two storey rear extension. 10 East Park Close Chadwell Heath Romford Essex RM6 6XX</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01734/FUL</td>
<td>Application Permitted on 18 December 2017</td>
<td>Mr E Hassan</td>
<td>Erection of single storey rear extension to dwelling and two storey rear extension to detached garage. 38 The Drive Barking Essex IG11 9JE</td>
<td>Longbridge</td>
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<tr>
<td>17/01737/CLU_P</td>
<td>Certificate issued on 18 December 2017</td>
<td>Mr S Ochenkowski</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 27 Ager Avenue Dagenham Essex RM8 1BF</td>
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<td>17/01738/CLU_P</td>
<td>Certificate issued on 18 December 2017</td>
<td>Mr F Rahman</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of outbuilding in rear garden. 60 Manor Road Dagenham Essex RM10 8AX</td>
<td>Village</td>
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<td>17/01880/PRIOR6</td>
<td>Prior approval not required on 18 December 2017</td>
<td>Mr I Karaman</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.85 metres and maximum height: 3.21 metres). 1 Rowe Gardens Barking Essex IG11 0PL</td>
<td>Thames</td>
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<tr>
<td>17/01883/PRIOR6</td>
<td>Prior approval not required on 18 December 2017</td>
<td>Mr G Shah</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 61 Portland Gardens Chadwell Heath Romford Essex RM6 5UH</td>
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<tr>
<td>17/01887/PRIOR6</td>
<td>Prior approval not required on 18 December 2017</td>
<td>Miss X Wei</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.7 metres and maximum height: 3.0 metres). 71 Rogers Road Dagenham Essex RM10 8JX</td>
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<tr>
<td>17/01891/PRIOR6</td>
<td>Prior approval not required on 18 December 2017</td>
<td>Suhail Patel</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 17 Stratton Drive Barking Essex IG11 9HJ</td>
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<td>17/01895/ PRIOR6</td>
<td>Prior approval not required on 18 December 2017</td>
<td>Mr B Swheikh</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.6 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 144 Baron Road Dagenham Essex RM8 1UA</td>
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<tr>
<td>17/01697/ FUL</td>
<td>Application Permitted on 19 December 2017</td>
<td>Miss N Bhola</td>
<td>Loft conversion involving construction of rear dormer window and installation of 4 front rooflights. 399 Whalebone Lane North Romford Essex RM6 6RH</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01719/ FUL</td>
<td>Application Refused on 19 December 2017</td>
<td>Mr B Bal</td>
<td>Installation of windows, blocking up of windows and erection of external staircase in connection with conversion of house into one 2 bedroom and one 4 bedroom flats. 4 Fuller Road Dagenham Essex RM8 2TT</td>
<td>Becontree</td>
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<tr>
<td>17/01741/ FUL</td>
<td>Application Permitted on 19 December 2017</td>
<td>Mrs Y Al-Salem</td>
<td>Erection of single storey rear extension. 5 Champness Road Barking Essex IG11 9PD</td>
<td>Longbridge</td>
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<tr>
<td>17/01870/ PRIOR6</td>
<td>Prior approval required on 19 December 2017</td>
<td>Mrs A Bailey</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 2.917 metres and maximum height: 2.99 metres). 67 Hunters Square Dagenham Essex RM10 8AY</td>
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<tr>
<td>17/01879/PRIOR6</td>
<td>Prior approval required and permission refused on 19 December 2017</td>
<td>Mr M Acar</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.87 metres and maximum height: 3.17 metres). 243 Stamford Road Dagenham Essex RM9 4EJ</td>
<td>Eastbury</td>
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<tr>
<td>17/01749/FUL</td>
<td>Application Refused on 20 December 2017</td>
<td>Mr E Ambarev</td>
<td>Erection of single storey front and rear extensions. 23 Bushway Dagenham Essex RM8 3XH</td>
<td>Parsloes</td>
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<tr>
<td>17/01433/FUL</td>
<td>Application Permitted on 21 December 2017</td>
<td>Mrs I Ali</td>
<td>Erection of single storey rear extension. 3 Melbourne Gardens Chadwell Heath Romford Essex RM6 6TA</td>
<td>Whalebone</td>
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<tr>
<td>17/01571/FUL</td>
<td>Application Permitted on 21 December 2017</td>
<td>West Ham United Football Club</td>
<td>Erection of extensions and alterations to existing indoor training facility together with additional car parking. West Ham Football Club Training Ground Saville Road Chadwell Heath Romford Essex RM6 6DT</td>
<td>Whalebone</td>
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<tr>
<td>17/01757/CDN</td>
<td>Application Permitted on 21 December 2017</td>
<td>Swan New Homes Ltd</td>
<td>Application for approval of details reserved by condition 41 (demand profiles for heating, cooling and electrical loads) in respect of planning permission 16/01183/FUL. 16 - 48 Cambridge Road Barking Essex</td>
<td>Abbey</td>
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<tr>
<td>17/01790/ FUL</td>
<td>Permitted</td>
<td>Pocket Living (2013) LLP</td>
<td>Application for removal of conditions following grant of planning permission 16/01604/FUL: Removal of conditions 6 and 7 as further investigations have demonstrated that remediation and long-term monitoring and maintenance are no longer required. Land Between Whiting Avenue And Gurdwara Way Barking Essex</td>
<td>Abbey</td>
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<tr>
<td>17/00662/ FUL</td>
<td>Permitted</td>
<td>Mr Corneli</td>
<td>Erection of outbuilding in rear garden (retrospective). 2 Hatch Grove Romford Essex RM6 5JR</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/00825/ FUL</td>
<td>Refused</td>
<td>WAY-2-SAVE</td>
<td>Use of part of public footway in front of south end of 2 - 24 Westbury Court to construct one car parking space in connection with shop at 147 Ripple Road (Way 2 Save supermarket). 147 Ripple Road Barking Essex IG11 7PW</td>
<td>Gascoigne</td>
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<tr>
<td>17/01480/ FUL</td>
<td>Permitted</td>
<td>Linsey Chrisman</td>
<td>Erection of outbuilding in rear garden of ground floor flat. 180 Blake Avenue Barking Essex IG11 9SD</td>
<td>Eastbury</td>
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<td>17/01652/ FUL</td>
<td>Permitted</td>
<td>LBBD - Mrs J Hardy</td>
<td>Erection of single storey side and rear extension. 32 Tolworth Gardens Chadwell Heath Romford Essex RM6 5TH</td>
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<tr>
<td>17/01663/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Barking &amp; Dagenham Tuition Centre</td>
<td>Retention of a temporary classroom with access ramp. James Cambell Primary School Langley Crescent Dagenham Essex RM9 6TD</td>
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<tr>
<td>17/01674/ CDN</td>
<td>Application Permitted on 22 December 2017</td>
<td>Dribuild</td>
<td>Application for approval of details reserved by conditions 15 (CHP details) and 18 (extract system) in respect of planning permission 16/01889/FUL. Western Car Park East London Leisure Park Cook Road Dagenham Essex</td>
<td>Goresbrook</td>
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<tr>
<td>17/01677/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>I L Holdings Limited</td>
<td>Change of use of part of first floor from dental surgery (Class D1) to one bedroom flat. 5 Orchard Road Dagenham Essex RM10 9PT</td>
<td>River</td>
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<tr>
<td>17/01693/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Mr M Jethwa</td>
<td>Erection of ground floor front, side and rear extension and first floor side extension. 149 Marlborough Road Dagenham Essex RM8 2EX</td>
<td>Mayesbrook</td>
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<tr>
<td>17/01698/ FUL</td>
<td>Application Refused on 22 December 2017</td>
<td>Mr A Hughes</td>
<td>Erection of two storey side extension and single storey rear extension in connection with the conversion of dwelling into 2 x two bedroom flats. 264 Rugby Road Dagenham Essex RM9 4AS</td>
<td>Mayesbrook</td>
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<tr>
<td>17/01705/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Ms V Mendez</td>
<td>Erection of single storey side/rear extension. 335 Whalebone Lane South Chadwell Heath Romford Essex RM6 6HB</td>
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<td>17/01709/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Mrs F Opare</td>
<td>Conversion of garage to habitable room. 6 Campion Close Rush Green Romford Essex RM7 0WX</td>
<td>Eastbrook</td>
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<td>17/01731/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Mr Y Opoku</td>
<td>Erection of single storey rear extension. 13 Fitzstephen Road Dagenham Essex RM8 2YP</td>
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<td>17/01739/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Mr M Khan</td>
<td>Erection of rear facing dormer window and two front roof lights and one side roof light. 31 Adelaide Gardens Chadwell Heath Romford Essex RM6 6SS</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01761/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>Mr &amp; Mrs G Cordell</td>
<td>Erection of two storey side and part first floor and ground floor rear extension. 57 Bell Farm Avenue Dagenham Essex RM10 7AT</td>
<td>Eastbrook</td>
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<td>17/01762/ CLU_P</td>
<td>Certificate issued on 22 December 2017</td>
<td>Mr &amp; Mrs G Cordell</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of single storey rear extension and loft conversion involving construction of gable end roof, rear dormer window and installation of front rooflights.</td>
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<td>17/01763/ FUL</td>
<td>Application Permitted on 22 December 2017</td>
<td>LBBD - Mrs J Hardy</td>
<td>Installation of pedestrian access ramp to side door 125 Langhorne Road Dagenham Essex RM10 9RB</td>
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<td>Mrs J Opadiran</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of single storey rear extension. 177 Ballards Road Dagenham Essex RM10 9AR</td>
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<td>Application Permitted on 22 December 2017</td>
<td>Mr I Alam and Mr K Ivanov</td>
<td>Erection of two storey side extension, part single/part two storey rear extension, front porch and loft conversion including construction of rear dormer window and installation of front rooflights to provide one 2-bedroom flat and one 3-bedroom flat. 37 &amp; 37A Boulton Road Dagenham Essex RM8 3DD</td>
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<td>17/01794/CLU_P</td>
<td>Certificate issued on 22 December 2017</td>
<td>Mr B Singh</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights; front porch and single storey rear extension. 57 Chaplin Road Dagenham Essex RM9 6EL</td>
<td>Goresbrook</td>
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<tr>
<td>17/01861/PRIOR6</td>
<td>Prior approval not required on 22 December 2017</td>
<td>Iulian L Onea</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 3.1 metres; height to eaves: 2.751 metres and maximum height: 3.2 metres). 411 Wood Lane Dagenham Essex RM8 3NR</td>
<td>Heath</td>
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<td>17/01913/PRIOR6</td>
<td>Prior approval not required on 22 December 2017</td>
<td>Mr A Vuthaj</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.99 metres and maximum height: 3.225 metres). 104 Reede Road Dagenham Essex RM10 8DU</td>
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<td>17/01892/ PRIOR6</td>
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<td>Mr A Abraham</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.73 metres and maximum height: 3.055 metres). 169 Parsloes Avenue Dagenham Essex RM9 5PT</td>
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<td>Mr S Salik</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 8.0 metres; height to eaves: 3.6 metres and maximum height: 3.8 metres). 21 Strathfield Gardens Barking Essex IG11 9UJ</td>
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<tr>
<td>17/01923/ PRIOR6</td>
<td>PRIOR6</td>
<td>Mr M Nkire</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0/6.0 metres; height to eaves: 2.9 metres and maximum height: 3.0 metres). 10 King Edwards Road Barking Essex IG11 7TA</td>
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<td>Mrs E Kangettsmabo</td>
<td>Erection of single storey side extension. 147 Padnall Road Romford Essex RM6 5EP</td>
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<td>17/01795/ CLU_P</td>
<td>Certificate issued on 28 Dec 2017</td>
<td>Ms H Smith</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 15 Sylvan Avenue Chadwell Heath Romford Essex RM6 6BE</td>
<td>Whalebone</td>
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<td>17/01799/CLU_P</td>
<td>Certificate issued on 28 December 2017</td>
<td>Mr H Miah</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 52 Westrow Drive Barking Essex IG11 9BN</td>
<td>Longbridge</td>
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<tr>
<td>17/01802/CDN</td>
<td>Application Permitted on 28 December 2017</td>
<td>Friends Life Ltd</td>
<td>Application for approval of details reserved by part A) of condition 32 (archaeological evaluation) in respect of planning permission 14/00966/OUT. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
<td>Thames</td>
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<tr>
<td>17/01925/PRIOR6</td>
<td>Prior approval not required on 28 December 2017</td>
<td>Mr M D Miah</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.5 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres) 320 Bastable Avenue Barking Essex IG11 0LL</td>
<td>Thames</td>
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<tr>
<td>17/02004/FUL</td>
<td>Application Permitted on 28 December 2017</td>
<td>Mrs R Khan</td>
<td>Erection of single storey rear extension. 18 Lambourne Road Barking Essex IG11 9PR</td>
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<td>17/00899/ADV</td>
<td>Application Refused on 29 December 2017</td>
<td>Brickwork Construction Ltd</td>
<td>Erection of externally illuminated advertising hoarding. Ship And Shovel Ripple Road Barking Essex IG11 0SN</td>
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<td>17/01591/ADV</td>
<td>Application Permitted on 29 December 2017</td>
<td>Ford Motor Company</td>
<td>Installation of 2 non illuminated fascia signs on River offices buildings. Ford Motor Company Estate Chequers Lane Dagenham Essex RM9 6SA</td>
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<td>17/01699/FUL</td>
<td>Application Permitted on 29 December 2017</td>
<td>Mr Cadogan &amp; Miss Caushi</td>
<td>Erection of part single part two storey rear extension. 9 Cavendish Gardens Chadwell Heath Romford Essex RM6 6SA</td>
<td>Chadwell Heath</td>
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<td>17/01733/FUL</td>
<td>Application Permitted on 29 December 2017</td>
<td>Mr &amp; Mrs L Kailondo</td>
<td>Erection of part single part two storey side extension and front porch. 60 Legon Avenue Rush Green Romford Essex RM7 0UJ</td>
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<tr>
<td>17/01744/CDN</td>
<td>Application Permitted on 29 December 2017</td>
<td>Friends Life Ltd</td>
<td>Application for approval of details reserved by condition 16 (bird and bat boxes) in respect of planning permission 14/00966/OUT. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
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<tr>
<td>17/01812/CDN</td>
<td>Application Permitted on 29 December 2017</td>
<td>OnSide Youth Zones</td>
<td>Application for approval of details reserved by conditions 15 (construction management plan) and 22 (construction logistics plan) in respect of planning permission 16/01990/FUL. Future Barking And Dagenham Youth Zone 201 - 225 Porters Avenue Dagenham Essex RM9 5YX</td>
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<td>17/01813/CLU_P</td>
<td>Certificate issued on 29 December 2017</td>
<td>Mr S Miah</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer three front rooflights 23 Hurstbourne Gardens Barking Essex IG11 9UY</td>
<td>Longbridge</td>
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<tr>
<td>17/01817/FUL</td>
<td>Application Permitted on 29 December 2017</td>
<td>Mr S Dalti</td>
<td>Erection of front porch. 53 Polesworth Road Dagenham Essex RM9 6AH</td>
<td>Goresbrook</td>
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<tr>
<td>17/01820/FUL</td>
<td>Application Refused on 29 December 2017</td>
<td>Mr S Rahman</td>
<td>Demolition of existing garage and erection of two storey side extension. 10 St Chads Road Chadwell Heath Romford Essex RM6 6JB</td>
<td>Whalebone</td>
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<tr>
<td>17/01932/PRIOR6</td>
<td>Prior approval not required on 29 December 2017</td>
<td>Mr H Singh</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 6 Mayfield Road Dagenham Essex RM8 1XR</td>
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<tr>
<td>17/01939/PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Miss Sangha</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 30 Philip Avenue Rush Green Romford Essex RM7 0XD</td>
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<tr>
<td>17/01940/PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Mr K Hussain</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 3.0 metres existing and 3.0 metre proposed; height to eaves: 2.9 metres and maximum height: 3.0 metres). 37 Salcombe Drive Chadwell Heath Romford Essex RM6 6DU</td>
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<tr>
<td>17/01949/ PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Mr &amp; Mrs G Cordell</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.9 metres and maximum height: 3.0 metres). 57 Bell Farm Avenue Dagenham Essex RM10 7AT</td>
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<tr>
<td>17/01951/ PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Mr G Pholby</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 101 Westrow Drive Barking Essex IG11 9BW</td>
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<tr>
<td>17/01970/ PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Mr M Boodhoo</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 198 Sheppey Road Dagenham Essex RM9 4LA</td>
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<tr>
<td>17/01958/ PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Mr M Stukins</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 3.1 metres). 774 Rainham Road South Dagenham Essex RM10 8YU</td>
<td>Village</td>
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<tr>
<td>17/01973/ PRIOR6</td>
<td>Prior approval required on 29 December 2017</td>
<td>Ms S Begum</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 2.5 metres and maximum height: 3.6 metres). 25 Roxwell Road Barking Essex IG11 0PP</td>
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<tr>
<td>17/02081/CLU_P</td>
<td>Certificate issued on 29 December 2017</td>
<td>Suvai Foods UK Ltd</td>
<td>Application for a certificate of lawfulness for a proposed development: Use of premises for manufacturing and distributing food products. Unit 6 Riverside Industrial Estate Thames Road Barking Essex IG11 0ND</td>
<td>Thames</td>
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<tr>
<td>17/02091/FAST</td>
<td>Certificate issued on 29 December 2017</td>
<td>Suvai Foods UK Ltd</td>
<td>Application for a certificate of lawfulness for a proposed development: Use of premises for manufacturing and distributing food products. Unit 6 Riverside Industrial Estate Thames Road Barking Essex IG11 0ND</td>
<td>Thames</td>
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<td><strong>2 January 2018</strong></td>
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<tr>
<td>17/01806/ADV</td>
<td>Application Permitted on 2 January 2018</td>
<td>Aldi Stores Limited - Chelmsford</td>
<td>Installation of 8 wall mounted and glazing advertisement signs (5 internally illuminated and 3 non illuminated) (retrospective). Aldi Unit 1 Merrielands Retail Park Merrielands Crescent Dagenham Essex RM9 6SJ</td>
<td>Thames</td>
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<tr>
<td>17/01833/FUL</td>
<td>Application Refused on 2 January 2018</td>
<td>CCC Palace Of Liberty Parish</td>
<td>Change of use of industrial unit to Class D1 to provide a place of worship/community use providing educational and training. Unit J1 Chadwell Heath Industrial Park Kemp Road Dagenham Essex RM8 1SL</td>
<td>Valence</td>
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<tr>
<td>17/01972/ PRIOR6</td>
<td>Prior approval not required on 2 January 2018</td>
<td>Mr Nadeem</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.9 metres and maximum height: 3.0 metres). 1 Surrey Road Dagenham Essex RM10 8ES</td>
<td>Eastbrook</td>
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<tr>
<td>17/01997/ PRIOR6</td>
<td>Prior approval not required on 2 January 2018</td>
<td>Mr Corneli</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.5 metres; height to eaves: 2.9 metres and maximum height: 3.0 metres). 2 Hatch Grove Romford Essex RM6 5JR</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01991/ PRIOR6</td>
<td>Prior approval not required on 2 January 2018</td>
<td>Mr S Narch</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 13 Warley Avenue Dagenham Essex RM8 1JS</td>
<td>Whalebone</td>
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<tr>
<td>17/01990/ PRIOR6</td>
<td>Prior approval not required on 3 January 2018</td>
<td>Mrs F Herbert</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.9 metres and maximum height: 3.3 metres). 122 Thatches Grove Romford Essex RM6 5LJ</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01996/ PRIOR6</td>
<td>Prior approval not required on 3 January 2018</td>
<td>Mr A Saidi</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.6 metres and maximum height: 2.8 metres). 137 Cavendish Gardens Barking Essex IG11 9DY</td>
<td>Longbridge</td>
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<tr>
<td>17/01277/ FUL</td>
<td>Permitted</td>
<td>K &amp; D Joinery Ltd</td>
<td>Application for approval of details reserved by conditions 3 (Materials), 5 (Hard Landscaping), 6 (Soft Landscaping) 9 (Site Investigation) and 10 (Remediation) in respect of planning permission 16/01168/FUL. Joinery House 69 Chequers Lane Dagenham Essex RM9 6QJ</td>
<td>Thames</td>
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<tr>
<td>17/01622/ CDN</td>
<td>Certificate</td>
<td>Mr M Ahmed</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of outbuilding within rear garden. 29 Coote Road Dagenham Essex RM8 3EA</td>
<td>Thames</td>
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<tr>
<td>17/01852/ CLU_P</td>
<td>Certificate</td>
<td>Mr M Ahmed</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of outbuilding within rear garden. 29 Coote Road Dagenham Essex RM8 3EA</td>
<td>Heath</td>
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<tr>
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<tr>
<td>14/00356/ CDN</td>
<td>Permitted</td>
<td>Trimast Ltd</td>
<td>Application for approval of details reserved by conditions 4 (soft landscaping), 5 (tree protection), 6 (hard landscaping), 10 (ecological survey), 11 (bird and bat boxes), 13 (Lifetime homes standards) and 15 (refuse storage) in respect of planning permission granted under Planning Inspectorate decision letter dated 19 April 2011 (Ref: APP/Z5060/A/11/2144850/NWF). Land Adjacent To Cross Keys Crown Street Dagenham Essex</td>
<td>Village</td>
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<td>17/01470/ FUL</td>
<td>Permitted</td>
<td>Dr V K Chawla</td>
<td>Change of use from doctor's surgery (Class D1) to a two bedroom residential dwelling (Class C3). 60 Victoria Road Barking Essex IG11 8PY</td>
<td>Abbey</td>
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<tr>
<td>17/01766/ FUL</td>
<td>Refused</td>
<td>Mr U Kharal</td>
<td>Loft conversion involving construction of rear dormer window and front rooflights. 23 Panyers Gardens Dagenham Essex RM10 7FG</td>
<td>Heath</td>
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<tr>
<td>17/01832/ FUL</td>
<td>Permitted</td>
<td>Ms P J George</td>
<td>Erection of single storey side and rear extension and front porch. 48 Butler Road Dagenham Essex RM8 2DR</td>
<td>Becontree</td>
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<tr>
<td>17/01866/ FUL</td>
<td>Permitted</td>
<td>Mr R B Gurung</td>
<td>Proposed re-location of front entrance door from side elevation to front elevation of house involving construction of new door opening and blocking up of existing door opening. 544 Becontree Avenue Dagenham Essex RM8 3HR</td>
<td>Valence</td>
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<tr>
<td>17/01998/ PRIOR6</td>
<td>Prior approval not required</td>
<td>Mr L Toderas</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 3.0 metres existing and 3.0 metres proposed; height to eaves: 3.0 metres and maximum height: 3.0 metres). 98 Sterry Road Dagenham Essex RM10 8NT</td>
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<td>17/01977/PRIOR6</td>
<td>Prior approval required and permission refused on 5 January 2018</td>
<td>Mr N Ali</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 3.15 metres). 8 Albert Road Dagenham Essex RM8 1LR</td>
<td>Whalebone</td>
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<tr>
<td>17/02008/PRIOR6</td>
<td>Prior approval required and permission refused on 5 January 2018</td>
<td>Mr V Chitra I</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.5 metres and maximum height: 3.3 metres). 66 Frizlands Lane Dagenham Essex RM10 7YH</td>
<td>Heath</td>
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