MINUTES OF
PLANNING COMMITTEE

Monday, 11 June 2018
(7:00 - 8:45 pm)

Present: Cllr Peter Chand (Chair), Cllr Muhammad Saleem (Deputy Chair), Cllr Andrew Achilleos, Cllr Edna Fergus, Cllr Irma Freeborn, Cllr Olawale Martins, Cllr Simon Perry and Cllr Dominic Twomey

Also Present: Cllr Margaret Mullane and Cllr Phil Waker

Apologies: Cllr Cameron Geddes and Cllr Kashif Haroon

1. Declaration of Members' Interests

There were no declarations of interest.

1. Minutes - To confirm as correct the minutes of the Development Control Board held on 23 April 2018

The minutes of the Development Control Board held on 23 April 2018 were confirmed as correct.

3. Gascoigne Estate West, Abbey Road, Barking- 17/00977/OUT

The Planning Development Officer introduced a report concerning the proposed development of Gascoigne Estate West, Abbey Road, Barking. This was an application for outline planning permission (with all matters reserved): Demolition of existing buildings and structures and construction of a maximum of 850 residential dwellings (Use Class C3 (dwelling houses)); up to 350 square metres of flexible commercial / community floorspace (Use Classes A1, A2, A3, D1, D2) (GEA); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works.

The application was accompanied by an Illustrative Masterplan which set out the design vision for the site. While the outline application sought permission for a maximum of 850 residential units, the Illustrative Masterplan demonstrates, as an example, how a scheme of 809 residential units, along with non-residential uses, might be designed.

There had been five objections from neighbours in relation to matters of design, landscaping, car parking, crime prevention, sunlight/daylight and overlooking, amongst other things. The application is referable to the Mayor of London.

The Planning Development Officer also introduced an addendum report setting out a revised tenure mix for the development.

Officers confirmed that the proposed development would deliver 42% sub-market housing (subject to grant funding). This comprised 30% target rent (109 units), 22% affordable rent (78 units) and 48% shared ownership (174 units). This is to be
secured in the S106 Agreement as set out at section 6.13.1 of the committee report (page 89 of the agenda).

The outline planning application seeks approval of 8 x Parameter Plans which will control the reserved matters and be secured by condition. The Parameter Plans define 7 x Development Parcels within which future development should be brought forward, namely Development Parcels 1, 2, 3, 4, 5, 6 (split into 6a and 6b) and 7.

The application site is located in the Barking Town Centre Area Action Plan (AAP) area and forms part of the Barking Town Centre Site Specific Allocation Area 6 (BTCSSA6) (Gascoigne Estate) and the Housing Zone. The principle of the proposed residential-led redevelopment and the mix of non-residential uses was welcomed and supported by officers, as well as the Greater London Authority.

The proposed development would result in an uplift of up to 671 residential units. Due to the nature of the site, the regeneration aspirations and the approach to optimising development and density on the site, the proposal comprises solely of flats.

It was proposed that the 97 target rented units would be let at 50% of the local market rent, while 90 affordable rented units would be let at up to 80% of the local market rent. It was proposed that 174 units would be shared ownership. The shared ownership units would be considered as intermediate housing with a notional 25% starting share. The remaining 489 units would be private.

The illustrative proposal accommodated a total of 115 car parking spaces across Development Parcels 1 to 5 (average of 0.30 spaces), including 10% blue badge spaces. Development Parcels 6a, 6b and 7 would be car-free due to their excellent level of public transport accessibility. The proposed level of car parking is supported by the Transport Development Management Officer and Transport for London (TfL). The section 106 agreement would provide for a two-way bus route through The Shaftesbury’s which, if funding is available, would link to a new bridge over the River Roding.

Policy CM1 of the Core Strategy states that residential development (particularly higher density development) should be focussed in the key regeneration areas, which included Barking Town Centre. Policy CM2 of the Core Strategy sets a target of 6,000 new homes in Barking Town Centre.

Barking Town Centre had been awarded Housing Zone status by the Greater London Authority (GLA). Funding of £42.3 million has been awarded to the Council of which £8.6 million is grant funding in relation to 10 initial schemes totalling 2,295 homes. Gascoigne West was one of these schemes and the Council was awarded GLA Housing Zone funding in April 2017 towards land assembly related to this application and to help it fund the buyback of up to 80 private leasehold units.

The proposed development redefines the street character and the layout of the flats would be more legible and accessible. The development was of high quality design and would provide 10% wheelchair accessible properties.

Mr Keith Scotcher, an objector to the application, was invited by the Chair to
address the Committee. He stated that the proposed development was on council owned land and considered that any development should be for residents who could not afford the prices of the proposed properties and not in his view for land to be given over to property developers. The present site has low-rise blocks but there would be high-rise blocks which he considered to be unacceptable with no child play areas and the development would make parking problems worse in the area. The high-rise nature would lead to an overcrowded ghetto with bad consequences. The Council he felt should be about representing residents and not property developers.

Andrew Gale, Iceni Projects and representing the applicant, was invited by the Chair to address the Committee. He considered that the proposed development met and delivered its objectives for housing development. He said there had been an extensive consultation held and this included site tours. He accepted that high density could have some impact although it was necessary to balance competing priorities and the public benefits to this scheme were substantial. He felt that removal of trees for the development was regrettable but replacement trees would be planted and there would be three new public squares, and also greens and courtyards. He added that in terms of sunlight and daylight impact on other residents, there would be some harm but it was limited and exceptional. He confirmed that this was an outline application and subsequent reserved matters were to follow including construction management and flat layouts. Overall, the scheme would deliver significant regeneration benefits with better quality housing and it would also address the current housing demand. The new layout of flats would be an improvement and were compliant with London Plan and national space standards. The development was of a high-quality design and contained 10% wheelchair accessible properties.

Members sought clarification on the 15-storey buildings on St Pauls Road and the applicant provided an explanation via a building model.

Members whilst supporting the regeneration of the area, sought clarification on the consultation process and noted that 1,744 people had been consulted. They understood that some residents had not been made aware of the consultation and that objectors had been from the Abbey Road area. Officers advised that there had been an extensive consultation undertaken in 2017 covering properties around Abbey Road, St Pauls Road, part of Gascoigne Road and The Shaftesbury’s in addition to press and site notices. It was also advised that the applicant did conduct their own consultation.

Members were concerned about the bus route links for Gascoigne West and asked how security could be improved. It was advised that in terms of a bus route, Abbey Road was very narrow and there had been extensive consultation undertaken with Transport for London (TfL). Their preference was to have a bus route from Gascoigne Road to Abbey Road through The Shaftesbury’s. In terms of security, this was covered by condition 20 which requires the submission of a security management scheme including CCTV and a concierge on site. The Section 106 agreement also provided for a CCTV management strategy and a commitment for the applicant to mitigate the cost.

Members were concerned about children’s play space, which they considered to be very important. At this stage, this could not be confirmed in detail but it would be required to be in line with the Mayor of London’s guidelines.
Members were concerned about the lack of two and three bed flats available at the
development.

Members were concerned about the potential lack of daylight and sunlight within
the development. The application was accompanied by an assessment of
sunlight/daylight in respect of existing adjacent properties, however, the levels of
sunlight/daylight received by residential units within the proposed development
was not available at this stage due to the outline nature of the application.

Members enquired about current decanting arrangements and Fraser Ward on
behalf of the applicant responded that 22 out of 42 flats had been decanted so far,
but this was information up to the end of March 2018 and not up to date. He
emphasised that the applicant was speaking to residents.

Members were concerned that the proposed development exceeded the density
guidelines in the London Plan and asked about the amount of greenspace as well
as being concerned about density levels. The Planning Development Officer
confirmed that the density levels were outside the London Plan but this was
common with other developments incorporating tall blocks. It was not an over-
development. In addition, public spaces are proposed within and between specific
Development Parcels to deliver a minimum of 5,940 square metres of public
space. These areas vary in size offering large public areas as well as smaller
linear spaces. The Parameter Plan facilitates the ‘breaking up’ of the larger blocks
through the use of communal gardens and play areas.

The Planning Committee granted outline planning permission subject to:

1. No Direction from the Mayor of London;

2. A Section 106 legal agreement to secure the matters set out in section 6.13 of
   the report; and

3. The following conditions (with any amendments that might be necessary up to
   the issue of the decision, including any other conditions or S106 obligations
   that may be required as a result of referral to the Mayor of London).

**Conditions:**

*Definition of Development Parcels*

1. “Development Parcels” means the Development Parcels identified on drawing
   reference 933_P_0502. The Development Parcels identified on this drawing are:

Development Parcel 1, Development Parcel 2, Development Parcel 3,
Development Parcel 4, Development Parcel 5, Development Parcel 6a,
Development Parcel 6b and Development Parcel 7.

*Reserved Matters to be Submitted*

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

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

**Timing of Reserved Matters Submission**

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

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

**Timing of Reserved Matters Commencement**

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

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

**Approved Parameter Plans**

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

Parameter Plan 933_P_0500;
Parameter Plan 933_P_0501;
Parameter Plan 933_P_0502;
Parameter Plan 933_P_0503;
Parameter Plan 933_P_0504;
Parameter Plan 933_P_0505 Rev A;
Parameter Plan 933_P_0506 Rev A;
Parameter Plan 933_P_0507;

all prepared by Fraser Brown MacKenna Architects.

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

**Phasing Plan**

6. No development shall take place until a phasing plan showing how the development will be implemented in a comprehensive manner has been submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented only in accordance with the approved phasing plan.

Reason: The phasing plan is required prior to commencement of development to allow the community infrastructure levy (CIL) liability to be calculated for each phase and for any relief to be determined.
In accordance with the Design Code, Design and Access Statement and Landscape Design Statement

7. Each application for reserved matters consent must include a statement to demonstrate compliance with the Design Code (Revision A, September 2017) and the principles of the Design and Access Statement (June 2017) both prepared by Fraser Brown MacKenna Architects and the principles of the Landscape Design Statement (June 2017) prepared by Davis Landscape Architecture.

Reason: To ensure that the scheme is implemented in accordance with the principles and parameters established by this permission, in order to secure an exemplar development and in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policy CP3 of the Core Strategy and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Construction Working Hours

8. Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. 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 demolition and construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Construction Environmental Management Plan (CEMP)

9. No development shall commence in a Development Parcel until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) for the relevant Development Parcel has been submitted to and approved in writing by the Local Planning Authority. These plans shall incorporate details of:

   a) the parking of vehicles of site operatives and visitors;
   b) loading and unloading of plant and materials;
   c) storage of plant and materials used in constructing the development;
   d) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
   e) wheel washing facilities;
   f) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014; including but not confined to, non-road mobile machinery (NRMM) requirements;
   g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
   h) the use of efficient construction materials;
   i) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
j) 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 approved CEMP and SWMP shall be implemented for the entire period of the construction works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP and SWMP are required prior to commencement of development in a Development Parcel in order to reduce the environmental impact of the construction phase and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

**Construction Logistics Plan**

10. No development shall commence in a Development Parcel (excluding demolition) until a Construction Logistics Plan for the relevant Development Parcel has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: The Construction Logistics Plan is required prior to commencement of development in a Development Parcel 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.

**Access to Phases**

11. No development shall take place in a Phase of the development (pursuant to the phasing approved in respect of condition 6) until detailed drawings showing the following in respect of the relevant 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 and policy BP11 of the Borough Wide Development Policies Development Plan Document.

*Investigation and Risk Assessment*

12. No development shall commence in a Development Parcel (with the exception of demolition to existing ground level only) until an investigation and risk assessment for the relevant Development Parcel, 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; and
(iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

*Remediation Scheme*

13. No development shall commence in a Development Parcel (with the exception of demolition to existing ground level only) until a detailed remediation scheme for the relevant Development Parcel, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

*Implementation and Verification of Remediation*

14. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development in the relevant Development Parcel, other than that required to carry out remediation and excluding demolition to existing ground level only, 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.

**Unexpected Contamination**

15. 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 is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 12 to 15: Contamination must be identified prior to commencement of development in a Development Parcel, excluding demolition to existing ground level only, 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.

**Archaeology – Written Scheme of Investigation**

16. A) No demolition or development shall commence in a Development Parcel until a stage 1 archaeological written scheme of investigation (WSI) for the relevant Development Parcel has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall commence other than in accordance with the agreed WSI, the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

B) If heritage assets of archaeological interest are identified in the stage 1 WSI then those parts of the site which have archaeological interest shall be subject to a stage 2 WSI which 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 or development shall commence other than in accordance with the agreed stage 2 WSI which shall include:

   i) 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; and

   ii) The programme for post-investigation assessment and subsequent analysis, publication and 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:** Heritage assets of archaeological interest may survive on the site. The Local Planning Authority wishes to secure appropriate archaeological investigation prior to commencement of development in a Development Parcel, followed by the publication of results, in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document.

**London City Airport**

17. No construction works such as cranes or scaffolding above the height of the planned development shall be erected on site unless a construction methodology statement and details of their use in relation to the location, maximum operating height and duration have been submitted to and approved in writing by the Local Planning Authority, in consultation with London City Airport.

**Reason:** To ensure that construction activities will not adversely affect the operation of London City Airport.

**Building Regulations M4 (1), M4 (2) and M4 (3)**


**Reason:** To ensure that sufficient accessible housing is provided in accordance with policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the London Plan.

**Accessibility and Management Plan – Residential**

19. No residential development shall take place in a Development Parcel until a detailed accessibility statement and management plan (including a programme for implementation) for the relevant Development Parcel 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 and policy BP11 of the Borough Wide Development Policies
Development Plan Document.

**Security Management Scheme**

20. A Development Parcel shall not be occupied until a security management scheme for the relevant Development Parcel, including, for example, details of CCTV, concierge services, door entry systems and car park security, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the relevant Development Parcel and maintained thereafter.

Reason: In order to provide a safe and secure development, in accordance with policy CP3 of the Core Strategy and policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

**External Lighting**

21. A Development Parcel shall not be occupied until an external lighting scheme for the relevant Development Parcel, including any lighting of the building(s) in that Development Parcel, has been submitted to and approved in writing by the Local Planning Authority. The external lighting shall 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. The scheme should seek to minimise upwards light and obtrusive light and avoid light spill onto trees, hedges, bird and bat boxes and green roofs. Lighting should be designed in accordance with the Bat Conservation Trust’s guidance ‘Bats and Lighting in the UK’ or their latest advice. The approved scheme shall be implemented prior to occupation of the relevant Development Parcel 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.

**Communal Television and Satellite System**

22. 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 policy CP3 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Boundary Treatment**

23. Prior to occupation of a Development Parcel, details of all boundary fences, walls, railings, gates and other boundary treatment for the relevant Development Parcel shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the
relevant Development Parcel and thereafter permanently retained unless the Local Planning Authority gives prior written approval to their removal.

Reason: To ensure the satisfactory means of enclosure for the proposed development in the interests of the visual amenity of the area and to accord with Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Arboricultural Method Statement**

24. No development shall commence in a Development Parcel until an Arboricultural Method Statement for the relevant Development Parcel has been submitted to the Local Planning Authority for approval in writing detailing the work on and around the existing trees. The Method Statement should set out the works intended regarding the removal of trees and the operations of excavation alongside the remaining ones, specifying the distance in metres from the tree that the nearest excavation point is and whether or not it is inside the tree canopy. If any excavation is required within the tree canopy then details of the root-sensitive excavation techniques should be submitted.

Reason: The Arboricultural Method Statement is required prior to commencement of development in a Development Parcel in order to ensure the safety and well-being of the trees on the site that are to remain after building works are completed, and in accordance with policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Protection of Trees**

25. All retained trees (including any trees adjacent to the site or affected by highways works or transportation of material but outside the development boundary) must be protected in accordance with British Standard 5837:2012, ‘Trees in relation to design, demolition and construction’.

Reason: In order to ensure the safety and well-being of nearby trees and trees on the site that are to remain after building works are completed, and in accordance with policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Vegetation Clearance**

26. There shall be no vegetation clearance or tree works during the bird breeding season (February to September). 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.

Bird Nesting and Bat Roosts

27. No above ground new development shall commence in a Development Parcel until details of bird nesting and bat roosting bricks/boxes to be incorporated into the structure of the new building(s) or roof space in the relevant Development Parcel 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). Bird nest boxes/bricks should be provided for swifts, starlings and house sparrows. Additional bird and bat boxes should be identified on suitable trees. The approved scheme shall be implemented prior to occupation of the relevant Development Parcel and permanently retained thereafter.


Green Roofs

28. No above ground new development shall commence in a Development Parcel until a detailed scheme for the provision and maintenance of any green roofs to be provided in the relevant Development Parcel 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 prior to occupation of the relevant Development Parcel. Green roofs shall comprise a minimum substrate depth of 125mm and only native plants of local provenance shall be used. The design should include appropriate substrates, bare patches and log piles.


In Accordance with Preliminary Ecological Appraisal

29. The development shall be constructed in accordance with the recommendations in the Preliminary Ecological Appraisal, Version 1, dated 2 September 2016 prepared by The Ecology Consultancy.


Pre-demolition Bat Surveys

30. Prior to demolition of existing buildings 4, 5, 6, 7, 8, 9, 10, 11 and 13, as identified in Appendix 1 of the submitted Preliminary Roost Assessment dated 24 October 2016 prepared by The Ecology Consultancy, pre-demolition bat surveys shall be carried out in accordance with the survey recommendations at paragraphs 5.3 and 5.4 of the Preliminary Roost Assessment.
Reason: To protect the ecology of the area in accordance with policy CR2 of the Core Strategy.

**In accordance with Preliminary Bat Roost Assessment**

31. The development shall be constructed in accordance with the recommendations in the submitted Preliminary Roost Assessment dated 24 October 2016 prepared by The Ecology Consultancy in order to keep intact the important bat commuting path along the west of the site.

Reason: To protect the ecology of the area in accordance with policy CR2 of the Core Strategy.

**Landscape Replacement**

32. Any plants, shrubs or trees required as part of the implementation of the landscaping reserved matter for any Phase of the development (pursuant to the phasing approved in respect of 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 and policy BR3 of the Borough Wide Development Policies Development Plan Document.

**Parking**

33. No above ground new development shall commence in a Development Parcel until a detailed scheme for the provision of any car parking in the relevant Development Parcel, including those located on adopted roads and in unadopted areas, has been submitted to and approved in writing by the Local Planning Authority. The submission shall include details of the car parking layout, allocation and management of the car parking spaces, accessible car parking spaces, electric vehicle charging points and passive provision for electric vehicles. The scheme shall ensure that at least 20% of all parking spaces are for electric vehicles with an additional 20% passive provision for future use and that a minimum of 10% of car parking spaces are accessible and clearly marked with a British Standard disabled symbol. The approved details shall be implemented prior to occupation of the relevant Development Parcel and shall be permanently retained thereafter.

Reason: To ensure that sufficient parking is provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, in order to encourage the use of electric cars as a sustainable mode of transport and to ensure and promote easier access for disabled persons, in accordance with policy 6.13 of the London Plan and policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

**Delivery and Servicing Plan**
34. Prior to occupation of a Development Parcel a Delivery and Servicing Plan for the relevant Development Parcel shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London (TfL). The Plan shall identify efficiencies and sustainability measures to be undertaken once the development is operational and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The approved Plan shall be implemented prior to the occupation of the relevant Development Parcel and adhered to thereafter.

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.

**Cycle Parking**

35. No above ground new development shall commence in a Development Parcel until details of cycle parking for the relevant Development Parcel, including its appearance, location and the means of secure storage proposed, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the occupation of the relevant Development Parcel and shall be permanently retained thereafter and used for no other purpose.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document and policy 6.9 of the London Plan.

**Flood Risk**

36. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment compiled by Three Counties Flood Risk Assessment dated May 2017.

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

**Surface Water Drainage Scheme**

37. No development (excluding demolition) shall commence in a Development Parcel until details of the design of a surface water drainage scheme for the relevant Development Parcel have been submitted to and approved in writing by the Local Planning Authority. The 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 greenfield runoff rates as is reasonably practical.

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: The drainage scheme is required prior to commencement of development in a Development Parcel in order to reduce the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

**Flood Resilient Design for Basement Car Parks**

38. No development shall commence in a Development Parcel until details of the flood resilient design for all basement car parks in the relevant Development Parcel has been submitted to and approved in writing by the Local Planning Authority. Basements within the modelled tidal breach zone should be protected with a continuous secondary fixed flood defence and must have internal access to a level 0.3 metres above the 1 in 100 annual probability fluvial flood level or 1 in 200 annual probability tidal flood with an allowance for climate change, in line with the requirements of the Borough’s Strategic Flood Risk Assessment. In addition, the basements should have adequate mitigation measures such as non-return valves or pumped sewage devices to prevent back-flows from the system occurring during sewer flooding.

Reason: The details are required prior to commencement of development in a Development Parcel in order to ensure the basement car park design is resilient to flood risk in the event of a breach of the tidal defences and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

**Oil Interceptors**

39. No development shall take place in a Development Parcel until details of petrol and oil interceptors for all car parking, servicing and loading areas in the relevant Development Parcel 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 Parcel 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 Development Policies Development Plan Document.

**Piling**

40. No piling shall take place in a Development Parcel until a piling method statement for the relevant Development Parcel, 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 within a Development Parcel must be undertaken in accordance with the terms of the approved piling method statement for the relevant Development Parcel.

Reason: Piling methodology must be identified prior to the commencement of development as it has the potential to impact on local underground sewerage utility infrastructure.

*Piling Vibration*

41. If piling or other ground improvement work is undertaken pursuant to this permission then the 95% 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 reduce the impact of construction on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

*Noise from Plant*

42. The combined rating level of the noise from plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any 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 ensure that noise-sensitive rooms within the proposed development and neighbouring developments are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

*Scheme of Acoustic Protection of Habitable Rooms*

43. No above ground new development shall commence in a Development Parcel until full details of a scheme of acoustic protection of habitable rooms in the relevant Development Parcel against road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms and bedrooms (07:00 hrs to 23:00 hrs) with windows closed; and 30 dB LAeq in bedrooms (23:00 hrs to 07:00 hrs) with windows closed. Additionally, where the internal noise levels will exceed 40dB LAeq in living rooms and bedrooms (07:00 hrs to 23.00 hrs) or 35dB LAeq in bedrooms (23:00 hrs to 07:00 hrs) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first
occupation of the residential unit to which it relates and shall be maintained at all
times thereafter.

Reason: To ensure that the proposed residential units are adequately protected
from noise and in accordance with policy BR13 of the Borough Wide Development

**Structure Borne Noise from any Commercial Kitchen Extract Ventilation**

44. Any commercial kitchen extract ventilation system shall be designed to ensure
that structure borne (re-radiated) noise emissions from the system do not exceed
35 LAeq dB (5 min) when measured in any habitable room in adjoining residential
premises.

Reason: To ensure that the proposed residential units are adequately protected
from noise and in accordance with policy BR13 of the Borough Wide Development

**Noise from any Energy Centre**

45. Any energy centre and associated infrastructure (flues, pipes, etc.) shall be
designed to ensure that structure borne (re-radiated) noise emissions from the
system do not exceed 35 LAeq dB (5 min) when measured in any habitable room
in adjoining residential premises.

Reason: To ensure that the proposed residential units are adequately protected
from noise and in accordance with policy BR13 of the Borough Wide Development

**Hours of Operation – Non-residential Use(s)**

46. 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 neighbouring occupiers, in accordance with
policies BR13 and BP8 of the Borough Wide Development Policies Development
Plan Document.

**Air Quality Emissions**

47. The development hereby permitted shall seek to achieve Air Quality Neutral
emissions benchmarks as set out in Appendix 5 of Greater London Authority
Document "Sustainable Design and Construction - Supplementary Planning

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 neighbouring occupiers, in accordance with
policies BR14 and BP8 of the Borough Wide DPD (March 2011).

**Kitchen Extract Ventilation**

48. Prior to the occupation of any A3 use hereby permitted, details of any commercial kitchen extract ventilation system for the removal and treatment of cooking odours shall be submitted to and approved in writing by the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in the publication 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', Defra, 2005. The approved details shall be fully implemented before the first use of the relevant A3 unit and shall thereafter be permanently retained in an efficient manner.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells and odours in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Energy and Sustainability**

49. An Energy Statement demonstrating compliance with the Energy Report and Sustainability Statement dated June 2017 prepared by CES shall be submitted to the Local Planning Authority for approval in writing for each reserved matters application. The Energy Statement shall include details of any energy centre and associated flue to be constructed and the details of any Combined Heat and Power (CHP) system shall be sufficient to demonstrate that best practicable means will be employed to both minimise emissions of oxides of Nitrogen (NOx) and reduce so far as is practicable concentrations of Nitrogen Dioxide (NO2) at all locations where there may be human exposure. As a minimum, the installation of any energy plant must conform to the performance specifications/restrictions set out in Appendix A7 of the submitted Air Quality Assessment Report (Ref: J2875A/1/F2) dated 6 June 2017. The approved scheme shall be fully implemented prior to first use of the energy centre and maintained at all times thereafter. The Energy Statement shall also include details of the location and quantum of any photovoltaic panels and provisions to be made for interconnecting pipework to link into the district heating network.

Reason: In the interests of safeguarding the environment and providing sustainable development and to protect the amenity of residential occupiers of the proposed development and neighbouring properties in accordance with policies BR1, BR2, BR14 and BP8 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

**Site Levels**

50. Unless details are provided and approved as part of the reserved matters submission(s) no above ground works shall take place within any Development Parcel until a drawing showing the proposed site levels in the relevant Development Parcel and the finished floor levels of the proposed residential units 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

**Internal Layout**

51. No above ground new development shall commence in a Development Parcel until full details of the internal layout of the residential units within the relevant Development Parcel have been submitted to and approved in writing by the Local Planning Authority. The relevant Development Parcel shall be constructed in accordance with the approved details. All the residential units must comply with the Mayor of London’s Housing Design Standards set out in policy 3.5 of the London Plan (March 2016).

Reason: To ensure a satisfactory standard of residential accommodation and to accord with policy 3.5 of the London Plan (March 2016).

**Location of Wheelchair Units**

52. Each application for reserved matters consent must be accompanied by a scheme for the location of the wheelchair accessible/adaptable units across all dwelling types, tenures and storeys.

Reason: To ensure that a satisfactory mix of wheelchair accessible/adaptable housing is provided in accordance with policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the London Plan.

**Provision of Amenity Space**

53. No residential unit within a Phase of the development (pursuant to the phasing approved in respect of condition 6) shall be occupied until full details of the private amenity and open spaces, including children’s play space, for the relevant 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 amenity space in accordance with Policy BP5 of the Borough Wide DPD (March 2011) and Policy 3.5 of the London Plan (March 2016).

**Water Efficiency**

54. 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 Development Policies Development Plan Document and policy 5.15 of the London Plan.

**Fire Safety**
55. Each application for reserved matters consent must be accompanied by a fire statement produced by an independent third party suitably qualified assessor which shall detail the building’s 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.

**Structure Borne Noise Through Roofs**

56. Where roof(s) are to be accessible for recreational purposes a scheme for protecting the proposed upper floor residential units from structure borne noise through the roof(s) concerned shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant part of the development. The approved scheme shall be fully implemented before the first occupation of any of the applicable top floor residential units in the building to which the scheme relates and shall be maintained at all times thereafter.

Reason: In order to prevent noise nuisance to future occupiers and in accordance with policies BP8 and BR13 of the Borough Wide Development Policies Development Plan Document.

**Sunlight/Daylight**

57. Any proposal to exceed the specified building heights shown on Parameter Plan 933 P 0507, or to deviate from the massing envelop as shown, must be accompanied by an assessment of the impact of the development upon the levels of daylight and sunlight at neighbouring properties and must be approved in writing by the Local Planning Authority.

Reason: In order to evaluate and seek to minimise the impact of the development on the amenities of neighbouring occupiers in relation to daylight and sunlight and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Non-residential Uses**

58. The ground floor flexible use non-residential units hereby permitted shall only be used for purposes falling within Classes A1, A2, A3, D1 (excluding places of worship and schools and colleges) and D2, and for no other purpose.

Reason: To protect the locality by avoiding the introduction of a use unsuited to the premises in accordance with policies BP8 of the Borough Wide Development Policies Development Plan Document.

**Flexible Uses**
59. Following the first occupation of each of the ground floor flexible use non-residential units any further change of use to another use 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 E, Part 3 of Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015.

**Maximum Quantum of Floorspace**

60. The development hereby approved shall be limited to a maximum quantum of floorspace as follows:

- Housing (Use Class C3) – 850 Residential Units;
- Flexible Use Non-residential Units (Use Class A1, A2, A3, D1 and D2) – 350 square metres.

Reason: In order to ensure that the development causes no additional impact that has not been assessed as part of the planning application proposal and in accordance with policy CM1 of the Core Strategy.

**Refuse Storage**

61. Prior to occupation of a Development Parcel a scheme for the storage and disposal of refuse generated within the relevant Development Parcel shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be fully implemented in accordance with the approved details.

Reason: To protect the amenity of future occupiers and adjoining occupiers in accordance with policies BR15 and BP8 of the Borough Wide Development Policies Development Plan Document.

4. **Department of Employment, Chequers Lane, Dagenham, RM9 6PS-17/02144/FUL**

The Principal Development Management Officer introduced a report concerning the proposed development of the Department of Employment, Chequers Lane, Dagenham. This proposal was for the demolition of the existing building and erection of a part five/part eight storey building to provide 70 residential units comprising 11 x studio flats, 30 x 1-bed and 29 x 2-bed flats and 192sq.m of A1/A2/B1(a)/D1 floorspace with associated access, parking and landscaping.

The site was a square shaped plot of land measuring approximately 0.19 hectares in area located directly east off Chequers Lane, Dagenham 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, 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 proposed the demolition of the existing building and erection of a part five/part eight storey building to provide 70 residential units comprising 11 x studio flats, 30 x 1-bed and 29 x 2-bed flats and 192sq.m of A1/A2 /B1(a)/D1 floorspace with associated access, parking and landscaping.

The development would provide 11 sub-market units equating to 16% of the total provision. 6 of these units would be affordable rent set at London Affordable Rent levels whilst the remaining 5 units will comprise shared ownership units. The applicants had submitted a financial viability appraisal which contends that it would not be viable to provide above 16%. The viability appraisal had been independently reviewed and the findings of the viability appraisal has been accepted. However, the applicants had also agreed to undertake a viability appraisal on implementation to test whether 35% sub-market housing could be provided with an equal split between London Affordable Rent and London Shared Ownership.

All the residential units had been designed in accordance with the London Plan minimum space standards. The development included 7 wheelchair units and this is in keeping with the minimum 10% required by the London Plan.

The development would provide private balconies, roof terraces and amenity areas which have been designed to the standards set out in the Mayor of London’s Supplementary Planning Guidance (SPG) for Housing. The proposal would also make provision for children’s play space in accordance with the standards set out in the Mayor of London’s Play and Recreation SPG.

The scale, form and massing of the proposed development was considered to be acceptable and the development would be well designed and proportioned and would enhance visual interest in the street scene. The external finish of the building would comprise brickwork with metal framed windows and balconies.

One representation has been received on behalf of Dagenham Dock Ltd who are the owners of the neighbouring Ford Stamping Plant site. The concerns raised by Dagenham Dock were that the development would prejudice the future development on the Ford Stamping Plant site. However, Officers considered that in the absence of a detailed masterplan for the adjacent site, the layout and design of the development is the most appropriate to ensure that any future proposals on the neighbouring site is not prejudiced.

The site had a PTAL (Public Transport Accessibility Level) of 3 out of 6 where 6 is excellent and therefore had a moderate PTAL rating. The development would provide 14 residential parking spaces equating to a ratio of 0.2 per dwelling. This was considered to be acceptable and in accordance with the London Plan. Included within the car parking provision were 7 accessible car parking spaces which equates to 50% of the total parking provision. There would be no significant impact on the local highway network as a result of the development.

The proposed development was anticipated to achieve a 38.44% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013 for the residential element of the development. 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 shortfall off-set through a cash in lieu contribution. The shortfall in carbon dioxide reduction will be offset through a monetary contribution secured via a S106 agreement. The non-domestic part of the development will achieve a 36.45% reduction in carbon emissions and this is in accordance with the London Plan.

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

Members were concerned about the lack of parking available for this proposed development, which they considered would have an impact on local roads and in particular Heathway. The Principal Development Management Officer advised that if more car parking was to be made available, this would impact on the viability of the scheme. She acknowledged this was a difficult issue.

Members were concerned about the lack of two and three-bedroom flats in this development although it was advised that there would be a communal area for children’s play space.

Members noted that the development would provide 11 sub-market units equating to 16% of the total provision and requested whether 35% can be reached. It was advised that the applicant would be required to meet that figure if this was financially viable although this could not be guaranteed at this stage.

Stuart Baillie, on behalf of the applicant, advised that the proposed development delivered the maximum amount of affordable housing as per the independent viability review conducted.

The Planning Committee granted planning permission subject to a S106 Agreement to secure:

- A commitment to provide 11 sub-market units (16%) of which 6 would be at London Affordable Rent and 5 units being London Shared Ownership.
- 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 (other than a registered provider) for a period of six months from the date of the sales launch.
- A requirement that a viability review is undertaken on implementation to ascertain whether it would be viable to provide 35% sub-market units with an equal split between London Affordable Rent and London Shared Ownership.
- A requirement for an early stage viability review if the development has not been substantially implemented within two years of the planning permission being granted.
- A requirement for a late stage review (if it is demonstrated at implementation that 35% sub-market housing would not be viable) at the point that 75% of the units are sold or let. If the development becomes viable at this stage, the profit would be split 60/40 between the Council and the applicant.
A commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development.

Carbon offset payment.

A requirement that the developer enters into a S278 Highways Agreement to undertake alterations to the public highway.

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 (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required):

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:

   16076 P0-001
   16076 P1-107 Rev P4
   16076 P1-100 Rev P7
   16076 P1-101 Rev P8
   16076 P1-102 Rev P8
   16076 P1-103 Rev P8
   16076 P1-104 Rev P8
   16076 P1-105 Rev P8
   16076 P1-106 Rev P6
   16076 P2-100 Rev P4
   16076 P3-100 Rev P4
   16076 P3-101 Rev P4
   16076 P3-102 Rev P4
   16076 P3-103 Rev P4

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

3) 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 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.

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 occupation of any of the buildings or completion of the development, whichever is 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 hereafter 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.

8) The car parking areas indicated on drawing number 16076 P1-100 Rev P7 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. Car parking spaces 1-7 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.
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 to ensure and promote easier access for disabled persons to the development in accordance with Policies BR9 and BP11 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

9) 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.

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.

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, 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'.

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.

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.

13) 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.

14) 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 are subject to the approval in writing of the Local Planning Authority.

15) 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 10-15: 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.

16) 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.

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.
17) 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.

18) 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 and dirt during construction; a scheme for recycling/disposing of waste resulting from demolition and construction works;
h. the use of efficient construction materials;
i. 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.

Reason: The CEMP and SWMP are required prior to the 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.

19) The external 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. The Lighting Strategy should also seek to minimise upwards light and obtrusive light and avoid light spill onto adjacent green areas, trees, and bird and bat boxes during construction and occupation. Lighting should be designed in accordance with Bats and Lighting in the UK (http://www.bats.org.uk/pages/bats_and_lighting.html) or the latest advice from the Bat Conservation Trust. Any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum.

Reason: In the interests of security and safety, to avoid light pollution, safeguard neighbouring amenity and to protect the nature conservation value of the site and protect the night sky from extraneous illumination in accordance with Policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

20) Construction work shall not begin until full details of a scheme of acoustic protection of habitable rooms against road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

35 dB LAeq in living rooms and bedrooms (07.00 hours to 23.00 hours) with windows closed and;

30 dB LAeq in bedrooms (23.00 hours to 07.00 hours) with windows closed.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07.00 hours to 23.00 hours) or 35dB LAeq in bedrooms (23:00 hours - 07.00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first occupation of the dwelling to which it relates and shall be maintained at all times thereafter.

Reason: A scheme of acoustic protection is required prior to the commencement of development in order to safeguard the amenities of occupiers of the development in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

21) The combined rating level of the noise from plant installed pursuant to this shall not exceed the existing background noise level outside the window to any noise sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: In the interest of safeguarding the amenities of occupiers of the development in accordance with policies BR13, BP8 and BP11 of
22) Prior to the first occupation of the ground floor commercial units, details of a scheme of sound insulation to ensure that NR20, $\text{LAe}_q\text{5min}$, is not exceeded shall be submitted to and approved by the Local Planning Authority. The use shall only commence in accordance with any scheme approved.

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

23) Noise from entertainment including live and amplified music associated with the A1 and D1 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 $L_{10}$ (EN) shall not exceed $L_{90}$ (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: In the interest of safeguarding the amenities of occupiers of the development in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

24) No deliveries to and collections from the commercial unit shall take place other than between the hours of 07:00 and 19:00 on any day unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the commercial uses do not cause undue nuisance and disturbance to residents at unreasonable hours and in accordance with Policy BP8 of the Borough Wide Development Policies Development Plan Document.

25) Prior to the commencement of the development, details of a scheme to mitigate the shortfall in meeting air quality neutral benchmarks is to be submitted to and approved by the Local Planning Authority. The approved scheme is to be fully implemented at all times thereafter.

Reason: Air quality mitigation measures are required prior to the commencement of the development to ensure that the development
does not have a significant negative impact on air quality in accordance with Policy BR14 of the Borough Wide Development Policy Development Plan Document.

26) 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 greenfield runoff rates as is reasonably practical.

c) A design based on infiltration rates acquired through in-situ testing compliant with BRE Digest 365.

d) Details of management and maintenance regimes and responsibilities.

e) A construction phase plan detailing how the drainage elements will be protected during construction.

f) Long and cross sections of each SuDS Element.

g) 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.

27) 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.

28) 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.

29) 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.


30) 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.

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 analyses, 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
35) Electric charging points shall be provided for 3 of the car parking spaces shown on drawing number 16076 P1-100. 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 Policy BP11 of the Borough Wide Development Policies Development Plan Document.

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; Cudd Bentley Consulting Chequers Lane Energy Statement – LN/5194/17 Ver 2 Dated 21/12/2017.

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 unit in the development hereby permitted shall ensure that it achieves a BREEAM ‘Very Good’.

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) 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.

41) 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 building's 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).

42) No development above ground level shall take place until detailed design for children’s playspace in the communal garden area including details of how these areas will be separated and secured from the car parking areas have been submitted 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 retained.

Reason: 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 Plan Document and Policy 3.6 of the London Plan.

43) 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).

44) 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 Development Policies Development Plan Document and policy 5.15 of the London Plan.

45) No development above ground level shall take place until a scheme to protect the privacy of the balcony areas to flat numbers 3, 10, 13, 22, 25, 34, 37 and 46 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 maintained as such.

Reason: To ensure that the residential amenities of occupiers of the development are protected in accordance with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

5. 24 Goring Road, Dagenham- 17/01633/FUL

The Development Management Officer introduced a report in respect of the proposed development of 24 Goring Road, Dagenham. The application site was a detached bungalow located on the southern side of Goring Road, Dagenham. The application sought permission for the demolition of the existing bungalow and redevelopment of the site to provide 1 three-bedroom flat and 3 two-bedroom flats.

Goring Road was characterised by small detached bungalows of various styles and design on the northern side, and a mix of larger detached bungalows and chalet style bungalows featuring front dormer windows alongside 2 storey dwellings situated on the southern side. The proposed development would not be dissimilar in scale and design to adjacent properties No.18-20 and 22 Goring Road, it was therefore considered that the proposal would not be out of keeping with the street scene or be detrimental to the character and appearance of the surrounding area.

The proposed development would not result in unacceptable levels of overlooking or loss of privacy and complies with policies BP8 and BP11 of the Borough Wide Development Policies DPD 2011 which seek to protect residential amenity.

The proposed new dwellings accorded with the Technical Housing Standards – nationally described space standards (March 2015). All flats are dual or triple aspect and would be provided with adequate daylight/sunlight and outlook.

The proposed ground floor flats would each have a private outdoor terrace ranging
in size from approximately 26.5sqm to 32.5sqm. Each of the proposed first floor flats would have a private balcony providing 5sqm of private amenity space in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) in addition to a large communal garden which equates to a further 320sqm of amenity space. It is therefore considered that the amenity space provision is acceptable.

The proposed development provides 4 off-street parking spaces fronting the site. Officers share the view of the Transport Development Management Team that this represents an adequate number of spaces to satisfactorily accommodate the parking requirements of the 4 flats.

Councillor Phil Waker, a Village Ward member was invited to address the Committee. He stated that residents were not at all happy with the proposed development as Goring Road had a distinctive character that needed to be protected. Where bungalows had been converted in other roads, this had been detrimental and if this happened in Goring Road, the character would be destroyed. He asked the Committee to reject the application.

Councillor Margaret Mullane, a Village Ward member was invited to address the Committee. In line with Councillor Waker, she asked that Goring Road’s distinctive character was preserved and the Council needed to be concerned about the amount of bungalow conversions, which would have a detrimental effect on residents aged over 55. In particular, she considered that if the Committee agreed this application, it would set a precedent.

Members were concerned about the character of Goring Road and sought advice on whether there were grounds to refuse this application. The Chief Planner advised that members need to consider whether the proposal adversely affected the character of the area. However, officers did not think that it did and that it was unlikely that a refusal would be sustained on appeal.

Mr James Addis, the applicant, was invited to address the Committee. He advised the Committee that he was seeking approval for this application as it was for his own family and would be in keeping with the locality.

The Planning Committee granted 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: PL01 Rev B, PL02 Rev B, PL02.2, PL03, PL04 Rev C, PL05 Rev C, PL06 Rev C, PL07 Rev C, PL08 Rev C.

   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) 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 including boundary treatment 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.

6) The car parking areas indicated on drawing No.PL04 Rev C; shall be constructed and marked out 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 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.

7) 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.

8) 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.

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

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

11) 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.

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

Reason: To minimise the use of mains water in accordance with policy 5.15 of the London Plan (March 2016).

13) The dwellings hereby permitted shall comply with the requirements of Building Regulation M4(2) 'accessible and adaptable dwellings'. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that the house is accessible and adaptable in accordance with policy 3.8 of the London Plan 2016.

14) The proposed side windows shall be obscurely glazed to a minimum privacy level 3 and should not be capable of opening to an angle of more than 20 degrees. These qualities should thereafter be permanently maintained.

Reason: To avoid overlooking of adjoining properties and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and the Residential Extensions and Alterations Supplementary Planning Document.

15) Details of privacy screens to the first floor rear balconies, which shall be a minimum height of 1.7 metres, shall be submitted to and approved by the Local Planning Authority. The approved screens shall be installed prior to occupation of Flats C and D as indicated on drawing number PL05 Rev C and permanently retained.

Reason: To protect the residential amenities of neighbouring occupiers in accordance with policy BP8 of the Borough Wide Development Policies Development plan.
The Planning Officer introduced a report relating to the proposed development of land between 487-535A Rainham Road South, Dagenham.

The application site is a rectangular plot comprising two car sales businesses. The applicant sought planning permission for the demolition of a single storey car sales building and clearance of the associated yard and the erection of a two-storey building (including second floor accommodation within roof space) incorporating 5 two-bedroom flats and 5 two-bedroom maisonettes and associated amenity space.

Any impacts on the amenity of adjacent properties would be minimal. The external design of the development would be consistent with the character of the local area.

The proposed internal design was consistent with Policy 3.5 (quality and design) of the London Plan (March 2016) and each flat would comply with the applicable minimum gross internal area standards.

The proposed outdoor amenity spaces for each flat were sufficiently sized to meet the needs of future occupants. The outdoor spaces of the ground floor flats (units 1 – 5) met the minimum standard under Policy BP5 of the Borough Wide Development Policies DPD and the outdoor spaces of the upper floor flats (units 6-10) met the private open space standard of the Mayor of London’s Housing Supplementary Planning Guidance (March 2016).

The provision of cycle storage and the site’s public transport accessibility meant that residents would not be unduly dependent on private motor vehicles for transport. The development would not significantly reduce on-street parking availability in the local area because residents of the proposed flats would be ineligible for Controlled Parking Zone parking permits.

The development would incorporate sustainable design in accordance with the Policy 5.2 (minimising carbon dioxide emissions) and Policy 5.15 (water use) of the London Plan.

The proposed development was considered to comply with the relevant policies set out in the London Plan and the Local Plan.

The Committee asked the applicant why the previous application approved by the Development Control Board had not been carried through and the applicant advised that he bought the site with the planning permission and that there needed to be design changes to make the scheme work better.

The Planning Committee granted planning permission subject to:

1) A Section 106 legal agreement to secure the matters set out in section Error! Reference source not found. of this report; and

2) The following conditions (with any amendments that might be necessary up to the issue of the decision).
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:

   3403_PL01 REV. A
   3403_PL 19
   3403_PL08 REV. B
   3403_PL16 REV. B
   3403_PL14 REV. E
   3403_PL18 REV. B
   3403_PL15.2 REV. E
   3403_PL17 REV. A
   3403_PL20
   3403_PL21

   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) All proposed first floor level windows in the west elevation of the proposed flats must be fitted with obscure glazed windows which are not be capable of opening to an angle of more than 20 degrees. The windows must thereafter permanently be maintained as such.

   Reason: To avoid overlooking of adjoining properties in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

5) The winter gardens indicated on drawing 3403_PL20 shall be constructed in accordance with the approved plans prior to the occupation of the development hereby approved and thereafter permanently retained.

   Reason: To secure the provision and retention of external amenity space for units 6 – 10 in accordance with policy 3.5 of the London Plan and standards 26 and 27 of the Mayor of London’s Housing SPG.

6) Details of a scheme of acoustic protection of habitable rooms to the East
Elevation facing Rainham Road South against road traffic noise shall be submitted to the Local Planning Authority for approval in writing. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) with windows closed; and 30 dB LAeq in bedrooms (23.00 hrs to 07.00 hrs) with windows closed. Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) or 35dB LAeq in bedrooms (23:00 hrs to 07.00 hrs) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure proposed occupiers are not exposed to unacceptable levels of noise pollution in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan

7) Before occupation units 2 – 10 shall comply with Building Regulations Optional Requirement Approved Document M4 (2): accessible and adaptable dwellings, and unit 1 shall comply with Building Regulations Optional Requirement Approved Document M4 (3): wheelchair user dwellings. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

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

8) The development hereby permitted shall be carried out in accordance with the submitted Energy Statement prepared by Hodkinson Consultancy and dated October 2017. Details of the location and quantum of photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority and the photovoltaic panels shall be implemented in accordance with the approved details and thereafter maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policy BR2 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3 and 5.7 of the London Plan.

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

Reason: To minimise the use of mains water in accordance with policy 5.15
of the London Plan.

10) No development shall commence, including any works of demolition, until a detailed remediation scheme which builds on the findings of a site investigation report, “489-533 Rainham Road South, Dagenham, Essex”, reference C14165, dated July 2017 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.

11) 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.

12) 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 current good practice and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10), which is subject to the approval in writing of the Local Planning Authority.

Reason for conditions 10) to 12): 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.

13) 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.
14) 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.

15) 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 for conditions 13) to 15): 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) The development hereby permitted shall not be occupied until all redundant footway crossings serving the site have been removed and the kerbs reinstated to the satisfaction of the Local Planning Authority.

Reason: To ensure that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with policy BR10 of the Borough Wide Development Policies DPD.

17) Prior to the commencement of the development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The Plan shall be designed to avoid disruption of Transport for London infrastructure and bus operations. The plan should include, but not be limited to, the following matters:

Mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, site access arrangements, vehicle tracking of construction vehicles entering/exiting the site, protection of vulnerable road users and details around any hoarding or scaffolding likely to be required in the vicinity of the bus stop.

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.

18) The cycle parking indicated on drawings 3403_PL14 (Rev. E) and 3403_PL21 shall be provided prior to the occupation of the development, and shall be 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 Development Policies DPD (March 2011).

19) 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.

7. Planning Visiting Sub-Committee and Planning Performance Review Sub-Committee

At the beginning of each municipal year the Visiting Sub-Committee is appointed to undertake inspections of buildings and sites as directed by the Board, and to make recommendations arising from the inspections unless otherwise empowered to act.

The Visiting Sub-Committee consists of the Chair and Deputy Chair of the Committee, together with three other Members of the Committee. In addition, the relevant Ward Members are invited to attend. The Group’s quorum is two. Only Committee Members appointed to the Visiting Sub-Committee will have voting rights to make recommendations to the Committee on an application which is the subject of the visit.

The Committee was also required to appoint a Performance Review Sub-Committee which will meet twice a year to:

- select a random sample of up to 20 delegated decisions on a range of applications and examine and evaluate between 5 and 10 of them to assess whether relevant planning policies and criteria were applied in each case;
- review planning appeal performance; and
- scrutinise overturned decisions.

The Sub-Committee consisted of the Chair and Deputy Chair of the Committee, together with three other Members of the Committee and it would report back its findings to the Planning Committee. The panel’s quorum is two.

The Planning Committee agreed:
- Two Members to serve on the Visiting Sub-Committee: Councillors Achilleos and Fergus.
8. Town Planning Appeals

The Committee noted details of the following appeals:

Appeals Lodged

The following appeals have been lodged:

a) Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.6 metres and maximum height: 2.6 metres) – 122 Mill Lane, Chadwell Heath (Ref: 17/01617/PRIOR6)

Application refused under delegated powers 9 November 2017 (Chadwell Heath Ward)

b) Demolition of existing garage and erection of two storey, two bedroom detached house – 50 Sandown Avenue, Dagenham (Ref: 17/00878/FUL)

Application refused under delegated powers 14 September 2017 (Village Ward)

c) Retention of single storey side extension – Former Bull Inn, Rainham Road South, Dagenham (Ref: 17/01450/FUL)

Application refused under delegated powers 7 November 2017 (Village Ward)

d) Erection of part single/part two storey side and rear extension – 36 Stratton Drive, Barking (Ref: 17/01929/FUL)

Application refused under delegated powers 17 January 2018 (Longbridge Ward)

e) Erection of two storey side/rear extension and single storey rear extension – 98 Westrow Drive, Barking (Ref: 17/02093/FUL)

Application refused under delegated powers 13 February 2018 (Longbridge Ward)

f) Change of use of ground floor from D1 (training centre) use to A1 (retail)/A3 (restaurant/café) use; conversion of the upper floors from D1 use to C3 (dwellings) use to provide 8 two bedroom flats; including first, second and third floor rear extensions, installation of front rooflights, provision of a new residential entrance on Green Lane and associated car and cycle parking – 714-720 Green Lane, Dagenham (Ref: 17/01496/FUL)

Application refused under delegated powers 30 November 2017 (Becontree Ward)

g) Conversion of single storey side extension to form one bedroom self-
h) Erection of two storey side/rear extension to provide new dwelling, and erection of part single/part two storey rear extension to existing dwelling – 1 North Road, Chadwell Heath (Ref: 17/01851/FUL)

Application refused under delegated powers 26 January 2018 (Chadwell Heath Ward)

i) Change of use of ground floor shop from retail (Use Class A1) to hot food takeaway (Use Class A5) and erection of associated extraction flue to rear – 205 Oxlow Lane, Dagenham (Ref: 17/01980/FUL)

Application refused under delegated powers 15 February 2018 (Heath Ward)

j) Erection of two storey side and rear extension – 67 Oulton Crescent, Barking (Ref: 17/02072/FUL)

Application refused under delegated powers 6 February 2018 (Longbridge Ward)

k) 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) – 72 Hurstbourne Gardens, Barking (Ref: 18/00274/PRIOR6)

Application refused under delegated powers 22 March 2018 (Longbridge Ward)

l) Erection of first floor rear extension – 40 Somerby Road, Barking (Ref: 17/01821/FUL)

Application refused under delegated powers 6 February 2018 (Abbey Ward)

m) Erection of single storey front, side and rear extension – 21 Hunters Hall Road, Dagenham (Ref: 17/02064/FUL)

Application refused under delegated powers 6 February 2018 (Alibon Ward)

n) Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves and maximum height: 3.0 metres – 71 Netherfield Gardens, Barking (Ref: 18/00292/PRIOR6)

Application refused under delegated powers 6 February 2018 (Abbey Ward)

Appeals Determined

The following appeals have been determined by the Planning Inspectorate:

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

Application refused under delegated powers 13 October 2017 for the following reason:

1. The proposed side extension would partially close off an important gap within the street scene which provides relief from the built-up nature of the street and would fail to maintain the character of the area and be harmful to the street scene. The proposed development is therefore 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 20 April 2018

b) 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 – Alibon Ward)

Application refused under delegated powers 4 December 2017 for the following reasons:

1. The proposed side extension would partly close off an important gap within the street scene and fail to maintain the spacious character of the Becontree Estate contrary to policies CP2 and CP3 of the Core Strategy DPD, policies BP2, BP8 and BP11 of the Borough Wide Development Policies DPD and the Supplementary Planning Document for Residential Extensions and Alterations.

2. The siting and scale of the rear extension would have a detrimental impact on the amenity of the neighbouring occupiers at No.102 Sterry Road by way of an unacceptable loss of daylight and sunlight and have an overbearing effect contrary to policies BP8 and BP11 of the Borough Wide Development Policies DPD and the Supplementary Planning Document for Residential Extensions and Alterations.

3. The design of the proposed development would result in an uncharacteristic and unduly dominant addition in the form of a large rear gable roof detrimental to the character and appearance of the original dwelling. The proposed parapet side wall would be detrimental to the appearance of the streetscene and the surrounding area contrary to Policy CP3 of the Core Strategy (July 2010) and Policies BP8 and BP11 of the Borough Wide Development Policies DPD (March 2011).

Planning Inspectorate’s Decision: Appeal dismissed 1 May 2018

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

Application refused under delegated powers 6 July 2017 for the following
1. The proposed development by virtue of its scale, siting and location would represent inappropriate development of a residential garden and significantly close the gap between numbers 31 and 33 Braintree Road and as such would materially reduce the open and spacious character of the side garden of the application property and of the area, contrary to policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Planning Inspectorate’s Decision: Appeal dismissed 2 May 2018

d) 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 – Chadwell Heath Ward)

Application refused under delegated powers 24 November 2017 for the following reason:

1. The proposed rear extension would project beyond a side wall of the original house and form a side extension which is more than half the width of the original dwelling house. Consequently, the proposal would not accord with Schedule 2, Part 1, Class A, Paragraph A1. (j), ( iii) of the Town and Country Planning (General Permitted Development )(England) Order 2015.

Planning Inspectorate’s Decision: Appeal dismissed 9 May 2018

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

Application refused under delegated powers 28 November 2017 for the following reason:

1. The siting and size of the rear extension would have a detrimental impact on the amenity of the neighbouring occupiers at No.22 Mill Lane by way of an unacceptable overbearing effect and loss of outlook and daylight contrary to policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document (March 2011) and the Supplementary Planning Document for Residential Extensions and Alterations (February 2012).

Planning Inspectorate’s Decision: Appeal allowed 9 May 2018

f) Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.6 metres and maximum height: 2.6 metres) – 122 Mill Lane, Chadwell Heath (Ref: 17/01617/PRIOR6 – Chadwell Heath Ward)

Application refused under delegated powers 9 November 2017 for the following reason:
1. The proposed rear extension would project beyond a side wall of the original house and form a side extension which is more than half the width of the original dwelling, consequently the proposal would not accord with Schedule 2, Part 1, Class A, Paragraph A.1 (j) (iii) of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Planning Inspectorate’s Decision: Appeal dismissed 9 May 2018

g) 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 – Abbey Ward)

Application refused under delegated powers 14 December 2017 for the following reason:

1. The proposed rear extension would project beyond a side wall of the original house and form a side extension which is more than half the width of the original dwelling, consequently the proposal would not accord with Schedule 2, Part 1, Class A, Paragraph A.1 (j) (iii) of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Planning Inspectorate’s Decision: Appeal dismissed 14 May 2018

Application for an award of costs – costs refused 14 May 2018

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

Application refused under delegated powers 27 April 2017 for the following reason:

1. The proposed two storey extension together with the existing annexe, by virtue of its combined scale, form, massing and design, will be incongruous in appearance, overbearing and unduly dominant in the street scene resulting in unacceptable visual harm, detrimental to the character of the existing site and surrounding area, contrary to Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Planning Inspectorate’s Decision: Appeal allowed 10 May 2018

9. Delegated Decisions

The Committee noted details of delegated decisions for the period 8 January-2 February 2018.