Notice of Meeting

PLANNING COMMITTEE

Monday, 11 June 2018 - 7:00 pm
Council Chamber, Town Hall, Barking

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

Date of publication: 1 June 2018

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

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

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

AGENDA

Use Classes and Planning Application Procedure

1. Apologies for Absence

2. Declaration of Members' Interests

In accordance with the Council’s Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.
3. Minutes - To confirm as correct the minutes of the Development Control Board held on 23 April 2018 (Pages 7 - 27)

New Planning Applications

4. Gascoigne Estate West, Abbey Road, Barking- 17/00977/OUT (Pages 29 - 111)
   Ward
   Gascoigne

5. Department of Employment, Chequers Lane, Dagenham, RM9 6PS- 17/02144/FUL (Pages 113 - 167)
   Ward
   River

6. 24 Goring Road, Dagenham- 17/01633/FUL (Pages 169 - 195)
   Ward
   Village

7. Land between 487-535A Rainham Road South, Dagenham- 17/01633/FUL (Pages 197 - 229)
   Ward
   Eastbrook

8. Planning Visiting Sub-Committee and Planning Performance Review Sub-Committee (Page 231)

9. Town Planning Appeals (Pages 233 - 260)
   Ward
   Abbey; Alibon; Becontree; Chadwell Heath; Heath; Longbridge; Valence; Village

10. Delegated Decisions (Pages 261 - 294)

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

12. To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.

   Private Business

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

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

One borough; one community; London’s growth opportunity

Our Priorities

Encouraging civic pride

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

Enabling social responsibility

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

Growing the borough

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

Well run organisation

- A digital Council, with appropriate services delivered online
- Promote equalities in the workforce and community
- Implement a smarter working programme, making best use of accommodation and IT
- Allow Members and staff to work flexibly to support the community
- Continue to manage finances efficiently, looking for ways to make savings and generate income
- Be innovative in service delivery
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<table>
<thead>
<tr>
<th>Use Class</th>
<th>Use/Description of Development</th>
<th>Permitted Change</th>
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</thead>
<tbody>
<tr>
<td>A1</td>
<td>Shops: shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.</td>
<td>State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4. A1 plus two flats above. C3 residential use - see footnote 5. Bank, building society, credit union or friendly society (A2) but not for other purposes falling within A2 – see footnote 6. A2 A3 (up to 150 m²) see footnote 9. D2 (up to 200 m²) see footnote 10.</td>
</tr>
<tr>
<td>A2</td>
<td>Financial and professional services: financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies.</td>
<td>A1 (where this is a ground floor display window) plus two flats above. A2 plus two flats above. State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4. C3 residential use - see footnote 5. A3 (up to 150 m²) see footnote 9. D2 (up to 200 m²) see footnote 10.</td>
</tr>
<tr>
<td>A3</td>
<td>Restaurants and cafés: for the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</td>
<td>A1 or A2 State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4.</td>
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<tr>
<td>A4</td>
<td>Drinking establishments: public houses, wine bars or other drinking establishments (but not night clubs).</td>
<td>A1, A2 or A3 unless listed as an Asset of Community Value State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4.</td>
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<tr>
<td>A5</td>
<td>Hot food takeaway: for the sale of hot food for consumption off the premises.</td>
<td>A1, A2 or A3 State funded school for single academic year – see footnote 2. Some temporary uses – see footnote 4.</td>
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<td>B1</td>
<td>Business: a) Offices, other than a use within Class A2 (Financial Services). b) Research and development of products or processes. c) Light industry appropriate in a residential area.</td>
<td>B8 (where no more than 500 sqm) B1a - C3 subject to prior approval - see footnote 1. State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3. Some temporary uses – see footnote 4.</td>
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<tr>
<td>B2</td>
<td>General industrial: general industry: use for the carrying out of an industrial process other than one falling in class B1. (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</td>
<td>B1 or B8 (B8 limited to 500 sqm) State funded school for single academic year – see footnote 2.</td>
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<td>B8</td>
<td>Storage and distribution: storage or distribution centre. This class includes open air storage.</td>
<td>B1 (where no more than 500 sqm) State funded school for single academic year – see footnote 2. C3 (where no more than 500 sqm) see footnote 7.</td>
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<td>C1</td>
<td>Hotels: hotel, boarding house or guesthouse, where no significant element of care is provided. (Excludes hostels).</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3.</td>
</tr>
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<td>C2</td>
<td>Residential institutions: hospital, nursing home or residential school, college or training centre where they provide residential accommodation or care to people in need of care (other than those within C3 dwelling houses).</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3.</td>
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<td>C2A</td>
<td>Secure residential institution: secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</td>
<td>State funded school for single academic year – see footnote 2. State funded school or registered nursery subject to prior approval - see footnote 3.</td>
</tr>
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<td>C3</td>
<td>Dwelling houses: use as a dwelling house by a single person or by people living together as a family or by not more than 6 residents living together as a single household.</td>
<td>Article 4 direction removes permitted development right to convert to C4 House in Multiple Occupation. State funded school for single academic year – see footnote 2.</td>
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<td>C4</td>
<td>Houses in multiple occupation</td>
<td>Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</td>
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<tr>
<td>D2</td>
<td>Assembly &amp; Leisure</td>
<td>Cinema, concert hall, bingo hall, dance hall, swimming bath, skating rink, gymnasium, or area for indoor or outdoor sports or recreations, not involving motor vehicles or firearms.</td>
</tr>
<tr>
<td>Sui – Generis</td>
<td>A use on its own, for which any change of use will require planning permission. Includes, theatres, nightclubs, retail warehouse clubs, amusement arcades, laundrettes, petrol filling stations, casinos, taxi businesses, waste management facilities, motor car showrooms, betting offices and pay day loan.</td>
<td>Casino to Class D2 Amusement arcades/centres and casinos to C3 (up to 150 m2) See footnote 8 Betting offices and pay day loan to A1 and A2 plus two flats above Betting offices and pay day loan plus two flats above Betting offices, pay day loan and casinos to A3 (up to 150 m2) See footnote 9. Betting offices and pay day loan to D2 (up to 200m2) – see footnote 10. Betting offices and payday loan to C3 residential use - see footnote 5.</td>
</tr>
</tbody>
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**Footnotes**

1. B1a (Offices) can change use to C3 (Dwelling houses) provided development commenced before 30/06/16. Need to apply to Council for prior approval to confirm no significant transport and highway impacts, contamination risks and flood risks.

2. State funded schools can open without planning permission for a single academic year without planning permission from any existing use within the Use Classes Order. School must be approved by Secretary of State and school must notify Council before they open. School must revert to its previous use at end of year. Does not apply to listed buildings.

3. B1 (business), C1 (hotel), C2 (residential institution), C2A (secured residential institution) and D2 (assembly and leisure) can convert to a state funded school or registered nursery providing early years childcare without planning permission. Need to apply to Council for prior approval to confirm no significant transport and highways impact, noise impacts and contamination risks. D2 uses that have changed use from A1 or A2 using permitted development right (see footnote 10) cannot then change use to state funded school or registered nursery under this permitted development right.

4. A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (pubs), A5 (takeaways), B1a (offices), B1b (light industry), B1c ( R&D), D1 (non-residential institutions) and D2 (assembly and leisure) can change to A1, A2, A3, B1a,b & c without planning permission. Change of use must be less than or equal to 150 square metres. Applies for single continuous period of two years. Can change to other permitted use within two year period. Must revert to original use at end of two year period and notify Council before use begins.

5. A1 (shops) and A2 (financial and professional services) can change to C3 (residential). Building operations and partial demolition works that are “reasonable necessary” are also permitted. Prior approval required for transport and highways impact, contamination, flooding, the design and external appearance of the building and undesirable impacts on shopping facilities. This right only applies to buildings of 150 square metres or less and does not apply in Conservation Area or to listed buildings.

6. Does apply in Conservation Areas but not to listed buildings.

7. B8 (storage of distribution) to C3 (residential). Prior approval required for transport and highways impact, air quality impacts on intended occupiers, noise impacts of the developments, risks of contamination, flooding and the impact the changer of use would have on existing industrial uses and or storage or distribution uses. Right only applies to buildings in B8 use on or before 19 March 2015 and development must be begun before 15 April 2018. Building must have been in B8 use for four years.

8. Prior approval required for transport and highways impact, flooding, contamination and where building works are to be carried out under the permitted development right, design.

9. A1 (shops), A2 (financial and professional services) and betting offices and pay day loans to A3 (restaurants and cafes). Prior approval required for noise, smell/odours, transport and highways, hours of opening as well as siting and design in relation to extraction, ventilation, waste management, storage and undesirable impacts on shopping facilities.

10. A1 (shops) and A2 (financial and professional services) can change to D2. Applies to premises in A1 or A2 use on 5 December 2013. Prior approval required for transport and highways impact, hours of opening, noise impacts of the development and undesirable impacts on shopping facilities. Does not apply to listed buildings.
Planning Application Procedure

1. The Chair introduces the Planning Officer who will present the item.

2. The Planning Officer presents the report to the Committee and advises on any relevant additional information received after the completion of the report. The Planning Officer will also refer to the recommendation (it is assumed that Members will have read the report).

3. If clarification is required, Committee Members may, through the Chair, ask relevant (i.e. planning related) questions regarding an issue within the Planning Officer’s report.

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

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

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

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

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

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

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

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

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

13. The Chair shall announce the Committee’s final decision.
Notes

- The opportunity to ask questions may not be used to make general or specific comments or observations. General comments can be raised at the discussion point of the proceedings.

- Committee Members must be present during the entire debate on an application in order to be allowed to participate in the deliberations and vote on the matter. Any Committee Member who is not present at the beginning of the consideration of an application, or who leaves the room at any stage during the consideration of the application, shall be excluded from participating and voting on the application.

- If a Committee Member needs to leave during consideration of an application and wishes to take part in the deliberations and vote, they should seek the permission of the Chair for a short adjournment.

- Members should avoid expressing a view about an application until after the applicant has spoken to avoid the impression of bias.

- If there is a substantial point which needs to be clarified before a vote can take place, the Committee may agree to defer the application.

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

Monday, 23 April 2018
(7:00 - 8:05 pm)

Present: Cllr Faraaz Shaukat (Chair), Cllr Sanchia Alasia, Cllr Saima Ashraf, Cllr Edna Fergus, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Giasuddin Miah, Cllr Margaret Mullane, Cllr Adegboyega Oluwole, Cllr Chris Rice, Cllr Bill Turner and Cllr Dominic Twomey

Apologies: Cllr Syed Ahammad, Cllr Irma Freeborn and Cllr Amardeep Singh Jamu

67. DECLARATION OF MEMBERS' INTERESTS

There were no declarations of interest.

68. MINUTES - TO CONFIRM AS CORRECT THE MINUTES OF THE MEETING HELD ON 19 MARCH 2018

The minutes of the meeting held on 19 March 2018 were confirmed as correct.

69. CAR PARK, SALISBURY ROAD, DAGENHAM, RM10 8TP- 18/00231/FUL

This item has been deferred to the Planning Committee meeting in June 2018.

70. FORMER SANOFI AVENTIS, RAINHAM ROAD SOUTH, DAGENHAM- 18/00161/FUL

This item was postponed until the Planning Committee in June 2018.

71. MERRIELANDS DEVELOPMENT SITE, MERRIELANDS CRESCENT, DAGENHAM- 17/02111/FUL

The Head of Planning (HOP) introduced the report for the Merrielands Development Site, Merrielands Crescent, Dagenham and the development proposed the erection of one x 5-7 storey building and one x 6-10 storey building to provide 325 residential units (2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bed flats), 1514m2 (GIA) of commercial floorspace (Use Class A1/ A3) together with new hard and soft landscaping, children's play space, car parking and access arrangements and other associated works. The application site comprised a vacant parcel of land located immediately to the south of Merrielands Retail Park/Merrielands Crescent, west of Chequers Lane and north of Orion Park which is a business park comprising a number of large scale employment uses.

The proposals would include an area for commercial space. The scheme would provide a housing mix of predominantly 1 or 2-bedroom homes.

The development would also include a total of 35% affordable homes in line with the Mayor of London’s guidance, to be split between shared ownership and affordable rent. The applicant was committed to working with Housing Associations and aiming
to increase the affordable homes to a potential 45%. The storeys of the properties varied and their scale was appropriate.

The area would have a children’s play space for 66 children which exceeded the Mayor of London’s standards. Using the Mayor of London’s Play space calculator.

The site would have significant landscaping and the appearance was classical and well designed.

All GLA Housing design standards had been met and it was proposed to have three new pedestrian crossings at Asda, Retail Park and Heathway respectively.

In terms of car parking, there were spaces for 127 cars for 325 units, with 35 of these for 33 wheelchair standard units. In addition, there would be electric car charging points. Retail parking would also be available in Merrilands Crescent. The Mayor of London wanted zero carbon emissions for new developments, although this development would not be zero carbon rated and the applicant would need to pay a carbon emission levy of £107,000.

The HOP added that there was a significant Community Infrastructure Levy (CIL) of £320K accruing for this proposed development although it was a decision by Cabinet as to where this money was spent.

In summary, the HOP stated this was a good development, aligned with the Borough manifesto, borough and London plans. Overall, the proposal was considered to be a well-designed scheme which will deliver a good mix of homes for sale, shared ownership and at affordable rents. It complied with relevant policies contained in the Local Plan, the London Plan and the National Planning Policy Framework.

He added that there would be additional conditions applicable and an early stage viability review and agreement subject to the Mayor of London’s comments if the application were to be approved.

Members were concerned about the children’s play space proposals and noted that this provided an allowance for 66 children, which they considered to be very low and enquired whether this was an accurate figure for a total of 325 units. The HOP responded that the figure had been provided by the GLA and using the Mayor’s Play space calculator and stated that the implication was 66 covered the age group 3-7 and that in fact this figure should be higher if it covered all children up to and including those at higher age levels.

Members asked about the maximum of 35% of the residential units being affordable and enquired whether this percentage could be increased, also the contributory amount of £115 per unit by the applicant towards Employment and Skills could be increased. The HOP stated that in terms of affordable housing, the percentage was in line with the Mayor of London’s guidelines and that if the 35% were to be increased further as with the recent Beam Park application, it would only be possible with a substantial grant being received by the applicant. The 35% of affordable housing was for a private site without the grant but he stated that the applicant was committed to working with Housing Associations aiming to increase this to a higher level, initially it was hoped for 41%. With reference to the contribution towards Employment and Skills as contained in the conditions, this was an amount to be provided across all developments (£115) and helped fund the Council’s employment
services in order to try and ensure local people get into local well-paid jobs.

Members were concerned about the lack of car parking spaces in the proposed development. Barry Kitcherside, Chartplan Ltd and on behalf of the applicant, stated that there were a number of similar developments which had car clubs and these worked well. In some cases, he considered that some spaces remained unoccupied. The HOP advised that condition 30 in the application ensured that the applicant must provide a car park design and management plan. Members also asked about whether new residents for the development could have their eligibility for a parking permit removed and in this respect the HOP stated that a clause would be added in the section 106 agreement to that effect.

Members asked whether residents in Scrattons Lane had been consulted on the development and whether the conditions of the application referred to those residents. The HOP stated that they had not been consulted as the proposed development did not impact directly upon them although officers were working with Transport for London (TfL) to improve road access to Scrattons Estate.

Members were concerned about the potential impact of noise for residents during building construction. The HOP advised that Environmental Health Officers had asked for several additional conditions to be applied in this regard. There were several construction conditions and plans, with limits on construction and routes to use. There were also conditions about construction noise levels, delivery times of building materials and the impact on electricity at the local sub-station, emission of dust, minimising waste and site management plans in dealing with the construction.

Members expressed concern about the potential growth for schools and school places as a result of the proposed development. The HOP said there were discussions with Education officers in terms of building new schools as follows: a special needs school and a secondary school in addition to another primary school in the Beam Park areas. This would be in line with 5,500 new homes in this corridor.

Members were concerned about future health facilities, specifically the number doctors surgeries needed as a result of the proposed development. The HOP advised that there was a GP surgery in Broad Street, half a mile away from the development and officers were working with the local Clinical Commissioning Group (CCG) to ascertain future planning needs. BK said that one of the retail units may be possible to convert into a potential new Health centre.

Members asked about any marketing analysis for the proposed new development and the ability to disincentivise private sales with a link to London Affordable Rent. The HOP stated that the same standard clauses would be applied to this development as had been applied to Beam Park so that in the first six months no more than one unit could be bought within the first six months, after that someone buying two or more homes for rent shall provide the Council with the name address and contact details of the managing agent and ensure that the said managing agent is registered with the Association of Rental Letting Agents (‘ARLA’) or the National Association of Estate Agents (‘NAEA’). In terms of the London affordable rent, nomination agreements would be used, to ensure these units were for residents on the housing waiting list.

Members were concerned about transport issues and plans for Dagenham Dock station. The HOP stated that officers were in liaison with C2C, however the
proposed Ford Stamping Plant development would help increase future demand at the station.

Members enquired about the issue of archaeology and conservation at the construction site. The HOP stated that officers had consulted Historic England, and this included a condition for a two-stage process in that if any historic artefacts were discovered they would be preserved and displayed in the borough.

The Board **granted** planning permission subject to a S106 Agreement to secure:

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

and the following conditions:

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

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

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

   - PL_001 Rev A
   - PL_002 Rev A
   - PL_003 Rev B
   - PL_004 Rev B
   - PL_005 Rev B
   - PL_006 Rev B
   - PL_008 Rev B
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 above ground development shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

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

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

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

6) The landscaping scheme as approved in accordance with condition No. 5; shall be carried out in the first planting and seeding seasons following the occupation of any of the buildings or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.
7) No development above ground level shall take place until a scheme showing those areas to be hard landscaped and the details of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.

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

8) No development above ground level shall take place until detailed design for the children’s play space areas including details of how these areas will be separated and secured from the car parking areas, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

Reason: To safeguard and improve the appearance of the area and to provide children’s play space in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Policy 3.6 of the London Plan.

9) There shall be no occupation of the development until the proposed hard landscaping treatment and retail car parking spaces that fall outside the application site boundary as indicated on drawing number PL 006 Rev B have been implemented and shall thereafter be retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is implemented in accordance with the submitted application and to comply with Policy BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

10) The car parking areas indicated on drawing No: PL_003 Rev B; shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for car parking purposes for occupiers and visitors to the premises and not used for any other purpose.

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.

11) 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.

12) 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 it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

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

13) 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.

14) 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.

15) 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.

16) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and
risk assessment must be undertaken in accordance with the requirements of condition 12 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 13 which are subject to the approval in writing of the Local Planning Authority.

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

Reason for conditions 12-17: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document and Policy 5.21 of the London Plan.

18) Demolition and construction work and associated activities other than internal works not audible outside the site boundary are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday. Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites". Parts 1 and 2.

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

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

a. A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS.

b. Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+CC% allowance for climate change storm events), during all stages of the development (pre, post and during), with discharge rates being restricted as close to 50% of the existing site runoff rate.

c. Details of management and maintenance regimes and responsibilities.

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

e. Long and cross sections of each SuDS Element.

f. A finalised drainage layout plan that details pipe levels, diameters and asset locations.
Reason: A surface water drainage scheme for the site is required prior to the commencement of development to prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

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

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

21) Before any works hereby permitted are commenced and until all such works are completed:

a) all trees to be retained shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS.5837;

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

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

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

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

23) A nesting bird survey should be carried out by a suitably qualified ecologist no more than 2 days prior to commencement of the development. If nesting birds are found i) works should be delayed until the nesting season is over and the
fledglings have left the area and ii) a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as nesting birds may be present on the site and in accordance with Policy CR2 of the Core Strategy, Policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

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

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

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


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

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

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

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

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

Reason: In order to minimise the impact of the development on the local highway 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.

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

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

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

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

31) The approved development shall make provision for cycle parking in accordance with a scheme that shall have been previously submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development and thereafter retained permanently for the accommodation of bicycles of occupiers and visitors to the premises and not used for any other purpose.
Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document.

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

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

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

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

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: A stage 1 written scheme of investigation is required prior to the commencement of the development to ensure that archaeological investigation is initiated at an appropriate point in the development process, any areas of archaeological preservation are identified and appropriately
35) Electric charging points shall be provided for 58 of the car parking spaces shown on drawing number PL_003 Rev B. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development, and thereafter retained permanently for car parking purposes of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

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

Reason: To safeguard the external appearance of the buildings in accordance with 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; CHB Sustainability 4 Acre Holding South of Merrielands, Dagenham Energy Statement – CHBS-PB-17031-1-A.

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

39) The commercial units shall ensure that they achieve a BREEAM ‘Very Good’ rating in accordance with measures outlined in the submitted ‘CHB Sustainability; 4 Acre Holding South of Merrielands, Dagenham BREEAM Pre-Assessment Report dated 6th December 2017, report reference: CHBS-OT-17031-2’.
Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy CR1 of the Core Strategy, policies BR1 of the Borough Wide Development Policies DPD and policy 5.3 of the London Plan.

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

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

41) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and has the potential to impact on this infrastructure and in accordance with Policy CR4 of the Core Strategy.

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

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

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

Reason: In the interests of safeguarding the environment, to ensure that the development provides renewable energy in accordance with Policy BR2 of the Borough Wide Development Policies Development Plan Document and policy 5.2 of the London Plan.
44) A fire statement shall be submitted and approved in writing by the Local Planning Authority before the commencement of any work above ground level. The fire statement shall be produced by an independent third party suitably qualified assessor which shall detail the buildings construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

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

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.

46) The combined specific sound level derived in accordance with the methods and procedures specified in BS4142:2014, “Methods for rating and assessing industrial and commercial sound” shall be limited as follows:

- 5 dB below the existing background noise level (LA90) when assessed at the southern site boundary, and;
- no more than the existing background noise level (LA90) at the northern,
eastern and western boundaries (in view of the retail / commercial use of the surrounding land).

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.

47) Noise from entertainment including live and amplified music associated with the A1 and A3 uses hereby permitted shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. The initial test for compliance with the ‘inaudibility’ criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether entertainment noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

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

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

Reason: 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.

48) No deliveries to and collections from the retail unit service bays 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.

49) A scheme of acoustic treatment of habitable rooms to mitigate noise from the electricity sub-station to the south of the site is to be submitted to and approved by the local planning authority. The approved scheme is to be fully implemented before the first occupation of the dwelling to which it relates and is to be maintained at all times thereafter.

The scheme shall be sufficient to ensure that the level of sub-station noise within habitable rooms does not exceed the following levels presented in Table 1 below which reflect the proposed low frequency noise assessment reference values presented in DEFRA report, “Procedure for the assessment of low frequency noise complaints” NANR45: 2005.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>10</th>
<th>12.5</th>
<th>16</th>
<th>20</th>
<th>25</th>
<th>31.5</th>
<th>40</th>
<th>50</th>
<th>63</th>
<th>80</th>
<th>100</th>
<th>125</th>
<th>160</th>
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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.

50) Details of the energy centre including, but not limited to any combined heat and power plant (CHP) to be installed at the premises, are to be submitted to and approved by the local planning authority. The submitted details shall be sufficient to:

a. demonstrate that products of combustion emitted from the plant will not be prejudicial to health or a nuisance having regard to—
   - the position and height of the discharge flue(s);
   - the position and descriptions of nearby buildings;
   - the levels of the neighbouring ground; and
   - any other matters requiring consideration in the circumstances, including but not limited to, the concentration of oxides of nitrogen in the flue gas and the flue discharge velocity.


Reason: To ensure that products of combustion emitted from the plant will not be prejudicial to health or a nuisance and in accordance with policies BR14 and BP8 of the Borough Wide Development Policies Development Plan Document and policy 7.14 of the London Plan.

51) Details of a ventilation system for the removal and treatment of cooking odours from any commercial catering which includes measures to mitigate system noise are to be submitted to the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in the current edition of publication “Specification for Kitchen Ventilation Systems”, DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance. The approved details shall be fully implemented prior to the first use of any commercial units that will operate under use class A3 and shall be maintained at all times thereafter.

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

52) 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.

53) 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.

54) 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.

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

**Appeals Lodged**

The following appeals have been lodged:

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

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

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

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

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

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

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

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

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

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

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

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

**g)** **Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 4.642 metres existing and 1.358 metres proposed; height to eaves: 3.0 metres and maximum height: 3.1 metres) – 6 Ashton Gardens, Chadwell Heath (Ref: 17/01358/PRIOR6)**

Application refused under delegated powers 14 December 2017 (Abbey Ward)
Heath (Ref: 17/01729/PRIOR6)

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

Appeals Determined

The following appeals have been determined by the Planning Inspectorate:

None.

73. DELEGATED DECISIONS

The Board noted details of delegated decisions for the period 11 November 2017-5 January 2018.

74. VOTE OF THANKS

Members thanked the Chair for the role he has undertaken in the period 2018/19.
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**Barking and Dagenham Council**  
**Planning Committee**  

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<tr>
<th><strong>Application No.:</strong></th>
<th>17/00977/OUT</th>
<th><strong>Date:</strong></th>
<th>11 June 2018</th>
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<tbody>
<tr>
<td><strong>Ward:</strong></td>
<td>Gascoigne</td>
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**Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:**
The application is a strategic development which is of a scale and importance that should be determined at Planning Committee.

**Address:**
Gascoigne Estate West, Abbey Road, Barking

**Development:**
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 (dwellinghouses)); 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.

**Applicant:**
The London Borough of Barking and Dagenham (Regeneration)

**Summary:**
The existing Gascoigne Estate covers the area from Ripple Road in the east, to Abbey Road and the River Roding to the west. The area is bound to the north by St Pauls Road and to the south by the A13. The Gascoigne Estate which was developed during the 1960s and 1970s is divided into ‘East’ and ‘West’ by Gascoigne Road.

The current application seeks to redevelop the western portion of the estate, with the ambition to offer the same regenerative benefits as secured at Gascoigne East in recent years.

The application site currently comprises 179 existing residential units, of which 54% are owned and managed by the Council. The remaining 46% of existing residential units have previously been sold under private leasehold agreements.

The outline planning application seeks permission for demolition of the existing buildings and structures and construction of a maximum of 850 residential units (Use Class C3 (dwellinghouses)); up to 350 square metres of flexible commercial/community floorspace (Use Classes A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes), D1 (non-residential institutions) and D2 (assembly and leisure)); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works. All matters have been reserved (i.e. details of the access, appearance, landscaping, layout and scale of the proposed development).

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 was accompanied by an Illustrative Masterplan which sets out the design vision for the site. While the outline application seeks 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.

The application was also accompanied by a Design Code, the purpose of which is to establish the design principles which will underpin the detailed design of the Gascoigne West development area.

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 is 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 is proposed that the existing 97 social rented units would be re-provided as target rented units on a one-for-one basis but with an increased percentage of 3-bedroom units.

Whilst only 13.3% of the entire Gascoigne West redevelopment will comprise 3-bedroom units, the indicative mix is based on current demand and will support the Council’s aim to widen housing choices for local residents, as outlined in the Council’s Growth Strategy. Officers support the proposed level of family housing in this case.

The density of the proposed development in the most part exceeds the London Plan density ranges within the London Plan. It is accepted, however, in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) that there may be exceptional circumstances where densities outside the ranges may occur. In such scenarios the test for acceptability is about the quality of the proposal – the requirement being that housing should be of exemplary design quality. Officers consider that the design quality of the scheme is high and does not exhibit any symptoms of over-development. Furthermore, given the site’s Housing Zone status, it is considered that, subject to demonstrating design quality, schemes should aim to push the boundaries of development capacity.

A Financial Viability Assessment (FVA) was submitted during the application process and this has been independently reviewed. Overall the proposed development provides for 361 sub-market housing units on site (42%), subject to grant funding, of which 25% is affordable rent, 27% is target rent and 48% is shared ownership. The sub-market housing provision represents 35% of the total number of units when disregarding the existing 97 social rented units being demolished. The proposed sub-market housing provision is to be secured by S106 Agreement, along with early and late stage viability review mechanisms as required by the Mayor’s ‘Affordable Housing and Viability’ SPG.

It is 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 is 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 existing layout of the estate makes way-finding and site navigation difficult and illegible. The introduction of clearly defined, legible pedestrian circulation routes underpin the development strategy.

The proposed layout of blocks across the site creates a series of new streets/routes and redefines the character of existing ones. The proposed blocks restore a more traditional street character, with active frontages addressing the street.

The application site is considered in principle to be a suitable location for tall buildings of exemplary design quality in accordance with Policy BTC17 of the Barking Town Centre AAP.

Two distinct character areas have been identified by the design team in designing the urban form of the proposed development, namely the Abbey Road character area and the St Pauls Road character area.

The Abbey Road character area relates to Development Parcels 1-5 where 4-5 storey linear blocks provide a transition between the surrounding building heights. Taller volumes, to a height of 7-12 storeys, are extruded from each linear block to maximise the number of residential units within the proposed scheme.

Non-residential uses (Use Classes A1, A2, A3, D1 and D2) have been grouped together and located to contribute to the existing creative industries activity at the Ice House Quarter and the connections to the riverside.

The St Pauls Road character area relates to Development Parcels 6a, 6b and 7 which address the northern frontage of St Pauls Road and the northern end of Gascoigne Road. The development site addresses St Pauls Road along its entire northern edge. The proposed development comprises a medium-rise plinth, above which sits three tall volumes rising to 15-storeys. At the corner of Gascoigne Road, a linear block steps up from 4 to 7 storeys as a transition to the taller tower element on St Pauls Road.

The application establishes the principle of an energy centre located on the corner of Gascoigne Road/St Pauls Road.

Officers have considered the impact of the proposed development on the two adjacent conservation areas and nearby heritage assets. It is considered that the proposed development would result in less than substantial harm to the conservation areas and listed heritage assets. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the conservation areas and nearby heritage assets.

The submitted sunlight/daylight assessment illustrates that the scheme will have effects upon the daylight amenity enjoyed by the neighbouring residential properties however, this is somewhat inevitable due to the recent changes to the character of Abbey Road in terms of building heights and massing. Where the daylight losses are most apparent, namely the new residential buildings on Abbey Road, the retained levels of daylight are comparable with, if not better than, alternative target values which the consultants have established from a mirrored baseline assessment.

With regards to sunlight levels, the report concludes that there is an excellent rate of compliance for a regeneration project of this nature. 98.3% of the windows relevant for
assessment would meet the Building Research Establishment (BRE) criteria. In the few instances where they do not, the impacts are considered to be of a minor nature.

Ten percent (10%) of the proposed residential units are required to meet Part M4(3) ‘wheelchair adaptable dwellings’ of the Building Regulations and the remaining units, with the exception of those to be designed in accordance with Part M4(1) due to flood risk issues, are required to meet Part M4(2) ‘accessible and adaptable dwellings’ of the Building Regulations. Conditions are proposed to secure these matters.

External appearance is a reserved matter and therefore details are to be submitted for approval at a later date. The Design Code submitted with the application indicates that the primary material for the buildings across the site will be brick as this is a contextually sensitive approach to the industrial heritage of Abbey Road, the Roding Riverside and surrounding buildings. Secondary materials would be used to articulate the form of the buildings.

Details of the proposed external amenity space for the development would be submitted at the reserved matters stage. Private amenity space would be delivered in the form of private balconies, private gardens and communal courtyards and would comply with the space standards set out in the Mayor of London’s ‘Housing’ SPG.

The application was accompanied by a Landscape Design Statement. This includes an Illustrative Landscape Masterplan setting out proposals for three public squares (Hardwicke Place, Honey Square and Boundary Walk), two local greens (Abbey Gardens and one other), two semi-private gardens and three private courtyards/gardens.

The application proposes the removal and replacement of a number of trees to facilitate construction of the development. The Arboricultural Officer is supportive of the proposal in this respect.

The illustrative proposal accommodates 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).

Three energy options are presented in the application and these would all be in keeping with the relevant energy policies. A detailed Energy Strategy would need to be submitted with each reserved matters application and this is to be secured by condition. A minimum 35% on-site saving in carbon dioxide emissions is to be secured by S106 Agreement, with the remainder of savings up to zero-carbon to be secured through a carbon offset contribution.

It should be noted that 1,744 neighbouring occupiers were consulted regarding the application. Site and press notices were also posted/published. Objections have been received from 5 neighbouring properties, as detailed at section 3.2 of this report. The objections relate to matters of design, landscaping, car parking, crime prevention, sunlight/daylight and overlooking, amongst other things.

The proposed development would result in the much needed regeneration of the Gascoigne West Estate, in line with the recently approved regeneration scheme for the Gascoigne East Estate. The proposed development would improve urban design; provide
better quality housing; and a more diverse mix of housing types and tenures to address current demand.

As a result of the proposed development, the Gascoigne West Estate would be better designed; more legible; and provide for a safer environment than the existing development it replaces. Overall, the proposal would result in a more desirable place to live.

The proposed development is considered to be acceptable having regard to the relevant policies set out in the National Planning Policy Framework, the London Plan, the Local Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990.

The application is referable to the Mayor of London under Categories 1A.1 and 1C.1(c) of the Schedule to The Town and Country Planning (Mayor of London) Order 2008. If the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council to refuse the application, or issue a direction that he is to act as the Local Planning Authority for the purpose of determining the application.

Recommendation:

That the Planning Committee grants 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 this 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.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage 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.

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

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 Policies

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 Policies

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 Policies

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


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 with
policy CP3 of the Core Strategy and Policies BP8 and BP11 of the Borough Wide

**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.

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1.0 Introduction and Description of Development

1.1 The wider Gascoigne Estate (East and West) was developed during the 1960s and 1970s and currently comprises circa 2,500 residential units covering 35 hectares of land. The existing Gascoigne Estate covers the area from Ripple Road in the east, to Abbey Road and the River Roding to the west. The area is bound to the north by St Pauls Road and to the south by the A13. The Gascoigne Estate is divided into ‘East’ and ‘West’ by Gascoigne Road.

1.2 Gascoigne East has in recent years been the subject of an extensive regenerative planning application that secured the delivery of 1,575 new residential units, in addition to a range of ancillary/complementary commercial and community uses including land which was safeguarded for a primary and secondary school. Phase 1 of the approved scheme is now under construction.

1.3 The current application now seeks to redevelop the western portion of the estate, with the ambition to offer the same regenerative benefits as secured at Gascoigne East.

1.4 The application site comprises 3.7 hectares (9.14 acres) of land located on the northern and western edges of the 1960s Gascoigne West Estate. The site is located within the Barking Town Centre Area Action Plan (AAP) area. The subject land is located between Barking Town Centre and the River Roding and the wider surrounding area has undergone significant change over recent years with new residential and commercial uses being introduced, particularly within Abbey Road.

1.5 Gascoigne West is low-density and predominantly low-rise. The majority of the existing buildings are 2 or 3-storeys. The notable exception to this is the 12-storey Perryman House which is located centrally within the estate. The new Gascoigne Primary School building located on The Shaftesburys is located adjacent to the central part of the application site.

1.6 The application site currently comprises 179 existing residential units, of which 54% are owned and managed by the Council. The remaining 46% of existing residential units have previously been sold under private leasehold agreements.

1.7 The application site does not include any statutory or locally listed buildings or Scheduled Ancient Monuments. Parts of the site are located opposite the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area, but the proposed development does not itself fall within any Conservation Area.

1.8 The outline planning application seeks permission for demolition of existing buildings and structures and construction of a maximum of 850 residential units (Use Class C3 (dwellinghouses)); up to 350 square metres of flexible commercial/community floorspace (Use Classes A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes), D1 (non-residential institutions) and D2 (assembly and leisure)); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works. All matters have been reserved (i.e. details of the access, appearance, landscaping, layout and scale of the proposed development).
1.9 An Environmental Impact Assessment (EIA) Screening Opinion was issued by the Local Planning Authority on 15 February 2017 in which it was confirmed that the proposed development does not constitute EIA development.

1.10 The application is referable to the Mayor of London under Categories 1A.1 and 1C.1(c) of the Schedule to The Town and Country Planning (Mayor of London) Order 2008. The Greater London Authority (GLA) issued their stage 1 report for the application on 11 September 2017 and their comments are set out in the ‘Consultation’ section of this report. If the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council to refuse the application, or issue a direction that he is to act as the Local Planning Authority for the purpose of determining the application.

2.0 Background

2.1 There is no relevant site history.

3.0 Consultations

3.1 Pre-application Consultation

Prior to submission of the application, the applicant conducted their own extensive programme of engagement with local residents, local businesses and statutory third parties.

A focus group was established consisting of representatives of the project team, local residents, the local business community and local schools and a meeting of those representatives was held at The Granary on Abbey Road on 21 July 2016 to discuss the proposals.

An estate walk around was held on 31 August 2016 where the project team led residents and businesses on a site visit to gain their views on how the existing spaces were used, what worked and what did not work and to determine how the residents navigate through the existing estate.

Two public consultation events were held at The Boathouse in Abbey Road. The first event was held on 1 November 2016 and there were 22 registered attendees (with up to 30 attendees in total). The second event was held on 9 March 2017 and there were 17 registered attendees (with up to 30-40 attendees in total).

A Development Control Board pre-application briefing was held on 6 February 2017. The three Members for Gascoigne Ward and the Lead Member for Regeneration were party to a presentation and/or briefing on the proposed development.

On 9 February 2017, the proposed development was the subject of a Design Council / CABE Design Review which has informed the proposals set out in the application.

On 22 February 2017 the project team met with the Head Teacher of Gascoigne Primary School to discuss the proposals and the relationship with the existing school premises.
A meeting was also held at The Boathouse on 15 May 2017 in order to open dialogue with the nearby existing arts community to explore future possibilities for collaboration with the project team after the outline scheme has been approved.

The leaseholder buyback and tenant decanting process was established on Gascoigne West by approval from the Council’s Cabinet in January 2015 to include the area as part of the Council’s Estate Renewal Programme. The approval sanctioned the leasehold buy back of relevant properties within the red line boundary of the application site and the decanting of tenants.

3.2 Neighbour Consultation / Publicity

12 site notices were posted around the local area on 14 June 2017 and a press notice was published in the Barking and Dagenham Post on 21 June 2017.

1,744 neighbouring occupiers were consulted on 16 June 2017. Objections have been received from 5 neighbouring properties, namely 4 Skipper Court; 2 Benedicts Wharf; 25 Seawall Court, 1 Dock Road; 84 The Shaftesburys; and one unknown address.

The objections are summarised below:

Concerned about overshadowing and reduced sunlight.

Response: Matters concerning daylight, sunlight and overshadowing are addressed in section 6.9 of this report.

Concerned about anti-social behaviour - need more anti-crime measures.

Response: A condition is proposed to secure the submission and approval of a security management scheme for each Development Parcel.

Concerned about construction noise and traffic.

Response: Conditions are proposed to secure the submission and approval of a Construction Environmental Management Plan (CEMP) and a Construction Logistics Plan for each Development Parcel. These documents would set out how construction-related activities would be controlled, including matters of construction noise and traffic.

The density of buildings along Abbey Road is already high; proper low-rise buildings must be built, as proposed at the south end of Gascoigne East Estate; why pile all the development into one area; let us learn from the mistakes of the past and give the area and residents a chance to breathe - less is more; the proposal will create a 'darkened alley' of high-rise blocks on both sides of Abbey Road; concerned about the impact of the proposed heights in St Pauls Road; high-rise blocks are not the answer to the area's housing problems; the proposal will create anti-social conditions, with too many people packed too close together.

Response: As set out in this report, the application site is considered to be suitable for tall buildings and the proposed development seeks to respond to the new taller
buildings on Abbey Road, as well as the lower-rise buildings which are to be retained. The proposed development is considered to be of a sufficient design quality to accommodate the proposed density.

The bedrooms in one block face balconies and front rooms in another block and this results in the potential for daytime and late evening noise.

**Response:** The internal layout of the proposed units and the associated windows and balconies will be the subject of reserved matters applications and any impacts will be mitigated as part of the design process.

Concrete gardens and terraces create a lot of noise; there is a lack of green areas; and concerned about the loss of existing open green space and trees.

**Response:** The hard and soft landscaping of the proposed development will be the subject of reserved matters applications. The submitted Landscape Design Statement suggests that a high level of planting will be included in the development to soften the landscape. The Arboricultural Officer has agreed to the loss of some trees for various reasons and on the basis of sufficient replacement and new trees.

Abbey Road is a poorly designed road and is in a state of disrepair. A road re-surface for Abbey Road was promised before but not delivered. There is a lack of space and congestion occurs when two cars try to drive past each other. Also the pavements are poorly designed.

**Response:** Improvements to the road surface in Abbey Road is outside the scope of this application, however, officers understand that Housing Zone funding has been secured by the Council to repair the road surface in Abbey Road and works are likely to happen this year.

Concerned about the lack of parking for residents and visitors.

**Response:** Matters of car parking are addressed at section 6.10 of this report. Given the proximity of Barking Town Centre the Transport Development Management Officer agreed with the applicant that less than one car parking space per unit would apply to ensure the sustainable nature of the scheme and local precedent.

Concerned about the use of the ground floor for parking instead of commercial space.

**Response:** Ground floor commercial space has been proposed in a couple of Development Parcels but not all blocks are considered to be suitable for commercial space given the predominantly residential nature of the area. Over-providing commercial space has the potential to result in ground floor areas that remain vacant. Given the limitations of the site and the expense of providing basement car parking, it is considered appropriate to provide surface level car parking as part of the development.

A bridge across the river was promised before, will it really be delivered? If yes, it should be delivered ahead of Phase 2 and 3.
Response: The proposed development will secure land and funding for a two-way bus route through The Shaftesburys. This could in the future link up with a bridge across the river. The bridge is outside the scope of this application and is subject to funding being secured.

Litter is a problem on Abbey Road since the new blocks have been occupied.

Response: This is a matter for the Council’s Streets Team and not relevant to the decision-making process for this application.

Better lighting was promised before but not delivered.

Response: A condition is proposed to secure an external lighting scheme for each Development Parcel.

The promised previous prospect of a pleasant riverside 'arts-based' community will be finally ruined by this development.

Response: The proposed development is not considered to adversely affect the arts-based community within the Creative Industries Quarter on the western side of Abbey Road.

3.3 Internal / External Consultees

Greater London Authority (GLA) -

Principle of development and mix of uses:

- The redevelopment of the estate and the introduction of additional housing and non-residential uses is strongly supported.

Estate regeneration:

- Whilst the re-provision of existing social rented units is supported, the applicant must provide full details of habitable rooms and floorspaces, the unit mix of existing and re-provided housing and its tenant re-housing proposals.
- Has the GLA Housing and Land Team confirmed whether they would expect or require a ballot of effected tenants?

Officer Note: Details of habitable rooms and floorspaces have been submitted to the GLA as requested. The GLA Housing and Land Team have also confirmed that a ballot is not needed.

Housing and sub-market housing:
The applicant must provide viability material to show its proposals would maximise sub-market housing. This will be rigorously interrogated by GLA Officers. Need to agree early and late stage review clauses and make sure the S106 appropriately defines affordability for the different sub-market housing products.

The applicant should clarify whether, and in what circumstances, C2 (assisted living/care home) housing might be provided and what impact this would have on its approach to sub-market housing.

**Officer Note:** As requested, the applicant’s viability material has been submitted to the GLA. An independent review of the viability appraisal has also been prepared by GVA and submitted to the GLA. The GLA’s Financial Viability Advisor has provided further comments on the viability material as follows:

- It is unlikely that this scheme can deliver more than the proposed level of sub-market housing but the GVA assessment overstates the deficit.
- The proposed mix does not appear to provide a minimum of 30% low cost rent in line with the Mayor’s ‘Affordable Housing and Viability’ Supplementary Planning Guidance (SPG) unless the affordable/intermediate units are let at significantly less than 80% of market value and this is not clear from the assessments. Affordability thresholds and proposed rents should be clearly stated. The values used in the Financial Viability Assessment (FVA) do not reflect rents of 80% of market value and the assumed rents and values should be consistent.
- The overall percentage of sub-market housing should also be checked as GVA’s interpretation of the proposal (para 9.1.1) is that the figure is only 39%.
- The ability of the scheme to deliver sub-market homes is constrained by the low sales values. Early and late stage reviews should therefore be included to ensure that any increase in value can support the delivery of additional sub-market units as the scheme and the regeneration of Barking Town Centre progresses.

**Officer Note:** The comments above indicate that GLA Officers support the FVA conclusion that the proposed level of sub-market housing (42%) is the maximum level that the scheme can reasonably afford.

The applicant has confirmed that they are willing to provide 30% of the sub-market units at low cost rents (social / target rent). This is to be secured in the S106 Agreement. Members should note that due to the late comments from the GLA it has not been possible to reflect the amended tenure mix elsewhere in this report. Officers can, however, confirm that this would result in 109 target rented units instead of 97 and 78 affordable rented units instead of 90. The proposed tenure mix is considered appropriate, having regard to existing tenants, viability and the need to create balanced, sustainable communities.

For clarification purposes, the 39% level of sub-market housing stated in para 9.1.1 of GVA’s report reflects the new sub-market units excluding the re-provided social rented units.

Early and late stage reviews are to be secured in the S106 Agreement.

The GLA has been advised that C2 (assisted living/care home) housing has now been removed from the application.
Urban design and inclusive design:

- The approach to urban design and inclusive design is generally supported, but further information on children’s play space should be provided.

**Officer Note:** The applicant has responded to the GLA and advised that due to the outline nature of the proposed development, the precise mix and tenure of the residential units is unknown until future detailed reserved matters submissions are made. However, based on the indicative residential mix and tenure, the outline submission for 850 residential units would generate a child yield of 232 (127 under 5 years; 67 5-11 year olds; and 38 12+ year olds). In accordance with the Mayor’s guidance for children’s play space, this would generate a requirement for 2,316 square metres of dedicated play space.

Climate change:

- The proposals are broadly acceptable but predicted carbon savings need to be verified. The route of the proposed heat network, a commitment to connect all phases and dwellings into it, and further details of the energy centre are also required. The approach to flood risk is supported.

**Officer Note:** The applicant has submitted the requested information pertaining to predicted carbon savings and details of the energy centre in order to address the GLA’s comments. The applicant has also confirmed that the development will be designed to provide future connection to a District Energy Network.

Transport:

- The development is generally acceptable from a strategic transport perspective however a number of technical matters are unresolved. For example, the application does not guarantee The Shaftesburys would be bus only. A bus gate is required in the vicinity of Abbey Road and the location and delivery of additional bus stops and proposed highway works needs to be confirmed. Further information is also required on car and cycle parking.

**Officer Note:** Detailed discussions have taken place with Transport for London (TfL) and further information has been submitted to address their comments above. The GLA Officer has confirmed that matters are broadly in order from a TfL perspective. The S106 Agreement will secure land and funding for a two-way bus route through The Shaftesburys, along with associated highway works and the provision of a bus gate and additional bus stops.

**Historic England (Archaeology)** - The planning application lies in an area of archaeological interest. The site lies between Roman remains found at Abbey Road and later prehistoric and Saxon finds from St Anns. A condition is therefore recommended to require a two stage process of archaeological investigation.

**Officer Note:** The recommended condition is to be imposed on any planning permission granted.
Historic England (Buildings) - The development site is located to the south-west of Barking Town Centre and borders the Abbey Road Riverside Conservation Area at its western end, and the Abbey and Barking Town Centre Conservation Area at its northern end. Abbey Road Riverside Conservation Area comprises of a small collection of riverside buildings mainly associated with the fishing and brewing industries. The Abbey and Barking Town Centre Conservation Area is significantly larger and is divided up into a number of character areas. The character area next to the development site is known as Abbey Green which contains the Barking Abbey Scheduled Monument, the Grade I listed St Margaret’s Church, and the Grade II* Curfew Tower. It is an area of substantial historic interest.

Both conservation areas have been affected by the various large-scale developments that are emerging around Barking. However, this development, particularly the three 15-storey buildings at the northern end, would likely further encroach on the setting of both conservation areas and cause incremental harm.

Section 6.5 of the submitted Built Heritage Statement acknowledges this impact. However, it concludes that:

“This impact is considered to be negligible and will likely result in no significant detraction from the significance or experience of the heritage assets. Furthermore this negligible impact could be mitigated through appropriate detailed design. It is recommended that the detailed design is provided for consultation with the Local Planning Authority and this information is supported by views and visualisations, from agreed locations, of the proposed detailed design. This will assist an assessment of the appropriateness of the design and its impact upon the setting of the heritage assets” (Gascoigne West, Barking, Built Heritage Statement, 27 April 2017, Waterman, p30).

Without a supporting visual assessment at this stage, we are unconvinced by the conclusion that the impact of the proposed development on the surrounding historic environment would be ‘negligible’. Providing sufficient information to understand the potential impact of proposed developments on heritage assets is a policy requirement as set out under paragraph 128 of the National Planning Policy Framework. Should this application be approved without this assessment, building height parameters will be set and there is little that can be mitigated should the future visual assessment conclude that a greater level of harm would result than anticipated in the Built Heritage Statement. As such, we recommend that a wireline visual assessment is provided at this stage to demonstrate the extent of impact on the setting of the surrounding historic environment.

Officer Note: In accordance with Historic England’s comments above, the developer submitted further information and Historic England has responded as follows:

We are pleased to see that a Wireline Visual Assessment has now been prepared in response to our original advice letter. The assessment demonstrates that the proposed development would be visible in all three views provided. However, the existing tree coverage would screen the buildings to an extent in views from Barking Abbey and the churchyard of St Margaret’s Parish Church. Nonetheless, the buildings are likely to become more visible during wintertime, and potentially outside daylight hours when illuminated. Whilst this is unlikely to present a substantial
impact on the setting of the Church and Abbey, the encroachment on the open character of Abbey Green would cause harm in our view. This harm should be weighed against the public benefits of the scheme in accordance with paragraph 134 of the National Planning Policy Framework.

The view of the Abbey Road Riverside Conservation area demonstrates that the setting of the surviving industrial buildings along the River Roding has already been significantly affected by developments in the surrounding area. We therefore raise no significant concerns regarding the impact of the proposed development in this particular view.

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again.

Environment Agency - We have no objections to planned development. Although the site is located within Flood Zone 3 and is protected to a very high standard by the Thames Tidal defences up to a 1 in 1000 (0.1%) chance in any year, our flood modelling shows that it is at risk if there was to be a breach in the defences or they were to be overtopped. This proposal does have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain.

London Fire and Emergency Planning Authority - Access for Fire Brigade vehicles should comply in full with Section B5 of Approved Document B, Volumes 1 and 2 of the Building Regulations.

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

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

With regard to sewerage infrastructure capacity, we would not have any objection to the proposed development.

No piling shall take place until a piling method statement has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.
A Trade Effluent Consent will be required for any effluent discharge other than a 'Domestic Discharge'.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. A Groundwater Risk Management Permit will be required for discharging groundwater into a public sewer.

Surface water disposal must adhere to the London Plan.

**Officer Note:** The recommended piling condition is to be imposed on any planning permission granted.

**National Grid** - The apparatus that has been identified as being in the vicinity of the proposed works is high or intermediate pressure (above 2 bar) gas pipelines and associated equipment; low or medium pressure (below 2 bar) gas pipes and associated equipment; electricity transmission overhead lines; and above ground gas sites and equipment.

No response has been received from the Cadent Pipelines Team despite a reminder being sent in August 2017. On this basis, it is assumed that they have no objection to the proposed development.

**London City Airport** - No safeguarding objection subject to a condition to ensure that no construction works such as cranes or scaffolding would exceed the height of the planned development unless a construction methodology statement and details are submitted for approval.

**Officer Note:** The proposed condition is to be secured on any planning permission granted.

**Sport England** - The site is not considered to form part of, or constitute a playing field, therefore Sport England has considered this a non-statutory consultation.

It is understood that the London Borough of Barking and Dagenham is a Community Infrastructure Levy (CIL) charging authority and as such, the proposed development is required to provide a CIL contribution in accordance with the Council’s adopted CIL Charging Schedule.

It is acknowledged that there is no requirement to identify where those CIL monies will be directed as part of the determination of any application. That said, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to deliver new and improved facilities for sport.

**Natural England** - No comment.

**Designing Out Crime Officer** - I have site specific concerns in relation to the communal amenity space; basement car parking undercrofts; perimeter treatments; access control; postal strategy; refuse stores; bicycle stores; compartmentalisation; physical security; vehicle delivery strategy and the energy centre. It is recommended that the development achieves full Secured by Design Accreditation.
Officer Note: Given that this is an outline planning application, the design of the areas referenced above would be addressed at the detailed stage and the Designing Out Crime Officer would have an opportunity to comment further at that time.

London Fire and Emergency Planning Authority (Water Team) - No additional hydrants are required. It should be noted that existing hydrants are to be retained in their present locations.

EDF Energy - No response.

Essex and Suffolk Water - No response.

Transport Development Management Team - The site is in an area of poor to excellent public transport accessibility. The furthest point within the site to Barking Station is approximately 1.25 kilometres. There are local bus services located within a more reasonable walking distance.

Given the proximity of Barking Town Centre it was agreed with the applicant that less than one car parking space per unit would apply to ensure the sustainable nature of the scheme and local precedent (i.e. examples of local schemes where significantly less than one space per unit has been accepted).

There is an existing local car club within the vicinity of the development site providing a total of 6 cars at three sites (Abbey Road, Axe Street and St Erkenwald Road). It is recommended that occupiers of the proposed development be given one year free membership to a local car club and that two new car club spaces be provided in the town centre.

Officer Note: These matters are to be secured in the S106 Agreement.

The on-street parking demand in this area is high and this development would cause additional pressures on the limited existing parking in the vicinity and neighbouring roads. A management scheme that takes into account all car parking spaces within the development, including those located on adopted roads and unadopted areas, should be conditioned.

Officer Note: Parking details, including a management plan, is to be secured by condition.

Refuse collection would continue from both Abbey Road and Gascoigne Road as well as utilising the new internal road layout.

The proposed site conforms to the design guidance set out in Manual for Streets detailing that fire tenders can serve the site.

The Transport Assessment identifies that the increase in the number of dwellings will have a small increase of 27 two-way trips in the AM peak and 18 two-way trips in the PM peak. Vehicle trips to and from the development would be limited due to the limited parking and car-free nature of the development. We are satisfied that
there is sufficient capacity within the local highway network to accommodate the vehicle trips likely to arise from the development.

Although the site benefits from a mixed provision of public transport accessibility, at the request of Transport for London (TfL), the impact of the proposed development on local bus service capacity has been assessed. It is understood that TfL have concerns that there is not sufficient capacity on the existing public transport network. We concur with TfL that a major concern is the impact of peak hour trips on local bus services and whether there is sufficient capacity.

It is envisaged that the development proposals would secure future improvements to accessibility to public transport by safeguarding land with an aspiration to deliver a two-way bus route along The Shaftesbury’s by diverting an existing bus route from St Pauls Road through the Gascoigne West development. This route could in the future, subject to funding outside the scope of this application, also link up with a potential new public transport, cycle and pedestrian bridge connecting Abbey Road with Quay Road on the western side of the River Roding.

Initial discussions have been held with London Buses, who agree in principle to the re-routing of a local bus service. This should be pursued and funding secured. The final details of the diversion route would need to be endorsed and agreed by the Council, TfL and London Buses. In addition, there should be monitoring and a further assessment regarding public transport capacity and a copy submitted to the Local Planning Authority for approval prior to occupation to ensure the public transport capacity for the expected demand is sufficient.

Officer Note: A public transport capacity assessment is to be secured in the S106 Agreement.

Based on the information provided it is recognised that the proposal would have some degree of impact that would be potentially detrimental to the local highway network. This could, however, be significantly reduced through the identified public transport improvements. In order to implement these improvements it will be necessary to secure in a S106 Agreement the safeguarding of land and funding to deliver a two-way bus route along The Shaftesburys, including submission and approval of a scheme of associated highway works to deliver junction, carriageway and footway widening as necessary; and the provision of a 6.5 metre minimum width bus gate at the junction of The Shaftesburys and Abbey Road.

Officer Note: These matters are to be secured in the S106 Agreement.

A Construction Logistics Plan, Delivery and Servicing Plan and Travel Plan should be secured by condition or S106.

Officer Note: Conditions/S106 obligations are to be secured as recommended.

Having considered the merits of this application in terms of transport related matters, it seems that there are no apparent major adverse highway safety implications arising from the proposed development.

Environmental Health Team -
Local air quality - The site adjoins the heavily trafficked St Pauls Road and modelling provided suggests that at ground floor level part of the site is exposed to annual average concentrations of nitrogen dioxide (NO2) in excess of the United Kingdom Air Quality Objective of 40 \( \mu\text{g/m}^3 \) set to safeguard health.

I note that the Air Quality Assessment was prepared with reference to national technical and policy guidance rather than the capital specific London Local Air Quality Management (LLAQM) policy and technical guidance. However, I am satisfied that the methodological approach is valid for decision-making purposes.

The report evaluates local air quality affecting the development, emissions from the proposed energy centre, air quality neutral considerations and construction phase emissions to air.

It should be noted that the capacity of the energy centre is such that approval of the height of its chimney will require separate approval pursuant to the provisions of the Clean Air Act 1993.

Also, it may be, that the emission limits set for medium combustion plant pursuant to the Medium Combustion Plant Directive (Directive 2015/2193/EU of the European Parliament and of the Council, 2015) will need to be met.

I have evaluated the report and am satisfied that it presents a thorough and robust evaluation of the above matters and concur with the conclusions drawn that:

Pollutant concentrations are predicted to be below the air quality objectives at the worst-case locations assessed and so air quality conditions for new residents will be acceptable.

Based on the assumed specifications set out in Appendices A5 and A7 of the report, emissions from the proposed energy centre will lead to an increase in nitrogen dioxide concentrations at nearby existing properties. The air quality modelling indicates that emissions from the energy centre could lead to slight adverse impacts at up to 38 existing residential properties and moderate adverse impacts at 8 existing properties.

This means that overall, the operational air quality effects of the proposed development are judged to be significant and appropriate mitigation will need to be identified at the detailed application stage and then be applied and maintained during the construction/operational phases.

I concur with the consultant’s view that the adverse air quality impacts identified in the assessment need not represent a constraint to the proposed development but that the outcome should be used to inform the design at the detailed planning stage. To safeguard the situation I recommend that any permission that might be granted be subject to a safeguarding condition.

The Air Quality Assessment demonstrates that the development will be air quality neutral within the terms of the relevant guidance.

There is the potential for odour emissions from the A3 use to impact on the amenity of nearby residents and so I recommend the imposition of a safeguarding condition.
Construction works will give rise to a medium to high risk of dust impacts. With mitigation measures in place overall construction phase impacts are judged to be ‘not significant’. I recommend that any permission that might be granted be subject to appropriate conditions.

Noise - The submitted Noise Assessment evaluates noise levels affecting the site, its suitability for the proposed development and identifies necessary mitigation measures including, but not limited to, noise limit criterion for fixed plant. I concur with the methodological approach and conclusions drawn as to the requisite mitigation requirements.

The urban location of the site is such that communal amenity space and/or balconies on façades of all the blocks facing the surrounding transportation noise sources are predicted to be exposed to noise levels of between 45 and 75 dB LAeq. This places a part of the site, relating to Blocks F – J, within Category D as set out in the now withdrawn Planning Policy Guidance (PPG) 24.

Policy BR13 of the Borough Wide Development Policies Development Plan Document advises that new noise-sensitive development (such as housing, schools and hospitals) will not normally be permitted in the vicinity of existing noisy developments such as those included in the noise exposure Category D in PPG24.

However, guidance provided in BS8233:2014 “Guidance on sound insulation and noise reduction for buildings” recognises that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. It is for the decision taker to make this judgement, but I would emphasise that in such a situation, it is imperative that developments should be designed to achieve a satisfactory internal noise climate for residents.

As is the case with the air quality aspect and in the context of what is an outline application, the detail of the noise mitigation measures will need to be refined as the detailed design is developed. To safeguard the situation, I recommend that any permission that might be granted be subject to the imposition of conditions setting noise insulation performance requirements and noise emission limits for plant and machinery.

The potential impact of noise from the proposed commercial elements and construction phase noise and vibration have not been assessed but I am confident that these aspects can be addressed by way of conditions.

Potential light pollution - The proposed development will require external lighting to facilitate safe access, egress and movement within the site. To safeguard the situation with regard to the protection of residential amenity, I recommend that any permission that might be granted be subject to a condition to require the design and implementation of a lighting scheme which conforms to the Association of Chief Police Officers (ACPO) guidance.
Construction phase impacts - The Air Quality Assessment provides a detailed risk assessment of the potential for construction phase dust emissions and outlines appropriate mitigation measures. The report also refers to the need to comply with the Mayor of London requirement relating to the control of emissions from non-road mobile machinery. I concur with this assessment and recommend the imposition of a condition to require the submission of a construction environmental management plan to secure inter-alia the implementation of the mitigation measures.

In my view construction noise/vibration impacts can be suitably mitigated by way of the imposition of conditions on any permission that might be granted. I note that a piled foundation may be required. Because of the close proximity of neighbouring residential and other sensitive development, I anticipate that any piling that might be needed is likely to have to be by way of a continuous flight auger technique (i.e. virtually vibration free and one of the quietest forms of piling).

Land quality - Historical maps indicate that some parts of the site have previously been subject to potentially contaminative use and so I recommend that any permission that might be granted be subject to the standard land contamination conditions.

Officer Note: The recommended conditions are to be imposed on any planning permission granted.

Clean and Green Division - The refuse strategy shows that it is in conformity with the provisions of the Council’s guidance for refuse.

Drainage and Flooding Team - The arguments contained within the Flood Risk Assessment to dismiss rainwater harvesting (RWH) as an option should be reconsidered. We would like to see RWH included in some capacity even if it is deemed inappropriate for the residential units. Could it provide recycled rainwater for the landscaped areas within the development? Tanks can also be fitted with sensors which will empty the tank in advance of incoming rain. This allows for the tank to be included as part of the site’s attenuation.

It is insufficient for the developer to aim to reduce the discharge rates from this site to match existing. In accordance with the London Plan, developers should aim to reduce discharge rates to greenfield values, or if this is not possible aim for at least a 50% reduction in rates compared to the existing. Discharge rates will need to be reduced or further clarity will need to be provided as to why this cannot be achieved. We would like to see more consideration given to above ground sustainable urban drainage systems (SuDS) options as there are a number of parks/gardens included within the submitted Landscape Design Statement where siting above ground SuDS such as ponds, detention basins, etc. may be appropriate, and would have further amenity benefit compared to below ground storage.

We will require further information on the treatment and quality of surface water discharge from the site at the detailed design stage. In accordance with the Environment Agency standing advice for flood risk assessments, ground floor levels should be a minimum of whichever is higher of:

- 300mm above the general ground level of the site; and
- 600mm above the estimated river or sea flood level.
We would recommend that should planning permission be granted, conditions be applied to ensure that the SuDS scheme is properly implemented and maintained throughout the lifetime of the development.

**Officer Note:** *The recommended conditions are to be imposed on any planning permission granted.*

**Arboricultural Officer** - I am satisfied with the proposals for the removal and retention of trees as described in the Landscape Design Statement. The design team have identified significant boundary trees and quality specimens and have included them in the design. The losses of the other lesser quality trees are acceptable to justify this project.

The planting proposal is also acceptable. It provides for new amenity areas and extends/augments existing boundary trees for retention. The choice of species is fine.

The protection plan lays out the fencing for the protection of existing trees and highlights areas of work within the root protection area. This is acceptable.

**Officer Note:** *The Arboricultural Method Statement is to be secured by condition.*

**Early Years and Childcare Service** - In anticipation of the proposed developments on the Gascoigne Estate, we have recently expanded the nursery at Gascoigne Children’s Centre and also developed 80 new full time equivalent places at The Maples on Gascoigne Road.

**Street Lighting Engineer** - No objection.

4.0 Local Financial Considerations

4.1 The proposed development would be liable for the Mayoral and Borough Community Infrastructure Levies (CIL). The amount would be calculated and secured through the reserved matters applications when full details of the proposed floorspace would be known.

5.0 Equalities

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, as elaborated upon below, conditions are proposed to ensure that the residential units are accessible and adaptable, with 10% of residential units having a layout and size specifically enabling ease of use by a wheelchair user.

6.0 Analysis

6.1 The Outline Application

6.1.1 All matters, namely details of the access, appearance, landscaping, layout and scale of the development, have been reserved for future approval (the ‘reserved matters’). A sufficient level of information has, however, been provided as part of
the outline application to control the parameters of development and demonstrate how a successful development can be delivered.

6.1.2 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.

6.1.3 The application was accompanied by an Illustrative Masterplan which sets out the design vision for the site. While the outline application seeks 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.

6.1.4 The application was accompanied by a Design Code, the purpose of which is to establish the design principles which will underpin the detailed design of the Gascoigne West development area. The Code is not intended to be prescriptive, but provides the overarching design vision and principles that should be followed. It also defines the character of the built environment and promotes high quality urban, architectural and landscape design. The Design Code is a control document which any future detailed proposals should follow and comply with and therefore it would be secured by condition.

6.1.5 The submitted Design and Access Statement explains the development process, justifies the design of the Illustrative Masterplan and demonstrates the vision for the future development. The details set out in the Design and Access Statement should also inform any future detailed proposals and therefore it would be secured by condition.

6.1.6 In the event that outline planning permission is granted, a condition would require a phasing plan to be submitted for approval showing how the development will be implemented in a comprehensive manner.

6.2 Principle of the Development

6.2.1 The National Planning Policy Framework (NPPF), London Plan and Local Plan generally encourage new housing that takes appropriate account of local character, context and public transport capacity.

6.2.2 The site is located within the London Riverside Opportunity Area and the Barking Town Centre Area Action Plan Area (AAP). Policy CM1 of the Core Strategy states that residential development (particularly higher density development) will be focussed in the key regeneration areas, which includes Barking Town Centre. Policy CM2 of the Core Strategy sets a target of 6,000 new homes in Barking Town Centre.

6.2.3 Barking Town Centre has 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 is 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.
6.2.4 The application site forms part of the Barking Town Centre Site Specific Allocation Area 6 (BTCSSA6) (Gascoigne Estate). It should be noted that BTCSSA6 covers both Gascoigne East and Gascoigne West and proposes an indicative uplift of 850 residential units across the entire Gascoigne Estate, comprising approximately 570 residential units within Gascoigne East and 280 residential units within Gascoigne West.

6.2.5 Site Specific Allocation BTCSSA6 supports the provision of residential development which offers, amongst other things, varying housing densities in line with London Plan policies with highest densities at the northern end closest to the town centre; no overall loss of social housing; provision of 40% family housing; improved pedestrian permeability, removing the estate feel and particularly enhancing east-west routes and links to the Cultural Industry Quarter and the River Roding; that any tall buildings are of the highest design quality and create safe and attractive spaces around their entrances; areas of open space and children's play space to serve the new residential community; the creation of smaller neighbourhoods and the delivery of a sustainable community through a more diverse housing mix; provision for existing residents to return to new homes in the area; community safety and designing out crime measures; a better relationship with the employment land at the southern end of the estate; better bus services including making provision for the Barking to Royal Docks Bus Corridor and ensuring traffic management measures are designed to enable effective bus access and usage; and demonstrates that it will reduce the flood risk and the potential intensity of flooding both within the scheme and in the local area.

6.2.6 Policy BP4 of the Borough Wide Development Policies DPD defines a tall building as any building which is significantly taller than its neighbours and/or which significantly changes the skyline.

6.2.7 The building height strategy set out in the London Riverside Opportunity Area Planning Framework (OAPF) identifies a cluster of tall buildings around Barking Station and a secondary cluster of tall buildings to the west of the town centre along the River Roding, on the axis from Barking Park to Canary Wharf. The proposal site falls just outside of these areas. The OAPF advises that proposals for tall buildings or high density development outside of the identified areas will be considered case by case on individual merit with consideration given to the specific proposals, the location and context and detailed design and layouts.

6.2.8 Policy BTC17 of the Barking Town Centre AAP states that the Council considers certain locations in the AAP area 'sensitive', but as potentially suitable for tall buildings. Despite falling outside of the Barking Station and River Roding tall building clusters identified in the OAPF, the Gascoigne Estate is identified in Policy BTC17 as being suitable for tall buildings. The AAP states that the regeneration of the estate provides the opportunity to significantly improve the areas townscape and to better integrate the estate into the town centre through the disposition of uses and scale, massing and height of development. It is noted that the east of the Gascoigne site is considered more appropriate for denser urban development and taller buildings, aligned with the character of the town centre.

6.2.9 Policy BTC17 states that proposals for any tall building must conserve or enhance the significance of the area’s heritage assets and their setting; be of exemplary high
quality design; take account of natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, and proposals for other tall buildings; conserve or enhance important views and skylines including key townscape features such as the Town Hall tower; and where they are close to the River Roding, minimise any adverse impact on the biodiversity and amenity value of the river and riverside walk.

6.2.10 The principle of the acceptability of residential development at the application site has clearly been established by reason of the existing residential use and the Housing Zone status.

6.2.11 As a result of the need to provide land for two schools the approved hybrid planning permission for Gascoigne East (14/00703/OUT) resulted in a loss of 152 residential units compared to those that existed prior to demolition and decanting, as opposed to the indicative uplift set out within Site Specific Allocation BTCSSA6. The current proposal for Gascoigne West seeks to provide an uplift of 671 residential units which exceeds the indicative uplift set out within Site Specific Allocation BTCSSA6 for Gascoigne West. Despite this, the overall uplift in housing across the entire Gascoigne Estate does not exceed the indicative uplift of 850 residential units proposed in Site Specific Allocation BTCSSA6.

6.2.12 The proposed development is otherwise generally designed to accord with the broad objectives set out within Site Specific Allocation BTCSSA6 with the exception that 40% family housing across the entire Gascoigne Estate (i.e. East and West) is not achieved. This is discussed in more detail below in the ‘Housing’ section of this report.

6.2.13 The Mayor of London’s key priorities for estate renewal are set out in the guidance ‘Better Homes for Local People – The Mayor’s Good Practice Guide to Estate Regeneration’ (February 2018). In this regard, the current application is expected to demonstrate the rationale for estate regeneration, along with the aims and objectives of the development; there must have been an extensive and responsive consultation process with tenants and leaseholders; and regeneration must ensure a fair deal for tenants and leaseholders, including no loss of social housing and appropriate compensation provided.

6.2.14 The GLA has advised that the proposed delivery of the residential units is strongly supported and that the proposal accords with the broad objectives of ‘The Mayor’s Good Practice Guide to Estate Regeneration’.

6.2.15 The application seeks flexible permission for up to 350 square metres of A1, A2, A3, D1 and D2 uses at ground floor level within Development Parcels 3 and 4. An energy centre is also proposed to be incorporated within Development Parcel 7 and this is anticipated to serve the development, along with the surrounding neighbourhood as necessary.

6.2.16 The proposed commercial and community uses are designed to meet the needs of the development and the local area. The GLA has confirmed that these uses are supported by Policy 3.7 of the London Plan as they will provide additional employment opportunities and help create more distinctive and attractive neighbourhoods. It should be noted that the application proposes a fall-back
position that these ground floor spaces could instead be built out as residential units if there is considered to be insufficient demand for the uses in the future.

6.2.17 The application site is considered in principle to be a suitable location for tall buildings of exemplary design quality in accordance with Policy BTC17.

6.2.18 An assessment of the impact of the proposed development on heritage assets and the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area is set out below in the ‘Design and Heritage’ section of this report.

6.2.19 Overall, the principle of the proposed development is welcomed and supported, subject to the matters discussed below being satisfactorily addressed.

6.3 Housing

6.3.1 The application proposes the demolition of 179 residential units (82 private leasehold units (46%) and 97 social rented units (54%) owned and managed by the Council).

6.3.2 The scheme has the potential to provide up to 850 residential units (uplift of 671 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.

6.3.3 Due to the outline nature of the application, the residential mix is currently indicative as shown below and may change as the detailed designs are worked up. The final mix would be submitted for approval at the reserved matters stage.

<table>
<thead>
<tr>
<th>Indicative Residential Mix</th>
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<tr>
<td>1B/1P</td>
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<tr>
<td>-------</td>
</tr>
<tr>
<td>Total Units</td>
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<tr>
<td>Total %</td>
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6.3.4 Policy BTCSSA6 relating to the Gascoigne Estate as a whole sets out a target of 40% family housing (3 or more bedrooms) across the estate. Officers note that the redevelopment of Gascoigne East which is currently under construction already provides a large number of family-sized units in the local area (556 units (35.3%) comprising 3, 4 and 5 bedrooms).

6.3.5 The social rented accommodation for Gascoigne West is being re-provided on a one-for-one basis but with an increased percentage of larger, family-sized units being provided (28% are 3-bedroom, up from the existing 11% provision). In addition, almost all the 2-bedroom units for social rent are 4-person in size, making allowance for smaller families to live within the new development. This is mirrored across the wider development where 81% of all 2-bedroom units (340 out of 420) are designed to 4-person space standards.

6.3.6 Whilst only 13.3% of the Gascoigne West redevelopment will comprise 3-bedroom units, the indicative mix is based on current demand and will support the Council’s aim to widen housing choices for local residents, as outlined in the Council’s Growth Strategy. Officers support the proposed level of family housing in this case.
**Density**

6.3.7 The existing application site has a density of 59 residential units per hectare. The proposed development allows for a maximum of 850 residential units equating to a density of 287 residential units per hectare.

6.3.8 The Public Transport Accessibility Level (PTAL) of the site varies from 0 (very poor) in the southern part of the site to 6a (excellent) in the north-eastern part of the site. Specifically, Development Parcels 1 and 2 have a PTAL of 0, Development Parcel 3 has a PTAL which varies between 0 and 2, Development Parcel 4 has a PTAL of 1b, Development Parcel 5 has a PTAL which varies between 1b and 2 and Development Parcels 6a, 6b and 7 have a PTAL which varies between 1b, 2, 3 and 6a.

6.3.9 It should be noted that the denser area of the proposed development comprises Development Parcels 6a, 6b and 7 where the PTAL of the site is at its highest. The proposed density falls across the site in the areas with lower PTAL.

6.3.10 For a central setting such as this, the London Plan density matrix identifies a density range of 50–110 units per hectare for a PTAL of 0 to 1, 100–240 units per hectare for a PTAL of 2 to 3 and 215–405 units per hectare for a PTAL of 4 to 6.

6.3.11 The density of the proposed development in the most part exceeds the London Plan density ranges within the London Plan. It is accepted, however, in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) that there may be exceptional circumstances where densities outside the ranges may occur. In such scenarios the test for acceptability is about the quality of the proposal – the requirement being that housing should be of exemplary design quality. Officers consider that the design quality of the scheme is high and does not exhibit any symptoms of over-development. Furthermore, given the site’s Housing Zone status, it is considered that, subject to demonstrating design quality, schemes should aim to push the boundaries of development capacity.

**Sub-Market Housing**

6.3.12 The Mayor of London’s ‘Affordability Housing and Viability’ SPG aims to increase the amount of sub-market housing delivered through the planning system; embed the requirement for sub-market housing into land values; and make the viability process more consistent and transparent.

6.3.13 The Mayor’s SPG confirms that all estate renewal schemes should follow the viability tested route the SPG establishes, which in turn requires any planning permission to be subject to early and late stage reviews and that viability be assessed at the planning application stage.

6.3.14 The Mayor’s expectation is that all lost sub-market housing on estate renewal schemes should be replaced with new sub-market housing of the same tenure and that additional sub-market housing should be maximised.

6.3.15 Policy BTC14 of the Barking Town Centre AAP states that the Council will seek to avoid a net loss and seek a net gain in social housing in the Gascoigne Estate (East and West) renewal scheme.
6.3.16 The existing mix of 97 social rented units on the application site is shown below.

**Existing Social Rented Accommodation**

<table>
<thead>
<tr>
<th></th>
<th>1B/2P</th>
<th>2B/3P</th>
<th>2B/4P</th>
<th>3B/5P</th>
<th>Total</th>
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<tr>
<td>Total Units</td>
<td>28</td>
<td>30</td>
<td>28</td>
<td>11</td>
<td>97</td>
</tr>
<tr>
<td>Total Habitable Rooms</td>
<td>56</td>
<td>90</td>
<td>84</td>
<td>44</td>
<td>274</td>
</tr>
<tr>
<td>%</td>
<td>28.87%</td>
<td>30.93%</td>
<td>28.87%</td>
<td>11.34%</td>
<td>100%</td>
</tr>
</tbody>
</table>

6.3.17 It is proposed that the existing 97 social rented units would be re-provided within the proposed development at a better quality of accommodation than existing. The existing 97 social rented units equate to 274 habitable rooms and a gross internal area (GIA) of 7,491 square metres. As shown below, it is proposed to re-provide all of the existing social rented units at target rents, equating to 273 habitable rooms and a GIA of 7,891 square metres.

**Proposed Social Rented Accommodation (Target Rent)**

<table>
<thead>
<tr>
<th></th>
<th>1B/2P</th>
<th>2B/3P</th>
<th>2B/4P</th>
<th>3B/5P</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Units</td>
<td>45</td>
<td>1</td>
<td>24</td>
<td>27</td>
<td>97</td>
</tr>
<tr>
<td>Total Habitable Rooms</td>
<td>90</td>
<td>3</td>
<td>72</td>
<td>108</td>
<td>273</td>
</tr>
<tr>
<td>%</td>
<td>46.39%</td>
<td>1.03%</td>
<td>24.74%</td>
<td>27.84%</td>
<td>100%</td>
</tr>
</tbody>
</table>

6.3.18 A Financial Viability Assessment (FVA) was submitted during the application process. Overall the proposed development provides for 361 sub-market housing units on site (42%), subject to grant funding, of which 25% is affordable rent, 27% is target rent and 48% is shared ownership. The sub-market housing provision represents 35% of the total number of units when disregarding the existing 97 social rented units being demolished. The proposed sub-market housing provision is to be secured by S106 Agreement, along with early and late stage viability review mechanisms as required by the Mayor’s SPG.

6.3.19 The FVA has been independently reviewed by viability consultants, GVA, who have concluded that the proposed development, including the proposed sub-market housing provision and grant funding, is unviable and delivers a sub-optimal return. GVA has advised that it is possible that the cost of the development may be lower than anticipated and/or revenues generated may be above that forecast. GVA has advised that phased viability assessments may be required in accordance with the Mayor’s SPG to capture any movement in the development’s viability.

6.3.20 The applicant has advised that reserved matters applications for each phase of the development will further address viability issues as they seek to achieve efficiencies in design and cost.

6.3.21 An indicative tenure mix is shown below.

**Indicative Tenure Mix**

<table>
<thead>
<tr>
<th></th>
<th>1B/1P</th>
<th>1B/2P</th>
<th>2B/3P</th>
<th>2B/4P</th>
<th>3B/5P</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Rent</td>
<td>0</td>
<td>45</td>
<td>1</td>
<td>24</td>
<td>27</td>
<td>97</td>
<td>11.4</td>
</tr>
<tr>
<td>Affordable Rent</td>
<td>0</td>
<td>22</td>
<td>15</td>
<td>44</td>
<td>9</td>
<td>90</td>
<td>10.6</td>
</tr>
<tr>
<td>Shared</td>
<td>0</td>
<td>54</td>
<td>4</td>
<td>96</td>
<td>20</td>
<td>174</td>
<td>20.5</td>
</tr>
<tr>
<td>Ownership</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
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<td>---</td>
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<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>Private</td>
<td>3</td>
<td>193</td>
<td>60</td>
<td>176</td>
<td>57</td>
<td>489</td>
<td>57.5</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>314</td>
<td>80</td>
<td>340</td>
<td>113</td>
<td>850</td>
<td>100%</td>
</tr>
</tbody>
</table>

6.3.22 As was the case for the Gascoigne East redevelopment and in keeping with the Council’s Housing Zone strategy, the proposal seeks to diversify the tenure mix of Gascoigne West. This is also in keeping with Policy 3.9 of the London Plan. Such diversification has the potential to contribute positively towards the local economy. The revenue from the private sale and shared ownership housing would also help to subsidise the provision of the sub-marketing housing and community facilities.

6.3.23 It is proposed that the 90 affordable rented units would be let at up to 80% of the local market rent. Residents could only apply for an affordable rented unit if they are in employment and household income falls within defined income ranges. In the proposed development, future residents cannot use more than 35% of their households’ annual gross income towards the cost of rent on a property. In the event of high demand, priority would be afforded to future residents in the following order:

- Council tenants and housing association tenants living in Barking and Dagenham;
- Housing waiting list applicants living in Barking and Dagenham;
- Employed residents of Barking and Dagenham;
- People employed in Barking and Dagenham, but currently not resident; and
- People in employment from outside Barking and Dagenham.

6.3.24 The applicant has advised that the 97 target rent units would be let at 50% of the local market rent through the Choice Lettings system according to the Borough’s sub-market housing allocations eligibility criteria.

6.3.25 It is proposed that 174 units would be shared ownership. For the purpose of assessment against the London Plan and the Mayor’s SPG, these units would be considered as intermediate housing with a notional 25-35% starting share. A strategy for the marketing of the shared ownership units is to be secured in the S106 Agreement.

6.3.26 All of the sub-market housing would be managed and let through the Barking and Dagenham Reside company which was set up by the London Borough of Barking and Dagenham to provide quality sub-market housing to local people.

6.3.27 The process undertaken by the Council in buying out leaseholders and decanting tenants takes into account the Mayor of London’s best practice for estate regeneration, combined with the Council’s depth of experience gained from other similar regeneration projects.

6.4 Design and Heritage

6.4.1 Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD seek to ensure that new development is well designed, functional, durable, flexible and adaptable, as well as achieving a high standard of inclusive design and sustainable construction.
6.4.2 The existing layout of the estate makes way-finding and site navigation difficult and illegible. The introduction of clearly defined, legible pedestrian circulation routes underpin the development strategy and help to overcome the existing difficulties caused by recently introduced railings and the existing urban grid.

6.4.3 The proposed layout of blocks across the site creates a series of new streets/routes and redefines the character of existing ones. The proposed blocks restore a more traditional street character, with active frontages addressing the street.

6.4.4 Two distinct character areas have been identified by the design team in designing the urban form of the proposed development, namely the Abbey Road character area and the St Pauls Road character area.

Abbey Road Character Area

6.4.5 The Abbey Road character area relates to Development Parcels 1-5 which are located along Abbey Road between the low-rise, low-density residential buildings of the Gascoigne Estate and the contemporary buildings on the western side of Abbey Road which vary in height from 5-15 storeys.

6.4.6 The key strategy for determining the height and massing of the proposed development along Abbey Road was to mediate between these contrasting scales while providing high density development in a way which complemented the emerging cluster of taller buildings along the River Roding.

6.4.7 The proposed development creates a long, continuous frontage along the eastern side of Abbey Road towards the southern end. This frontage is interrupted only by junctions with existing streets and cycle paths, and by the retained terrace of houses towards the centre of Abbey Road.

6.4.8 4-5 storey linear blocks provide a transition between the surrounding building heights. Taller volumes, to a height of 7-12 storeys, are extruded from each linear block to maximise the number of residential units within the proposed scheme. This increased height is positioned in locations where analysis has identified that the least impact will be caused to adjacent properties in the form of daylight/sunlight and outlook.

6.4.9 It should be noted that 80% of the residential units within the taller volumes are dual aspect, while across the lower floors the linear blocks provide larger numbers of east or west facing single aspect units, coupled with smaller numbers of dual aspect units.

6.4.10 The proposed street width along Abbey Road, measured between building frontages, varies between 18-26 metres. The narrowest points along the street relate to the lowest storey heights proposed within the scheme.

6.4.11 Blocks have been designed to maximise the amount of active frontage and to evenly distribute entrances. Main communal entrances have been located to address the public realm. These are primarily accessed from Abbey Road but entrances on Boundary Road and Tomlins Orchard bring further activity to these parts of the site. Secondary entrances provide direct access from the core to communal amenity spaces. Ground floor street-facing units are accessed via their...
own front doors directly from the street frontage creating activity and passive surveillance to the street.

6.4.12 Service areas, such as plant, refuse stores and car parking entrances, have been minimised and are generally located away from prominent positions.

6.4.13 Non-residential uses (Use Classes A1, A2, A3, D1 and D2) have been grouped together and located to contribute to the existing creative industries activity at the Ice House Quarter and the connections to the riverside.

6.4.14 The Abbey Road character area is generally located within an area more susceptible to flooding. Accordingly, ground floor residential accommodation is to be raised above the flood level to ensure occupants stay safe during a flood event. Street-facing residential units which are raised above the flood level would be accessed via external steps.

6.4.15 The landscaping strategy for the Abbey Road character area includes a new pedestrianised route, Boundary Walk, linking Abbey Road with Boundary Road; a new public space, Honey Square; and a public garden, Abbey Gardens. These are described later in this report.

**St Pauls Road Character Area**

6.4.16 The St Pauls Road character area relates to Development Parcels 6a, 6b and 7 which address the northern frontage of St Pauls Road and the northern end of Gascoigne Road. The area has an open aspect across Abbey Green and provides a link between the estate and the town centre.

6.4.17 The key design strategy has been to define the edge of Abbey Green with a strong, yet permeable, urban form and to maximise the benefits of the park-side location while remaining sensitive to the surrounding context.

6.4.18 The development site occupies a short length of Gascoigne Road at the northern end where it meets the junction with St Pauls Road. The existing buildings which line this part of Gascoigne Road are 2-3 storeys in height. The proposed blocks have been designed to relate to the low-rise context to the east and south, but also appropriately address the prominent corner location and more broadly the change in development scale proposed on the Former Abbey Sports Centre site on Axe Street to the north-east. In response, a linear block steps up from 4 to 7 storeys as a transition to the taller tower element on St Pauls Road. This increase in height provides a suitable response to the differing scales of the surrounding context.

6.4.19 The development site addresses St Pauls Road along its entire northern edge. The open aspect across Abbey Green gives the site a prominent position within the townscape. The recent pattern of development around Abbey Green has embraced taller buildings which provide a strong urban edge to the large open space. The proposed development therefore seeks to continue this strategy, presenting a medium-rise plinth, above which sits three tall volumes rising to 15-storeys.

6.4.20 The ‘interior’ character of the site, where it addresses the retained buildings of the existing Gascoigne Estate, is low-rise in nature.
6.4.21 The arrangement of individual blocks defines a series of new routes and spaces linking the Gascoigne Estate with the wider context. At the heart of this strategy is the provision of a new north-south public space (Hardwicke Place) providing one of the main pedestrian routes into the development.

6.4.22 East-west connections have also been improved by introducing Fisher Walk, a new ‘shared space’ which intersects with each of the north-south routes and will facilitate vehicle movements (primarily servicing) to some of the blocks. This route will be a one-way, single carriageway designed to encourage low vehicle speeds. A limited amount of on-street accessible car parking will be incorporated for the use of blue badge holders. Vehicles using this route would arrive and depart via Hardwicke Street. The proposed vehicular circulation strategy ensures that no new ‘rat runs’ are being created by the development.

6.4.23 A secondary pedestrian route bisects the blocks addressing St Pauls Road, providing a connection between Fisher Walk and St Pauls Road.

6.4.24 The proposed arrangement of blocks in this character area is based on a courtyard configuration. Each of the main blocks is provided with a courtyard which offers shared amenity space.

6.4.25 Typical building typologies include linear ‘double-loaded’ blocks orientated north-south and ‘single-loaded’ blocks orientated east-west. In addition, taller volumes arranged around a central core provide high density accommodation which takes advantage of views and offers large numbers of dual-aspect units. This approach minimises the number of north-facing, single-aspect units. Those single-aspect units which are proposed benefit from an open aspect to the north with views across Abbey Green. There are no single-aspect family-sized units.

6.4.26 The massing and orientation of blocks is arranged to ensure a minimum separation distance of 18 metres between facing windows. Where building facades are in closer proximity to one another, internal layouts are to be designed to ensure that the windows of one residential unit do not directly overlook those of another.

6.4.27 Blocks have been designed to maximise the amount of active frontage and to evenly distribute entrances throughout the site. Main communal entrances are located to address the public realm. These are distributed along primary building frontages including St Pauls Road, Gascoigne Road, Fisher Walk, Hardwicke Street and Hardwicke Place. Secondary entrances provide direct access from the core to courtyard amenity spaces. Ground floor units are generally accessed via their own front doors, directly from the street.

6.4.28 The application establishes the principle of an energy centre located on the corner of Gascoigne Road/St Pauls Road. The submitted Design Code states that the incorporation of dedicated space within the energy centre to act as an educational facility for the local community (including schools) is strongly encouraged.

6.4.29 Service areas, such as plant and refuse stores, have been minimised and are generally located away from prominent positions.

6.4.30 The St Pauls Road character area benefits from an existing playground located on Hardwicke Street. As part of this development it is proposed to upgrade the
playground, now named Fisher Walk Park. The addition of Hardwicke Place will also offer a new public space for informal interactions.

Residential Quality

6.4.31 The internal layouts of all residential units would be compliant with the nationally described space standards and the minimum space standards set out in the London Plan.

6.4.32 In order to achieve a high quality of residential design, the Design Code to be secured by condition states, amongst other things, that:

- Residential floor-to-ceiling heights must meet or exceed 2.5 metres in all habitable rooms.
- The provision of dual-aspect units should be maximised throughout the development.
- North-facing, single-aspect units should be avoided.
- There should be no north-facing, single-aspect family-sized units.
- All common circulation spaces should be provided with natural daylight and ventilation where possible.
- Each residential core should generally serve no more than 8 dwellings per floor in keeping with London Plan guidance. Any proposals to exceed this should demonstrate to the Local Planning Authority that all dwellings and circulation spaces achieve a high standard of accommodation.

Inclusive Access

6.4.33 The design of the development seeks to achieve level access to each residential unit. The only exception to this has been driven by the nature of flood risk across the site.

6.4.34 The ground floor accommodation in several locations is to be raised to ensure that residential units are not threatened by flooding. The proposals seek to achieve a balance between flood resilient design and maintaining active frontages, which contribute to the vibrancy and safety of the public realm. As such the proposed development maximises the number of ‘front doors on the street’ by providing direct external access via steps. These residential units would therefore not benefit from level access, however this is permissible at the discretion of the Local Planning Authority. These units would be designed in compliance with Building Regulations Approved Document Part M4(1) ‘visitable dwellings’. The Council's Access Officers have confirmed that this strategy is an acceptable, sensible response to the constraints of the site. The final number of Part M4(1) units is to be agreed at the reserved matters stage.

6.4.35 Ten percent (10%) of the proposed residential units are required to meet Part M4(3) ‘wheelchair adaptable dwellings’ of the Building Regulations and the remaining units, with the exception of those to be designed in accordance with Part M4(1), are required to meet Part M4(2) ‘accessible and adaptable dwellings’ of the Building Regulations. Conditions are proposed to secure these matters.

6.4.36 It is noted that all residential units would enjoy level access to a private amenity space in the form of a garden, terrace or balcony and roof terraces would be
provided with level access and designed in such a way so as to ensure that all building users can benefit from them.

*External Appearance*

6.4.37 External appearance is a reserved matter and therefore details are to be submitted for approval at a later date. The Design Code submitted with the application indicates that the primary material for the buildings across the site will be brick as this is a contextually sensitive approach to the industrial heritage of Abbey Road, the Roding riverside and surrounding buildings. Secondary materials would be used to articulate the form of the buildings. Balconies would comprise a mixture of projecting, semi-recessed and recessed balconies dependent upon the character of the immediate environment. It should be noted that a condition is proposed to secure that each application for reserved matters consent is accompanied by a fire statement produced by an independent third party suitably qualified assessor which shall detail the construction, methods, products and materials to be used for each building.

6.4.38 The Design Code states that the energy centre should be designed to be a focal point at street level, with full consideration given to the opportunity to create a new local landmark. Furthermore, the Design Code states that the energy centre should be designed to be visually permeable and visually striking, both internally and externally. The Design and Access Statement indicates that a heavily textured metal cladding could provide a robust, visually striking ‘cloak’ to the entire facade, protecting glazed elements and enriching areas of inactive frontage.

6.4.39 The Design Code sets out design guidelines for the appearance of the buildings within the proposed development and this would inform the reserved matters applications. The guidelines offer sufficient comfort that a high quality scheme is proposed.

*Heritage Setting*

6.4.40 Parts of the site are opposite the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area.

6.4.41 The application site does not include any listed buildings and nor does it comprise any unlisted buildings of merit.

6.4.42 The Abbey Green area, in close proximity to the application site, contains significant heritage assets, namely the Barking Abbey Scheduled Ancient Monument, the Grade I Listed Parish Church of St Margaret, the Grade II Listed Tomb of Captain John Bennett at St Margaret’s Church, the Grade II Listed remains of Barking Abbey and the old churchyard walls and the Grade II* Listed Fire Bell Gate (Curfew Tower). The Old Granary at Town Quay is Grade II Listed.

6.4.43 A number of locally listed buildings are located near to the site, including Barking Town Hall, the Malthouse (now known as The Boathouse) and The Granary.

*Archaeology*
6.4.44 An archaeology condition, as recommended by Historic England, to secure a two-stage process of archaeological investigation comprising first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation, is to be imposed on any planning permission granted.

*Townscape Visual and Built Heritage Impacts*

6.4.45 Paragraph 131 of the National Planning Framework (NPPF), Policy 7.8 of the London Plan, Policy CP2 of the Core Strategy, Policy BP2 of the Borough Wide Development Policies DPD and Policy BTC19 of the Barking Town Centre AAP seek to protect and enhance the historic environment.

6.4.46 The application was originally accompanied by a Built Heritage Statement. This was followed up by a Built Heritage Statement Addendum to address comments made by Historic England. As set out in the ‘Consultation’ section of this report, Historic England has concluded that whilst the development is unlikely to present a substantial impact on the setting of St Margaret’s Church and the Abbey ruins, the encroachment on the open character of Abbey Green would cause harm in their view. Accordingly, this harm should be weighed against the public benefits of the scheme in accordance with paragraph 134 of the NPPF.

6.5.47 Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Officers conclude that the proposed development would result in less than substantial harm to the two Conservation Areas.

6.5.48 Officers have considered the comments of Historic England and the submitted Heritage Statements and are of the opinion that the proposed development would result in less than substantial harm to the Scheduled Ancient Monument and the nearby listed heritage assets. The proposed development would deliver a wide range of substantial public benefits, ranging from townscape and visual enhancements to social and economic public benefits, as discussed throughout this report. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Scheduled Ancient Monument and the nearby listed heritage assets. The proposal is therefore aligned with paragraph 134 of the NPPF.

6.5.49 The proposed development is not considered to significantly affect the setting of any heritage assets. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It should also be noted that the proposed development is considered to have limited effect on the significance of nearby locally listed buildings.

*Conclusion*

6.5.50 Having regard to design and heritage matters, the proposed development is in keeping with the relevant policies of the NPPF, Policies CP2 and CP3 of the Core Strategy, Policies BP2, BP8 and BP11 of the Borough Wide Development Policies DPD, Policies 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan, Policies BTC17, BTC19
6.6 External Amenity Space, Public Space and Play Space

6.6.1 Details of the proposed external amenity space for the development would be submitted at the reserved matters stage. However, as detailed on Parameter Plan 933_P_0504 and in the Design Code, private amenity space would be delivered in the form of private balconies, private gardens and communal courtyards. Private amenity space would comply with the space standards set out in the Mayor of London’s ‘Housing’ SPG.

6.6.2 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.

6.6.3 The application was accompanied by a Landscape Design Statement. This includes an Illustrative Landscape Masterplan setting out proposals for three public squares (Hardwicke Place, Honey Square and Boundary Walk), two local greens (Abbey Gardens and one other), two semi-private gardens and three private courtyards/gardens. The Landscape Design Statement includes guidance as to how these spaces should come forward. To illustrate the nature of the proposals, the main public spaces are described below.

6.6.4 Hardwicke Place is proposed to function as one of the main pedestrian access routes into Gascoigne West and would incorporate both hard and soft landscaping. The northern end of the space aligns with the pedestrian crossing on St Pauls Road and the southern end connects to a proposed east-west route, Fisher Walk.

6.6.5 Honey Square, located adjacent to The Shaftesburys and opposite the Ice House Quarter, is proposed to be predominantly hard landscaped. It is anticipated that the square would be activated by the proposed commercial/community uses to the north and south of this space and through events and gatherings. The square would also accommodate the possible future route of a two-way bus route through The Shaftesburys and so future reserved matters would need to give careful consideration to the design of this space.

6.6.6 Boundary Walk is proposed to function as a pedestrian route connecting Boundary Road to the southern end of Abbey Road. At the heart of this space a small community square is proposed, along with under 5’s play space.

6.6.7 Abbey Gardens, located centrally on Abbey Road and fronting a terrace of retained houses, is proposed to function as an attractive garden for public use. The gardens are to provide a variety of enclosed and open spaces and would accommodate a variety of activities including informal elements of play.

6.6.8 Policy 3.6 of the London Plan requires new housing to include play space based on expected child populations. The illustrative masterplan proposes a total of 1,900 square metres of under 5’s play space. Play space for children aged 5 to 11 years is to be integrated into a number of public, semi-public and private landscaped
spaces. It is also proposed to upgrade the existing playground at the north of the development. By enhancing the setting of an existing ball court area, the proposal could also accommodate a total of 150 square metres of 12+ years play space.

6.6.9 It should be noted that the required children’s play space cannot be calculated for the development until the final residential mix and tenure is finalised at the reserved matters stage. Further details of play space would be submitted at that time. Based on the indicative residential mix and tenure, the outline submission for 850 residential units would generate a child yield of 232 (127 under 5 years; 67 5-11 year olds; and 38 12+ year olds). In accordance with the Mayor’s guidance for children’s play space, the indicative mix and tenure would generate a requirement for 2,316 square metres of dedicated play space.

6.6.10 The application includes appropriate measures and controls through the Landscape Design Statement, Parameter Plans and Design Code, all of which are to be secured by condition, to ensure that appropriate and high quality public, private and semi-private spaces are integrated into the future Development Parcels. Detailed landscape and public realm proposals are to be submitted for approval at the reserved matters stage.

6.7 Refuse Arrangements

6.7.1 The application proposes that the residential units would be served by Eurobins securely located at ground floor level. Non-residential uses would also be provided with refuse stores. The initial strategy demonstrates that refuse would be sited conveniently for the Council’s Waste and Recycling Team to collect. The specific details of refuse storage and disposal are to be secured by condition.

6.8 Ecology and Biodiversity

6.8.1 A Preliminary Ecological Appraisal of the site was carried out comprising a Phase 1 Habitat Survey, a Protected Species Assessment and an Ecological Evaluation. The appraisal found that the site is not subject to any statutory or non-statutory nature conservation designations.

6.8.2 The following measures are recommended within the Preliminary Ecological Appraisal as being suitable for integration into the site’s design to enhance biodiversity:

- Native tree and scrub species should be included within the landscaping to enhance the site and provide bat commuting corridors.
- It is recommended wildlife planting should be integral to the soft landscape plans and should include native species and/or species of recognised wildlife value.
- Good horticultural practice should be utilised.
- Biodiverse green roofs should be installed.
- Provision of bird and bat boxes.
- Breeding bird survey(s) are recommended up to 48 hours prior to demolition/vegetation clearance works if carried out within the bird breeding season.

6.8.3 Conditions are proposed to secure the above recommendations.
6.8.4 The application was accompanied by a Preliminary Roost Assessment which recommends carrying out pre-demolition bat surveys, maintaining an important commuting route for bats along the west of the site following development works, enhancing roosting potential for bats on site and minimising the impacts of lighting on bat populations. Conditions are proposed to secure these matters.

6.8.5 The application was accompanied by three separate Arboricultural Impact Assessments covering the various Development Parcels. The assessments found that the application site contains a mix of high, moderate and low-quality trees. It is noted that the majority of significant trees are planted close to the boundaries of the site and away from buildings, thus posing relatively few constraints to the proposed development.

6.8.6 The Arboricultural Impact Assessments recommend the removal of a number of mainly low-quality trees in order to facilitate construction.

6.8.7 In Development Parcels 1, 2 and 3 it is proposed that 9 trees would be removed to facilitate construction. Only one of these trees would have a significant impact on the landscape (T22 - Narrow Leaved Ash). The assessment identifies that the loss of this tree may be mitigated with a suitably sized tree in a location to the north-east corner of the site.

6.8.8 In Development Parcels 4 and 5 it is proposed that 9 trees and two groups of trees would be removed to facilitate construction, including one tree of moderate amenity value (T7 – Willow). The Willow is visible from the surrounding area but does not form a significant landscape feature. The assessment identifies that there is ample room within the adjacent amenity space for a suitable replacement.

6.8.9 In Development Parcels 6a, 6b and 7 it is proposed that 17 trees and two small groups of trees would be removed to facilitate construction. These trees would be replaced by approximately 78 new trees. Only one tree to be removed is considered to be of moderate amenity value (T11 - Pear).

6.8.10 The proposed tree removals would be confirmed at the reserved matters stage and would be mitigated by comprehensive re-planting as part of the wider landscape strategy for the development. Many of the low-quality trees to be removed are considered to be reaching the end of their useful life expectancy or are poor species choices for the location. It is also noted that some trees require removing for safety, due to poor condition or poor placement within the site.

6.8.11 As set out in the ‘Consultation’ section of this report above, the Council’s Arboricultural Officer is satisfied with the proposals for removal and retention of trees, as well as the new planting proposals. A condition is proposed requiring the submission of an Arboricultural Method Statement prior to commencement of development within each Development Parcel.

6.9 Daylight, Sunlight and Overshadowing

6.9.1 The Building Research Establishment (BRE) sets out guidance for new residential developments in the document ‘Site Layout Planning for Daylight and Sunlight’ (2011). In this regard, officers draw Members’ attention to a recent appeal decision relating to a Whitechapel Estate development where the Inspector’s decision letter
stated “The BRE document offers guidance on generally acceptable standards of daylight and sunlight but advises that numerical values are not to be rigidly applied and recognises the importance of the specific circumstances of each case. Inner city development is one of the examples where a different approach might be justified. This is specifically endorsed by the Housing SPG, which calls for guidelines to be applied sensitively to higher density developments, especially in (among others) opportunity areas and accessible locations, taking into account local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time”. Officers recommend a similar flexible approach be adopted in this case due to recent changes to the character and form of the surrounding area, notably the modern taller buildings that have emerged on the western side of Abbey Road.

6.9.2 The application was accompanied by a Daylight, Sunlight and Overshadowing Report prepared by Point 2 Surveyors which comprises a comprehensive assessment of the illustrative masterplan proposals and how these may impact upon the daylight and sunlight amenity of the existing residential properties which will remain in the wider Gascoigne West Estate and the residential properties located immediately west of the application site.

6.9.3 The submitted report identifies unique characteristics that materially influence the daylight and sunlight position for the site. For example, it is clear that the existing site buildings have little resemblance to the evolving urban language of Abbey Road, where the prevailing heights of the new buildings is 7-10 storeys. As such, the report states that any architectural response to the site which seeks to ensure the scheme is in keeping with the evolving townscape of Abbey Road naturally creates the potential for there to be daylight and sunlight impacts that exceed the national guidance offered by the BRE.

6.9.4 The report highlights that there is a need for a practical and intelligent application of the BRE recommendations if the effects to the neighbouring buildings are to be properly understood. On this basis, the consultants have examined not only the percentage change in light between the existing and proposed conditions, but also the absolute retained levels of daylight at the neighbouring properties.

6.9.5 The detailed technical assessments produced by the consultants illustrate that the scheme will have effects upon the daylight amenity enjoyed by the neighbouring residential properties however, for the reasons explained above, this is somewhat inevitable. Where the daylight losses are most apparent, namely the new residential buildings on Abbey Road, the retained levels of daylight are comparable with, if not better than, alternative target values which the consultants have established from a mirrored baseline assessment. In the instances where they are not, this is because the existing windows are overhung by balconies which materially limit the ability of the window to satisfy the guidance.

6.9.6 With regards to sunlight levels, the report concludes that there is an excellent rate of compliance for a regeneration project of this nature. 98.3% of the windows relevant for assessment would meet the BRE criteria. In the few instances where they do not, the impacts are considered to be of a minor nature.

6.9.7 It should be noted that the proposal includes a 15-storey block on St Pauls Road which would be located adjacent to the side/rear elevation of Skipper Court which is
a 4-storey flatted development. Whilst this has the potential to be overbearing to some residents of Skipper Court, particularly in terms of outlook to the east, it is noted that the closest block at Skipper Court has an uninterrupted southern aspect across a car parking area which would not be affected by the proposed development and would continue to provide for a reasonable level of sunlight, daylight and outlook for those flats. Taking this into account it is considered that the outlook from the flats within Skipper Court would remain acceptable.

6.9.8 ‘Sun on ground’ overshadowing analysis was also undertaken to establish the effects the proposed development would have upon the amenity areas outside of the site boundary, namely those within the retained Gascoigne Estate and St Joseph’s Primary School. The analysis also considered the sunlight availability within the new courtyards in Development Parcel 6.

6.9.9 The BRE guidelines recommend that on the 21st March (the spring equinox), 50% of any given amenity area should receive at least 2 hours of sunlight. It is noted that 17 of the 19 amenity areas analysed would enjoy at least 2 hours sunlight over 50% of their areas, with the majority of spaces achieving in excess of 90%. The two areas which fail to meet the guidance are the courtyards within Development Parcel 6. Throughout the design evolution of the scheme, the massing of these blocks has been modified to maximise the potential for sunlight to reach these spaces, however, despite these changes the amenity areas would only receive 2 hours of sun to 24% and 46% of their areas. In order to improve the availability of sunlight on 21 March, further concessions to the southern block to these courtyards could potentially be considered at the reserved matters stage.

6.9.10 The consultants have also undertaken a ‘Sun on Ground’ assessment during mid-summer (21st June) to understand the availability of sunlight to the two courtyards within Development Parcel 6 when they are most likely to be in use. This analysis shows the amenity spaces would receive 2 hours of sunlight to between 74%-88% of their areas.

6.9.11 In conclusion, it is clear that the external amenity spaces adjacent to the scheme would continue to enjoy acceptable levels of sunlight amenity. Whilst the two new courtyards forming part of the illustrative masterplan for Development Parcel 6 are unable to meet guidance in March they perform very well in mid-summer when the amenity spaces are most likely to be in use.

6.10 Transport / Parking

6.10.1 Vehicular access to the site would be obtained via the existing junctions along Gascoigne Road and Abbey Road. It should be noted that some of the existing junctions may require some minor changes to facilitate the development and these details would be submitted at the reserved matters stage.

6.10.2 There are currently 67 car parking spaces provided for the existing 179 residential units (ratio of 0.37 spaces per unit).

6.10.3 The illustrative proposal accommodates a total of 115 car parking spaces, including 10% blue badge spaces. The proposed provision is set out below:
Development Parcels 1 to 3: 71 car parking spaces for 211 dwellings (ratio of 0.33 spaces per dwelling);

Development Parcels 4 and 5: 44 car parking spaces for 169 dwellings (ratio of 0.26 spaces per dwelling);

Total for Development Parcels 1 to 5: 115 car parking spaces for 380 dwellings (average of 0.30 spaces per dwelling);

Development Parcels 6a, 6b and 7: 470 dwellings – car-free.

6.10.4 It is intended that the provision of wheelchair adaptable/accessible units would be evenly distributed throughout the entire development site. As a result of this approach, wheelchair adaptable/accessible units within the St Pauls Road character area would not benefit from dedicated car parking due to the car-free nature of those Development Parcels. The applicant considers that this approach is acceptable in the context of encouraging sustainable modes of travel, however it is acknowledged that a lack of dedicated car parking within easy reach of the wheelchair adaptable/accessible units may not be considered appropriate for some users, and does not meet the optional criteria of Building Regulations Approved Document Part M4(2) and M4(3). It is the applicant’s intention to engage further with the Council’s Access and Highways Officers during the reserved matters stages to agree detailed strategies for the allocation of accessible accommodation throughout the development site.

6.10.5 In accordance with London Plan policy, 20% of the residential car parking spaces would incorporate electric vehicle charging points (EVCPs) and a further 20% would be designed as passive EVCPs.

6.10.6 In addition to the parking within the site, there are on-street spaces adjacent to the development along Abbey Road and within the wider Gascoigne Estate which do not form part of the outline application site. These spaces will continue to be provided for residents and visitors under the same restrictions as currently, or amended restrictions as a result of ongoing assessments of the local controlled parking zone (CPZ).

6.10.7 All cycle parking would be provided in accordance with London Plan standards.

6.10.8 The proposed scheme has been arranged to ensure simple servicing of the blocks. Refuse and emergency vehicles can access all residential cores from the street, with adequate turning space provided for all vehicle types. It should be noted that no blocks would be serviced from St Pauls Road. This maintains the existing street condition, where on-street parking prevents vehicles stopping for loading.

6.10.9 The Council’s Transport Development Management Officer and Transport for London (TfL) Officers have raised no objection to the proposed development subject to various S106 obligations and conditions, as referenced in this report, being secured.

6.11 Sustainability and Energy
6.11.1 Policy 5.2 of the London Plan sets a zero-carbon target for new residential development. The ‘Housing’ SPG defines ‘zero carbon’ homes as homes forming part of major development applications where the residential element of the application achieves at least a 35% reduction in regulated carbon dioxide (CO\textsubscript{2}) emissions (beyond Part L of the Building Regulations 2013) on-site. The remaining regulated CO\textsubscript{2} emissions, to 100%, are to be off-set through a cash in-lieu contribution to the Council, to be ring-fenced to secure delivery of carbon dioxide savings elsewhere.

6.11.2 The London Plan sets a price for carbon off-setting based either on local conditions or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60 per tonne of carbon over 30 years.

6.11.3 The submitted Energy Report and Sustainability Statement applies the Mayor of London’s energy hierarchy design approach of ‘Be Lean’, ‘Be Clean’ and ‘Be Green’.

6.11.4 The feasibility of the installation of a Combined Heat and Power (CHP) system has been carried out and the Energy Report and Sustainability Statement describes three options that could be adopted for the Gascoigne West development.

6.11.5 Option 1 comprises a local energy centre and CHP system that provides heating and hot water for the Gascoigne West development only. The energy model assumes 73% of heating would be provided by boilers and 27% would be provided by CHP. Roof-mounted photovoltaics (PVs) are also proposed across each block.

6.11.6 It is anticipated that Option 1 would achieve a 40% reduction in CO\textsubscript{2} emissions beyond Part L of the Building Regulations 2013 with the remaining regulated CO\textsubscript{2} emissions, to 100%, to be off-set through a cash in-lieu contribution to the Council. A carbon price of £60 per tonne would be used to calculate any contribution and this would be secured in the S106 Agreement.

6.11.7 Options 2 and 3 comprise a large district CHP energy centre within the Gascoigne West development to supply the Gascoigne West development and Barking Town Centre. Option 3 would also incorporate PVs on the blocks, while Option 2 is proposed without PVs. Options 2 and 3 would both achieve a 100% reduction in CO\textsubscript{2} emissions beyond Part L of the Building Regulations 2013. It should be noted that the Council’s Energy Technical Manager has been involved in discussions around the feasibility of Options 2 and 3.

6.11.8 It is considered that all three options would be in keeping with the relevant energy policies.

6.11.9 A detailed Energy Strategy would need to be submitted with each reserved matters application and this is to be secured by condition.

6.12 Flood Risk

6.12.1 The Environment Agency’s (EA) Flood Map shows that Development Parcels 1 and 2 are located in Flood Zone 3 (high risk), Development Parcels 3, 4 and 5 straddle Flood Zones 1, 2 and 3 and Development Parcels 6a, 6b and 7 are located within
Flood Zone 1 (low risk). The EA’s Flood Map represents the undefended case however it is noted that the application site is protected by raised defences.

6.12.2 The FRA identifies that for more vulnerable residential uses the EA require floor levels to be 300mm above the local ground level and 300mm or 600mm above the 200 year+ climate change breached flood level of 3.418 metres Ordinance Datum (‘OD’). The ground floor level of the development is therefore to be raised to ensure occupiers of the residential units will remain safe over the lifetime of the development. This detail is to be provided at the reserved matters stage.

6.12.3 The FRA advises that the application site is at low risk of flooding following the proposed development as the raised ground floor level would provide the primary flood resistance and resilience measures. The FRA advises that other measures are not required.

6.12.4 In order to reduce storm run-off from impermeable drainage areas the development can utilise a range of Sustainable Drainage Systems (SUDS). The FRA advises that the preferred option at this stage comprises storage and attenuation. A condition is proposed to secure a surface water drainage scheme for each Development Parcel.

6.12.5 As part of the application site lies within Flood Zone 3 and residential accommodation is considered to be a more vulnerable use, both a ‘Sequential Test’ and ‘Exceptions Test’ were considered in accordance with national planning policy. The ‘Sequential Test’ identified that as the site is within a defended Flood Zone 3 there would be no alternative sites at a lower flood risk in the local area. Under the ‘Exceptions Test’ the proposed development would need to provide wider sustainability benefits to the community. The FRA details that the residential development in this area is essential for the future economic and social welfare of the community and to prevent social and economic blight. The FRA also demonstrates that the proposed development will be safe for its lifetime, without increasing flood risk elsewhere.

6.12.6 On the basis of the assessment and conclusions within the FRA it is considered that both the ‘Sequential Test’ and the ‘Exceptions Test’ are passed and that the proposed development is considered appropriate having regards to flood risk and surface water management.

6.13 Section 106 Developer Contributions

6.13.1 A Section 106 Agreement would secure the following planning obligations:

S106 Legal Fees
Pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

Sub-market Housing
Secure 42% sub-market housing (subject to grant funding) – 30% target rent, 22% affordable rent and 48% shared ownership.
Secure early and late viability reviews in accordance with the Mayor of London’s Affordable Housing and Viability (SPG).

Secure a strategy with the Council and Reside for marketing of the shared ownership units.

**Private For Sale Housing**

Secure a marketing strategy for the sale of market sale properties which would secure a restriction on any individual or organisation buying more than one property within the first 6 months of the date of sales launch and where an individual or organisation (with the exception of a Registered Provider) buys more than two units of market housing and intends to let those units to persons other than immediate family members that the individual or organisation shall provide the Council with the name address and contact details of the managing agent and ensure that the said managing agent is registered with the Association of Rental Letting Agents (‘ARLA’) or the National Association of Estate Agents (‘NAEA’).

**No Permits for Controlled Parking Zones (CPZ)**

Ensure that all head leases contain a provision to secure the obligation that the leaseholder shall not apply for a parking permit for any Controlled Parking Zone unless the occupant is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

**Local Labour / Local Supply**

Secure a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development.

**Travel Plan**

Secure the submission, implementation and monitoring of a Travel Plan for the development.

**Carbon Offset**

The development shall achieve a minimum 35% reduction in carbon emissions over Part L of the Building Regulations 2013 through on-site provisions and the remaining carbon emissions to zero carbon should be offset through a monetary contribution to the Local Authority’s carbon offset fund calculated on the basis of £60 per tonne over 30 years.

**Car Club**

Secure one year free membership to a local car club for residents and the provision of two new car club spaces in the town centre.

**Safeguarding of Land and Funding for Two-Way Bus Route along The Shaftesburys and Associated Scheme of Highway Works**
Secure the safeguarding of land and funding to deliver a two-way bus route along The Shaftesburys, including submission and approval of a scheme of associated highway works to deliver junction, carriageway and footway widening as necessary; and the provision of a 6.5 metre minimum width bus gate at the junction of The Shaftesburys and Abbey Road.

**Traffic Management Orders**

Secure the cost of traffic management orders.

**CCTV**

Secure a CCTV Management Strategy to determine the necessity for relocation and/or re-provision and commitment to mitigating costs as necessary.

**Assessment of Public Transport Capacity**

Carry out monitoring of local public transport capacity and patronage and submit an assessment of the same prior to first occupation of the development.

**Bus Stops**

Secure the delivery of additional bus stops and the relocation of existing bus stops (as necessary) to help deliver a two-way bus route along The Shaftesburys.

7.0 **Conclusion**

7.1 The proposed development would result in the much needed regeneration of the Gascoigne West Estate, in line with the recently approved regeneration scheme for the Gascoigne East Estate which is currently under construction. The proposed development would improve urban design; provide better quality housing; and a more diverse mix of housing types and tenures to address current demand.

7.2 As a result of the proposed development, the Gascoigne West Estate would be better designed; more legible; and provide for a safer environment than the existing development it replaces. Overall, the proposal would result in a more desirable place to live.

7.3 The proposed development is considered to be acceptable having regard to the relevant policies set out in the NPPF, the London Plan, the Local Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.4 It is recommended that the Planning Committee grants outline planning permission subject to any direction from the Mayor of London, a S106 Agreement to secure the matters set out in Section 6.13 of this report and the conditions listed in this report (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).

**Background Papers**
• Planning Application File:
  [http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ORAFC5BLGGM00](http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ORAFC5BLGGM00)

• Local Plan Policy

  *Borough Wide Development Policies Development Plan Document (March 2011):*

  Policy BR1 – Environmental Building Standards  
  Policy BR2 – Energy and On-Site Renewables  
  Policy BR3 – Greening the Urban Environment  
  Policy BR4 – Water Resource Management  
  Policy BR5 – Contaminated Land  
  Policy BR7 – Open Space (Quality and Quantity)  
  Policy BR9 – Parking  
  Policy BR10 – Sustainable Transport  
  Policy BR11 – Walking and Cycling  
  Policy BR13 – Noise Mitigation  
  Policy BR14 – Air Quality  
  Policy BR15 – Sustainable Waste Management  
  Policy BC1 – Delivering Affordable Housing  
  Policy BC2 – Accessible and Adaptable Housing  
  Policy BC7 – Crime Prevention  
  Policy BC8 – Mixed Use Development  
  Policy BE4 – Managing the Evening Economy  
  Policy BP2 – Conservation Areas and Listed Buildings  
  Policy BP3 – Archaeology  
  Policy BP4 – Tall Buildings  
  Policy BP5 – External Amenity Space  
  Policy BP8 – Protecting Residential Amenity  
  Policy BP10 – Housing Density  
  Policy BP11 – Urban Design

  *Core Strategy (July 2010):*

  Policy CM1 – General Principles for Development  
  Policy CM2 – Managing Housing Growth  
  Policy CM5 – Town Centre Hierarchy  
  Policy CR1 – Climate Change and Environmental Management  
  Policy CR2 – Preserving and Enhancing the Natural Environment  
  Policy CR3 – Sustainable Waste Management  
  Policy CR4 – Flood Management  
  Policy CC1 – Family Housing  
  Policy CC2 – Social Infrastructure to Meet Community Needs  
  Policy CC3 – Achieving Community Benefits Through Developer Contributions  
  Policy CE1 – Vibrant and Prosperous Town Centres  
  Policy CP2 – Protecting and Promoting Our Historic Environment  
  Policy CP3 – High Quality Built Environment

  *Barking Town Centre Area Action Plan (BTCAAP) (February 2011):*

  Policy BTC5 – Leisure Uses and the Evening Economy
Policy BTC10 – Pedestrian Movement
Policy BTC11 – Cycling Facilities
Policy BTC13 – Housing Supply
Policy BTC14 – Estate Regeneration
Policy BTC15 – Social Infrastructure/Community Facilities
Policy BTC16 – Urban Design
Policy BTC17 – Tall Buildings
Policy BTC18 – Public Realm
Policy BTC19 – Heritage and the Historic Environment
Policy BTC20 – Parks, Open Spaces, Play Areas and Tree Planting
Policy BTC22 – Sustainable Energy
Policy BTC23 – Developer Contributions

Site Specific Allocation BTCSSA6 (Gascoigne Estate)

_Borough Supplementary Planning Documents (SPD):_

Trees and Development (February 2012)
Biodiversity (February 2012)

_Other Guidance:_

Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (10 February 2013)

- **The London Plan (March 2016):**
  
  Policy 3.3 – Increasing Housing Supply
  Policy 3.4 – Optimising Housing Potential
  Policy 3.5 – Quality and Design of Housing Developments
  Policy 3.6 – Children and Young People’s Play and Informal Recreation Facilities
  Policy 3.7 – Large Residential Developments
  Policy 3.8 – Housing Choice
  Policy 3.9 – Mixed and Balanced Communities
  Policy 3.10 – Definition of Affordable Housing
  Policy 3.11 – Affordable Housing Targets
  Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
  Policy 3.13 – Affordable Housing Thresholds
  Policy 3.16 – Protection and Enhancement of Social Infrastructure
  Policy 4.1 – Developing London’s Economy
  Policy 5.1 – Climate Change Mitigation
  Policy 5.2 – Minimising Carbon Dioxide Emissions
  Policy 5.3 – Sustainable Design and Construction
  Policy 5.5 – Decentralised Energy Networks
  Policy 5.6 – Decentralised Energy in Development Proposals
  Policy 5.7 – Renewable Energy
  Policy 5.9 – Overheating and Cooling
  Policy 5.10 – Urban Greening
  Policy 5.11 – Green Roofs and Development Site Environs
  Policy 5.12 – Flood Risk Management
  Policy 5.13 – Sustainable Drainage
Policy 5.14 – Water Quality and Wastewater Infrastructure
Policy 5.15 – Water Use and Supplies
Policy 5.18 – Construction, Excavation and Demolition Waste
Policy 5.21 – Contaminated Land
Policy 6.3 – Assessing Effects of Development on Transport Capacity
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.13 – Parking
Policy 7.1 – Lifetime Neighbourhoods
Policy 7.2 – An Inclusive Environment
Policy 7.3 – Designing Out Crime
Policy 7.4 – Local Character
Policy 7.5 – Public Realm
Policy 7.6 – Architecture
Policy 7.7 – Location and Design of Tall and Large Buildings
Policy 7.8 – Heritage Assets and Archaeology
Policy 7.13 – Safety, Security and Resilience to Emergency
Policy 7.14 – Improving Air Quality
Policy 7.15 – Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
Policy 7.19 – Biodiversity and Access to Nature
Policy 7.21 – Trees and Woodlands
Policy 8.2 – Planning Obligations
Policy 8.3 – Community Infrastructure Levy

Mayor of London’s Supplementary Planning Guidance (SPG):

Shaping Neighbourhoods: Character and Context (June 2014)
Accessible London – Achieving an Inclusive Environment (October 2014)
 Sustainable Design and Construction (April 2014)
 Town Centres (July 2014)
 Housing (March 2016)
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
 Affordable Housing and Viability (August 2017)

Other Guidance:

London Riverside Opportunity Area Planning Framework (OAFPF) (September 2015)
‘Better Homes for Local People – The Mayor’s Good Practice Guide to Estate Regeneration’ (February 2018)

- National Planning Policy Guidance

National Planning Policy Framework (March 2012)
Planning Practice Guidance
Technical Housing Standards – Nationally Described Space Standard (March 2015)
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NOTES
1. Heights set out in this Parameter Plan represent the minimum and maximum extents of the building envelope.
2. Building heights are specified from mean street level.
3. Any proposed to exceed the specified building heights or deviate from the existing envelope shall be subject to further detailed design analysis in addition to LPA approval.
4. Refer to the accompanying Design Code document for details of how building heights have been specified.
5. Flusinn process serving the Energy Centre may exceed the stated building heights.

Legend:
- 5120 - 15000 mm (2-5 storeys)
- 11220 - 17750 mm (3-5 storeys)
- 18700 - 24675 mm (6-7 storeys)
- 18700 - 36525 mm (8-11 storeys)
- 31075 - 40275 mm (11-12 storeys)
- 27300 - 49850 mm (12-15 storeys)

APPROVAL

DEVELOPMENT PARCELS
Includes front gardens, devisible zones, amenity spaces & balcony zone

MUST BE READ IN CONJUNCTION WITH OTHER PARAMETER PLANS AND DESIGN CODE

PLANNING

Gascoigne West
Barking

Councillor of Barking and Dagenham

FosterBrownKearns

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Barking and Dagenham Council Planning Committee  

**Date:** 11 June 2018

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<th>Application No:</th>
<th>17/02144/FUL</th>
<th><strong>Ward:</strong> River Ward</th>
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**Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:**

The proposed development is a major development which is of a scale and importance that should be determined at Planning Committee.

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<tr>
<th><strong>Address:</strong></th>
<th>Department of Employment, Chequers Lane, Dagenham, RM9 6PS</th>
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**Development:**

Demolition of existing building and erection of 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.

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<tr>
<th><strong>Applicant:</strong></th>
<th>London Wall Outsourcing Investments Ltd</th>
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</thead>
</table>

**Contact Officer:** Nelupa Malik

**Title:** Principal Development Management Officer

**Contact Details:**

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

**Summary:**

The site is 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 proposes 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 have submitted a financial viability appraisal which contends that it would not be viable to provide above 16%. The viability appraisal has been externally independently reviewed and the findings of the viability appraisal has been accepted. However, the applicants...
have 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 have been designed in accordance with the London Plan minimum space standards. The development includes 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 playspace 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 is 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 are that the development would prejudice the future development on the Ford Stamping Plant site. However, Officers consider 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 has a PTAL (Public Transport Accessibility Level) of 3 out of 6 where 6 is excellent and therefore has a moderate PTAL rating. The development would provide 14 residential parking spaces equating to a ratio of 0.2 per dwelling. This is considered to be acceptable and in accordance with the London Plan. Included within the car parking provision are 7 accessible car parking spaces which equates to 50% of the total parking provision. There will be no significant impact on the local highway network as a result of the development.

The proposed development is anticipated to achieve a 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 is 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.
Recommendation:

That the Planning Committee grant 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
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.
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, crops, livestock, pets, woodland and service lines and pipes,
iii. adjoining land,
iv. groundwaters and surface waters,
v. ecological systems,
vi. archaeological sites and ancient monuments;

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

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

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 35 dB 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 the Borough Wide Development Policies Development Plan Document.

22) Prior to the first occupation of the ground floor commercial units, details of a scheme of sound insulation to ensure that NR20, LAeq5min, 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 L10 (EN) shall not exceed L90 (WEN) in any 1/3 octave band between 40Hz and 160Hz.

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

Reason: 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
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 analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: A stage 1 written scheme of investigation is required prior to the commencement of the development to ensure that archaeological investigation is initiated at an appropriate point in the development process,
any areas of archaeological preservation are identified and appropriately recorded/preserved in accordance with Policy BP3 of the Borough Wide Development Policies DPD.

35) Electric charging points shall be provided for 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 buildings construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

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

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.

1. Introduction and Description of Development

1.1 The application site measures approximately 0.19 hectares and is located directly east of Chequers Lane, Dagenham. The site is broadly square in shape and is currently occupied by a two storey brick built building which formerly accommodated Job Centre Plus until March 2018.

1.2 The surrounding area is predominately commercial with the site being bound by the Premier Inn hotel and Brewers Fayre restaurant to the north and the former Ford Stamping Plant site to the south and east. The former Ford Stamping Plant site is vacant and cleared of buildings. On the western side of Chequers Lane is the Merrielands Retail Park and Orion Park which is a business park comprising a number of large scale employment uses. On the western side of Chequers Lane is the Merrielands Development Site, a vacant parcel of land which was previously used by Ford Motor Company holdings and sits immediately south of the Merrielands Retail Park/Merrielands Crescent and north of Orion Park.

1.3 This application seeks planning permission for the 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 A1A2/B1/D1 floorspace with associated access, parking and landscaping.

2. Background

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

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

2.4 Planning Application 14/00966/OUT – Outline planning permission granted on the application site in April 2015 granted in April 2015 for the demolition of existing buildings and redevelopment of site to provide 4,097 sq.m. retail (Class A1) uses at ground floor level with 149 dwellings (Class C3) above together with ancillary structures, formation of new access points, 262 car parking spaces and installation of new services. This application relates to the Merrielands Development Site and has not been implemented.

2.5 Planning Application 17/02111/FUL - Erection of one x 5-7 storey building and one x 6-10 storey building to provide 325 residential units (2 x studio flats, 81 x one bed flats, 240 x two bed flats and 2 x 3 bed flats), 1514m2 (GIA) of commercial floorspace (Use Class A1/A3) together with new hard and soft landscaping, children’s playspace, car parking and access arrangements and other associated works. This application relates to the Merrielands Development Site and was granted permission at the Development Control Board on 23 April 2018 and subject to the application being referred back to the Mayor of London.

3. Consultations

3.1 Adjoining Occupiers/Press and Site Notices

One response was received on behalf of Dagenham Dock Limited in respect of its landholdings at the Former Ford Dagenham Stamping and Tooling Operations Plant (DSTO). The representation made is summarised as follows;

Whilst Dagenham Dock Ltd do not object to the principle of the development and broadly welcome the proposal for residential development in this location, which will bring growth and investment to the area; the proposals need to be sensitively designed so not to prejudice the development interests of the landholdings at the former DSTO to the east. As such Dagenham Dock Ltd wish to request the following alterations to the proposed design and layout to ensure that the development does not unduly restrict or prejudice development of their larger strategic housing site.

- **Proposed Site Layout**

Following discussions with various interested parties including the Council’s Education team, the Department for Education (DfE) and LocateEd, it has been agreed that the
north west corner of the former Ford DSTO site is the most appropriate and suitable location for a new secondary School.

It is Dagenham Dock’s view that the development will prejudice the redevelopment of the area for the secondary school due to the proximity of the proposed development to the shared boundaries. The eastern wing of the proposed building directly abuts the eastern boundary of the application site. There is also a sub-station proposed at the south-eastern corner of the application site.

It is requested that the footprint of the proposed buildings and structures are further set back away from the shared site boundary as to not prejudice development to the east on Dagenham Dock Ltd’s site. It is requested that a proposal is considered which incorporates a rectangular built form on the Chequers Lane frontage only, which ultimately removes the protruding wing towards the eastern boundary.

**Officer Note:** Officers consider that notwithstanding the eastern wing (smaller block) abutting the site boundary, the design and layout of the proposal is the most appropriate in order to ensure that the neighbouring site is not prejudiced. The flank wall abutting this boundary measures only 9.6 metres wide. There are also no windows along this flank wall. Windows and balconies on the eastern wing either face north towards the A1306 New Road or south directly over on the application site. There would be no direct overlooking over the DSTO site from the eastern block with any overlooking being at an oblique angle.

**Officers consider that it would be unreasonable to expect the applicants to remove the eastern wing in its entirety. This would significantly impact on the viability of this scheme.**

- **Privacy and Overlooking – Windows and Balconies**

The proposed development includes south-facing windows approximately 3 metres from the southern boundary of the application site. It is requested that windows are appropriately orientated and materially treated using obscured glazing. Alternatively, oriel windows could be introduced to direct views westwards towards Chequers Lane, instead of directly over the proposed location of the secondary school.

Standard 28 of the London Plan’s Housing Supplementary Planning Guidance (March 2016) requires development proposals to demonstrate how habitable rooms within each dwelling are provided with adequate level of privacy in relation to neighbouring property, the street and other public spaces. The supporting text indicates that a minimum distance of 18-21 metres between facing habitable rooms is a useful yardstick for measuring visual privacy. The proposed windows on the southern elevation are approximately 3 metres from the southern boundary and therefore falls significantly short of the recommended standards.

Dagenham Dock Ltd consider that if untreated windows are left on the southern boundary then the building should be set back at least 6 metres which would increase the proposed window to window separation between the habitable rooms and the future secondary school. This will ensure that the design of the school is not unduly compromised and would reduce any privacy or overlooking concerns for future residents of the development. Similarly, there are a number of balconies proposed in
close proximity to the shared boundary which would result in significant overlooking of the proposed secondary school. The applicant is encouraged to relocate these balconies away from the site boundaries. Balconies that are inset within the building frame; or preferably relocated to the northern or western elevations to prevent significant overlooking.

**Officer Note:** Officers consider that the development has been designed to take into consideration future proposals on the DSTO site in the absence of any detailed proposals for the development on the neighbouring site. Therefore, it is considered that there is no requirement to alter the built form of the development.

The southern elevation of the taller block which spans a distance of approximately 17 metres, will be set back between approximately 3-3.4 metres off the southern boundary. However it is considered unlikely that any proposals coming forward would include a school building on the boundary and therefore the distance between buildings will be greater. There are no balconies on the southern elevation closest to the boundary although there will be windows to habitable rooms. Officers suggested to the applicants that they explore the possibility of providing oriel windows to this elevation, however the applicants have advised that this would have financial implications. In addition to this, were oriel windows facing west provided, this would compromise the quality of some of the flats which currently have bedroom windows that would solely rely on light from the south.

The windows and balconies on the eastern wing are set back some 26 metres from the boundary and as such this distance is considered to be sufficient to maintain overlooking and privacy levels.

*It is noted that the The Job Centre Plus building is currently set in approximately 9.5 metres off the southern boundary and spans a distance of approximately 34 metres with a significant number of windows along its southern elevation. It is therefore considered that the proposal would result in a similar set of circumstances to that which currently exists.*

In terms of the sub-station building, this is a relatively modest structure measuring approximately 6m x 5m and 3.3 metres in overall height.

### 3.2 Transport Development Management

In respect of refuse collections and deliveries for the residential and commercial uses which requires large vehicles to take place on-street from Chequers Lane, clarity is requested on how this is intended to operate, as there is no on-street provision for this purpose shown within the proposal.

**Officer Note:** The agents have advised that the scheme has been designed to accommodate refuse collection from the street (as existing) with bin stores located within a short distance of the kerbside. Most deliveries can be accommodated within the site, larger vehicles will need to park south along Chequers Lane where unloading is permitted. The Transport Development Management Team have accepted this response however has advised that this would require the relocation of an existing bus cage further north. However this is considered to be acceptable in principle subject to the necessary agreement by Transport for London obtained.
3.3 Environmental Protection Team

A comprehensive report covering matters relating to noise, air quality, contamination, light pollution and construction phase impacts has been provided. However, the Environmental Protection Team has no objections to the proposal subject to recommended conditions being imposed.

*Officer Note:* Suggested conditions will be imposed.

3.4 Historic England

The planning application lies in an area of archaeological interest. There is evidence for extensive truncation at neighbouring sites but it is unclear as to whether this extends to the application site. Recent mediaeval and prehistoric remains recently found at the Ford site to the west may therefore survive.

Appraisal of this application using the Greater London Historic Environmental Record and Information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard.

*Officer Note:* Recommended condition will be imposed.

3.5 London Fire and Emergency Planning Authority

Access to the non residential area is considered acceptable.

Any building with a floor level in excess of 18m above ground level should be provided with a fire fighting shaft in accordance with 17.2 of Approved Document B Volume 2 of The Building Regulations.

Both parts of the residential development will require a fire main. Access to the fire mains should comply with 16.6 of the above document. The fire mains should comply with BS 9990:2015.

There should be a fire hydrant within 90m of the inlet to a fire main.

This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.
Officer Note: The above comments have been forwarded to the applicant. The applicants have confirmed that sprinklers will be incorporated into the building. A condition requiring that a fire strategy is provided will also be imposed.

3.6 Environment Agency

The site is located within flood zone 3a however, it is protected by the Thames Tidal flood defences from a 1 in 1000 (0.1%) chance in any year flood event. The Environment Agency therefore consider this development to be at a low risk of flooding (from rivers or sea).

3.7 Drainage and Flooding Team

The drainage and flooding team are satisfied that in respect of fluvial/tidal flood risk management that the development is appropriate for the flood risk zone it will be located in.

With regards to surface water drainage, there is a concern that if infiltration rates prove to be unfavourable and the development is forced to utilise the existing connection, there may not be enough storage to reduce runoff rates to greenfield values. However, as this site is currently 100% impermeable it is likely that any reduction in surface water discharge rates will be an improvement on the existing situation, even if greenfield runoff rates cannot be achieved. Therefore recommends an appropriate sustainable drainage strategy condition is imposed.

Officer Note: Suggested condition will be imposed.

3.8 Designing Out Crime Officer

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

Officer Note: The above comments have been forwarded to the agents who have advised that they will engage with the Design Out Crime Officer directly. However matters relating to Secured by Design can be addressed via the imposition of a suitable condition.

3.9 Thames Water – No response received.

3.10 Refuse Team

For general refuse 1 Euro bin for every 6 flatted properties is required. For recycling a set of 2 Eurobins is provided. The total number of recycling Euro bins is recommended to be more than half of the total number of Euro bins in place for general refuse.

As this is large development, it is recommended to have a dedicated dry space of minimum 5 m² in each of the refuse stores for bulky waste storage.

All communal bin storage areas are recommended to be with secured access, step free from the collection point to the storage and with adequate signage. The distance
from the refuse storage to the collection points is recommended to be less than 20 metres for operational efficiency.

The access road must be capable of safely accommodating a 26 tonnes vehicle of the following dimensions: 9.8 metres length x 4 metres high x 2.5 metres wide and enable comfortable manoeuvring of refuse vehicles in a standard Hammer T head form.

It is recommended to present a Waste Strategy drawing for all the blocks showing the access points for refuse, collection points and vehicle laybys.

*Officer Note:* The above comments have been forwarded to the applicants. A refuse management strategy condition will be imposed.

4. **Local Finance Considerations**

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre (index linked from 2015) for the residential floorspace. For the commercial floorspace the rate would be £20 per square metre for Mayor’s CIL and either £10 per square metre (for A2/D1 uses) or £175 per square metre (A1 supermarket use) for the Borough’s CIL.

4.2 The Mayoral CIL payable for this development would be £107,456.40. The Borough CIL payable would be £61,262.07 for the residential use and between £2,160.31 - £37,805.49 for the commercial use.

5. **Equalities Considerations**

5.1 The Council’s decision must be made with due regard to the impact (positive and negative) of the proposals on members of the community who share a characteristic protected under the Equality Act 2010. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Of particular note conditions are proposed to ensure that all units are accessible and adaptable, with 7 units having a layout and size specifically enabling ease of use by a wheelchair user.

6. **Analysis**

6.1 **Principle of Development**

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

6.1.2 In addition to this, Annex One of the London Plan states with regard to London Riverside that:
“The industrial areas at River Road, Rippleside, Dagenham Dock and Rainham Employment Area support a range of different businesses. Access to rail, river wharves, trunk roads and existing warehousing clusters support the provision of strategically important logistics facilities, including inter-modal freight transfer (potentially at Renwick Road/Ripple Road) as well as consolidating the strengths of modern manufacturing excellence. At South Dagenham, along the A1306 East and in Rainham there is potential to deliver more compact, residential-led mixed urban communities”.

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

6.1.4 Policy SM2 of the Site Specific Allocations Development Plan Document (DPD) advises that the wider South Dagenham Site (of which the application forms part of) has the potential for a range of uses including housing, community, leisure, recreation, retail, health centre, primary school and some employment generating uses. Policy SM2 also states that any increase in retail must not harm the vitality and viability of Dagenham Heathway District Centre.

6.1.5 The residential building will comprise a ground floor commercial unit which could potentially be occupied for A1/B1 purposes. However, paragraph 24 of the National Planning Policy Framework (NPPF) advises that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Paragraph 25 of the NPPF advises that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over 2,500m2 if there is no locally set threshold.

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

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

6.2 Housing

Housing Mix

6.2.1 The development proposes 70 residential units and the housing mix will comprise 11 x studio flats, 30 x one bed flats and and 29 x two bed flats.

6.2.2 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 40% family accommodation (three-bedroom or larger). The policy goes on to state, however, that not all sites will be suitable for family sized accommodation and allows more discretion in relation to the mix of 1 and 2 bedroom units.
6.2.3 Whilst no family housing is proposed, Officers consider that this particular site does not lend itself to provide traditional family housing whereby the expectation would be that family housing is supported with the necessary provision of private amenity space for such housing types. Given the constraints and the fairly modest size of the site, on balance, Officers accept that the application site is not generally suitable for family sized units.

6.2.4 The proposal includes 7 units (7 x 1 beds) which will be easily adaptable for wheelchair users. The proposal meets the 10% wheelchair housing requirement set out in Policy 3.8 of the London Plan and Building Regulations M4(3).

Density

6.2.5 The density matrix in the London Plan identifies that a site with a Public Transport Accessibility Level (PTAL) of 3 in an urban setting should provide 150-250 habitable rooms per hectare (hr/ha) or 55-145 units per hectare (u/ha).

6.2.6 The density has been calculated in accordance with the Mayor’s ‘Housing Supplementary Planning Guidance (SPG) by reducing the total site area of 0.19 hectares by the proportion of non-residential floorspace. With a residential gross internal area (GIA) of 4991m², a non-residential floorspace of 176m² and 70 units in total on a site area of 0.18 hectares, gives a density of 388 units per hectare. This considerably exceeds the density guidance in the London Plan.

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

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

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

Sub-Market Housing

6.2.10 Policy 3.12 of the London Plan and Policy BC1 of the Borough Wide Development Policies DPD seek to achieve the maximum reasonable amount of sub-market housing for individual private residential and mixed use schemes. Developers will normally be expected to provide their sub-market housing on site, but in exceptional circumstances may allow for partial off-site provision and/or commuted payments.
6.2.11 The application proposes to provide 11 sub-market dwellings which equates to 16% of the total provision (5 x 1 bed flats and 6 x 2 bed flats). 6 of these units will comprise Affordable Rent set at London Affordable Rent levels whilst the remaining 5 units comprise London Shared Ownership units. Currently London Affordable Rents are £150.03 a week for a 1 bed property and £158 for a 2 bed property.

6.2.13 The application was accompanied by a financial viability appraisal which shows that the scheme cannot support the delivery of a policy compliant level of affordable housing. Officers have instructed an external independent review of the viability assessment which deducts development costs from gross development value (GDV) to determine the land value and factors in a developer profit of in this instance, 20% of the GDV in respect of the residential element and 15% in respect of the commercial unit.

6.2.14 On the basis of the figures adopted by the viability assessment and the independent review, the proposed development is anticipated to generate a residual land value of £893,188 which compares with the benchmark land value of £1,836,000 resulting in a ‘deficit’ of £942,812. The benchmark land value is based on the existing use value in line with guidance in the Mayor’s Supplementary Planning Guidance on Affordable Housing and Viability. It is therefore concluded that the proposed development fails to achieve the benchmark land value and is therefore unable to provide any sub-market housing over the 16% currently proposed.

6.2.15 However, the applicant has agreed to a viability review at implementation to test whether 35% sub-market housing can be provided with an equal split of London Affordable Rent and London Shared Ownership. If this is found not to be viable then 16% will be provided with a review if substantial implementation is not achieved within two years of planning permission being granted and a further viability test on occupation of 75% of the units being sold or let using updated development costs and rental values with the profit split 60/40 between the Council and the applicant.

6.3 Design and Layout

6.3.1 In terms of layout, the application plot essentially has a square shaped footprint which faces west onto Chequers Lane.

6.3.2 The development is an ‘L’ shaped building comprising 8 storeys running from north-south and fronting Chequers Lane and a smaller wing at 5 storeys running east-west along the northern boundary.

6.3.3 The 8 storey wing will incorporate the commercial unit which will front Chequers Lane. Part of the longer term objectives for this area as envisaged by Policy SM2 of the Site Specific Allocations DPD are to significantly improve the pedestrian environment along Chequers Lane to provide a ‘softer’ more urban setting. The introduction of a commercial unit at ground level on Chequers Lane will provide activity and surveillance and thus is supported. The 8 storey wing will also incorporate a bin stores, bike store and plant rooms at ground floor level. The 5 storey wing will comprise a bike store and two ground floor level flats. Windows, balconies and terraces on the upper floors of the development would also provide activity, animation and casual surveillance which would help to provide a more residential feel to Chequers Lane.
6.3.4 The remainder of the site will comprise a communal amenity area and 14 car parking spaces. The layout of the development and in particular the ‘L’ shaped design of the block has largely been dictated by the requirement to ensure that the development complements and does not prejudice any future proposals that are likely to come forward on the adjoining Ford Stamping Plant site.

6.3.5 In terms of the development’s scale and massing, the 8 storey element will measure approximately 26.5 metres in overall height and the 5 storey element will measure approximately 16 metres in overall height. The seventh floor will be recessed back at least 1.6 metres up to a maximum of 6.4 metres from the roof edge. The differing roof levels on the building assists in alleviating the massing of the development.

6.3.6 In view of the variety of building types in the vicinity and the changing context of the locality into a vibrant urban area, the height, scale, form and massing of the proposed blocks are considered compatible with the context of the surrounding area. Members are reminded that the development approved at the Merrielands Development Site at the last Development Control Board incorporates buildings ranging between approximately 21-35 metres in height. The provision of the taller element fronting Chequers Lane is considered to be appropriate and supported by Officers.

6.3.7 In terms of appearance, the development proposes a simple palette of materials. The building will essentially be a brick built building with metal windows and balconies. The use of good quality materials will be particularly important to enhance the development’s presence in the street scene. These will include the quality of brickwork, mortar, window and door surrounds and the shopfront detail of the ground floor commercial unit. However, these matters can be addressed via the imposition of a suitable condition.

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

6.4 Housing Standards

6.4.1 All the flats will meet the gross internal floor area (GIA), bedroom areas and storage areas for each flat in accordance with the standards set out in Table 3.3 in respect of Policy 3.5 of the London Plan. Each flat would also have a floor to ceiling height of 2.5 metres in accordance with the London Plan.

6.4.2 Standard 29 of The Mayor of London’s ‘Housing’ Supplementary Planning Guidance (SPG) advises that developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided.

6.4.3 In respect of the proposal, 42.8% (30 units) of the units would be dual aspect and there will be 4 single aspect north facing units. Whilst the development provides a fairly low number of dual aspect units and also includes the provision of a small
number of single aspect north facing flats, Members are reminded that the layout proposed was considered to be the most appropriate in order to ensure that any future development on the adjoining Ford Stamping Plant site is not prejudiced as a result of the proposal. It is therefore considered that the internal layout is acceptable in this instance. This layout has also resulted in 9 units to a core on floors 2-6 on the taller block (The Mayor of London’s Housing SPG requires that 8 units per core are provided). However, in view of the housing mix (comprising generally smaller units) it is considered that 9 units per core is acceptable in this instance.

6.4.4 All the proposed residential units would benefit from access to a private balcony or access to a terrace or private amenity area. Balconies would measure between 5m² and 7m² in area and these are all designed in accordance with the minimum space requirements set out in the Mayor of London’s Housing SPG. The ground floor flats will have private amenity areas measuring 23m² and 20m² respectively and the flats on the 7th floor will each have private roof terraces measuring between 25m² and 70m². In addition to this the required level of children’s playspace provision would be provided in a 180m² communal amenity area.

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

6.5 Access, Transportation and Car Parking

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

6.5.2 In terms of access arrangements for the site, there will be a single point of vehicular ingress/egress from Chequers Lane to the south of the building. There will also be separate pedestrian accesses along the northern and southern boundaries of the site. The access arrangements for the development will require the relocation of an existing bus stop however the Transport Development Management Team have raised no objections to its relocation.

6.5.3 In respect of cycle parking for the residential units the London Plan requires that 1 space is provided per studio/one bed dwellings and 2 spaces are provided for all other dwellings. In this regard the residential element is required to provide 92 cycle parking spaces with a further 2 spaces for short-stay. The development proposes 86 cycle parking spaces within the building secured in two bike stores within each block of the building and 12 cycle parking spaces will be provided in a secure cycle shelter to the rear of the site in the car park. The cycle parking provision for the residential element are considered to be acceptable.

6.5.4 There will also be a total of 14 spaces provided outside the site on Chequers Lane of which 12 will be provided for the commercial unit. The cycle parking requirement for the commercial unit would be dependent on its eventual use. However, given the
relatively modest size of the unit, it is unlikely that there would be a requirement to provide more than 12 cycle parking spaces and therefore it is considered that this provision is satisfactory.

6.5.5 With regards to car parking, 14 car parking spaces will be provided for the development (ratio of 0.2 spaces per dwelling) of which 7 spaces (50%) will be accessible and 3 spaces (21%) will have electric vehicle charging points exceeding London Plan requirements for wheelchair and electric vehicle charging points. The ratio of car parking provision to the number of units proposed is low, however this would be in accordance with the London Plan which requires that less than 1 space is provided per 1-2 bed dwellings. Moreover, the site is fairly well served by public transport with two bus stops (one in each direction) serving bus route 145 located outside the site on Chequers Lane and bus routes 173 and 287 operating along the A1306 Ripple Road to the north west at a distance of approximately 200 metres away. The site is also located approximately 550m north of Dagenham Dock railway station which serves the C2C route. Dagenham Heathway underground station is also located approximately 1.2km north of the site which provides access to District Line services.

6.5.6 Overall it is considered that the access, transport and car parking arrangements for this development, whilst low, are broadly acceptable. It is noted that traffic restrictions apply locally and that it would not be possible to park a car in the immediate vicinity of the development. The Transport Management Team has been consulted and have not raised any objections to the proposal.

6.6 Energy

6.6.1 Policy 5.2 of the London Plan sets a zero carbon target for new residential developments. Guidance contained within the London Plan: ‘Sustainable Design and Construction’ Supplementary Planning Guidance states that where it is not possible to achieve a zero carbon development, a financial contribution should be provided in order to secure carbon savings elsewhere. The policy also requires that at least 35% of the carbon savings are achieved on site. The Guidance recommends a price for carbon off-setting based on local conditions or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60 per tonne of carbon over 30 years. The Council has not set a local tariff and therefore in this instance the tariff of £60 per tonne would be applicable which equates to £1,800 per tonne.

6.6.2 The proposed residential block is anticipated to achieve a 38.44% reduction in carbon dioxide (CO2) emissions beyond Part L of the Building Regulations 2013 through energy efficient design measures, the use of a site wide combined heat and power (CHP) system to provide the base heating and hot water requirements and solar photovoltaic panels. As the development does not achieve zero carbon, the remaining regulated CO2 emissions in tonnes per annum would need to be offset. The submitted energy strategy identifies that 1,135.2 tonnes per annum of regulated CO2 emissions over a 30 year period would need to be offset. This would require a carbon off-set payment which equates to £204,336.00 (1,135.2 x 1800). This would be secured via the S106 agreement.

6.6.3 In respect of the non-domestic part of the development, policy 5.2 requires that a minimum of 35% reduction in CO2 emissions beyond Part L of the Building
Regulations 2013. The proposed development is anticipated to achieve 36.45% reduction in CO2 emissions for the non-domestic part of the development. This would be achieved through energy efficient design measures, the use of air source heat pumps to supply space heating and cooling and solar photovoltaic panels.

7. Conclusion

7.1 Barking and Dagenham is London’s Growth Opportunity. Building on the recommendations of the independent Growth Commission Report the Borough Manifesto sets out the potential to deliver the borough’s potential for 50,000 new homes in a way which benefits everyone and ensures no one is left behind. The borough’s growth potential is reflected in the draft London Plan which increases the borough’s annual housing supply target from 1,236 to 2,264. Most of the borough’s potential for new housing is in the London Riverside Opportunity Area within which this site sits. The draft London Plan increases the potential for new homes within the London Riverside Opportunity Area to 44,000 homes. This site is within the London Riverside Opportunity Area and its successful development will be important in delivering sustainable growth and achieving these housing targets.

7.2 The proposed development will deliver sustainable growth in line with the Borough Manifesto, London Plan and Local Plan. The scheme provides good sized accommodation which includes an element of sub-market housing and all the dwellings will have access to private amenity provision. The scheme will also make provision for on-site children’s play space and a new commercial space to complement the existing retail offer within the locality.

Background Papers

- Planning Application File
  http://paplan.lbbd.gov.uk/online-applications/simpleSearchResults.do?action=firstPage

- Local Plan Policy

Core Strategy (July 2010)

Policy CM1 General Principles for Development
Policy CM2 Managing Housing Growth
Policy CM4 Transport Links
Policy CR1 Climate Change and Environmental Management
Policy CC1 Family Housing
Policy CP3 High Quality Built Environment

Borough Wide Development Policies Development Plan Document (March 2011)

Policy BR2 Energy and On-Site Renewables
Policy BR3 Greening the Urban Environment
Policy BR4 Water Resource Management
Policy BR5 Contaminated Land
Policy BR9 Parking
Policy BR10 Sustainable Transport
Policy BR11  Walking and Cycling  
Policy BR13  Noise Mitigation  
Policy BR14  Air Quality  
Policy BR15  Sustainable Waste Management  
Policy BC7  Crime Prevention  
Policy BP3  Archaeology  
Policy BP5  External Amenity Space  
Policy BP8  Protecting Residential Amenity  
Policy BP11  Urban Design  

- **London Plan Policy (2016)**

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

GLA Housing SPG (March 2016)  
GLA Affordable Housing and Viability SPG (August 2017)  
GLA Children’s and Young People’s Play and Informal Recreation SPG (September 2012)  

**Draft London Plan (December 2017)**

Policy SD1  Opportunity Areas  
Policy D2  Delivering Good Design  
Policy D3  Inclusive Design  
Policy D5  Accessible Housing  
Policy D6  Optimising Housing Density  
Policy H1  Increasing Housing Supply  
Policy H5  Delivering Affordable Housing  
Policy S4  Play and Informal Recreation  
Policy G5  Urban Greening  
Policy SI3  Energy Infrastructure  
Policy SI13  Sustainable Drainage  
Policy T5  Cycling  
Policy T6  Car Parking  
Policy T6.1  Residential Car Parking  
Policy T6.5  Non-residential Disabled Persons Parking  

- **National Policy**
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1. Proposed West Elevation
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Location of Site

24 Goring Road, Dagenham
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Application No: 17/01668/FUL  
Ward: Village

Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:  
5 letters objecting to the proposed development have been received and the application is recommended for approval.

Address: 24 Goring Road, Dagenham

Development: Demolition of existing bungalow and erection of two storey building comprising 1 three bedroom flat and 3 two bedroom flats.

Applicant: Mr J Addis

Summary:

The application site is a detached bungalow located on the southern side of Goring Road, Dagenham. The application seeks 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 is 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 is therefore considered that the proposal would not be out of keeping with the streetscene 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 accord 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.
Recommendation:

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

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

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

<table>
<thead>
<tr>
<th>Contact Officer</th>
<th>Title: Development Management Officer</th>
<th>Contact Details: Tel: 020 8227 3067 E-mail: <a href="mailto:Ian.Drew@befirst.london">Ian.Drew@befirst.london</a></th>
</tr>
</thead>
</table>

1. Introduction and Description of Development

1.1 The application site is a detached bungalow located on the southern side of Goring Road, Dagenham. The application seeks permission for the demolition of the existing bungalow and redevelopment of the site to provide 1 three bedroom flat and 3 two bedroom flats.

2. Background

2.1 15/00956/FUL - Stationing of caravan to rear of bungalow to provide 2 bedroom dwelling. Application Refused

15/01452/FUL - Erection of 2 bedroom bungalow. Application Refused.

3. Consultations

3.1 14 neighbouring properties were consulted. 5 responses were received objecting to the proposal on the following grounds;
• Impact on parking demand in Goring Road
• Proposed development is out of character with the streetscene
• Perceived loss of light to the kitchen of No.26 Goring Road
• Noise and disturbance from future occupants
• Concern regarding access for refuse collection and emergency vehicles
• Potential overlooking of neighbouring properties from proposed rear balconies
• Incorrect plans in relation to the boundary line between No.22 and No.24 Goring Road
• Perceived overlooking of the rear garden area of No.22 Goring Road
• Concern that the proposed development will be turned into a HMO in the future
• Concern regarding the future upkeep of the proposed communal garden area
• Proposal would set a precedent for future similar developments

Following the receipt of revised plans, 14 neighbouring occupiers were re-consulted. 4 letters were received maintaining the objections previously submitted.

3.2 Transport Development Management Team

No objections subject to the installation of a vehicle crossover.

3.3 Environmental Health Officer

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

4. Local Finance Considerations

4.1 The application is subject to both the Mayor of London and Council’s Community Infrastructure Levy and would generate a Mayoral CIL contribution of £8,477.66 and an LBBD CIL contribution of £3,706.90.

5. Equalities Considerations

5.1 The proposed new dwellings will provide suitable accessibility provision in accordance with Buildings Regulations M4(2) and would help enable future occupiers to remain living in the properties regardless of age and/or disability.

6. Analysis

6.1 Principle of Development

6.1.1 Policy BC4 of the Borough Wide Development Policies DPD aims to preserve and increase the Borough’s stock of family housing, and as such any applications which result in the loss of housing with 3 or more bedrooms will be refused. The existing property has 2 bedrooms and therefore does not fall into this category of housing that the Council is seeking to protect. Moreover, the proposal will result in the formation of one additional 3 bedroom unit.

6.2 Design

6.2.1 Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Polices DPD set out the principles which should be applied to the
design and layout of new development in order to achieve a good standard of
design. Policy BP8 of the Borough Wide Development Polices DPD requires all
developments to protect residential amenity by having regard to the local character
of the area.

6.2.2 Goring Road is characterised by small detached bungalows of various styles and
design on the northern side, and a mix of bungalows and larger detached chalet
style bungalows featuring front dormer windows alongside 2 storey dwellings
situated on the southern side.

6.2.3 In terms of design the proposed development has a width of 13.2 metres, a
maximum depth of 17.65 metres at ground level and 15.1 metres at first floor level,
and a maximum height of 7.8 metres with a mansard roof featuring 4 front dormer
windows with pitched roofs and 2 small rear dormer windows. The plans submitted
also indicate the creation of two green roofs to the rear of the property adjacent to
the rear balconies.

6.2.4 At the front of the site a 3 metre gap will be retained between the proposed
development and No.26 Goring Road, and a 2.5 metre gap will be retained between
the new building and No.22 Goring Road. This is similar to other gaps between
properties in the road.

6.2.5 The proposed development would not be dissimilar in scale and design to adjacent
properties No.18-20 and 22 Goring Road which measure approximately 6.9 metres
in height and it is therefore considered that the proposal would not be out of
keeping with the streetscene or be detrimental to the character and appearance of
the surrounding area.

6.3 Residential Amenity

6.3.1 Policy BP8 of the Borough Wide Development Policies DPD seeks to protect
residential amenity stating among other things that new development should not
lead to significant overlooking (loss of privacy and immediate outlook) or
overshadowing (loss of daylight and sunlight).

6.3.2 The proposed development will extend to within 2 metres of the eastern site
boundary and to within 1.4 metres of the western site boundary projecting 2.3
metres beyond the rear wall of the closest neighbouring property No.22 Goring
Road, at which point the ground floor will project a further 2 metres but will be set in
3.1 metres from the boundary.

6.3.3 The new dwelling will project 2.7 metres beyond the rear wall of neighbouring
property No.26 Goring Road, at which point the ground floor will project a further 2
metres but will be set in 4.1 metres from the boundary.

6.3.4 Four windows will be inserted in the flank wall on the eastern elevation at ground
floor level, one of which will serve a bathroom and will be obscure glazed. Three
ground floor windows will be inserted in the flank wall on the western elevation, 2 of
which will serve bathrooms and will also be obscure glazed.

6.3.5 The proposed rear balconies will be set in 4 metres from the eastern site boundary
and 3 metres from the western site boundary. It is considered, to avoid direct
overlooking of adjacent properties, it will be necessary to ensure that the balconies include 1.7 metre high side screens and this would be secured by condition.

6.4 Internal Design

6.4.1 In accordance with the Technical housing standards – nationally described space standard, 6 person 3 bedroom 1 storey dwellings require a minimum gross internal floor area of 95sqm with 2.5sqm of built-in storage provision, and 4 person 2 bedroom 1 storey dwellings require a gross internal floor area of 70sqm with 2sqm of built-in storage provision.

6.4.2 The proposed flats each have gross internal floor areas ranging from 76sqm to 102sqm with adequate built-in storage provision. It is therefore considered that the proposed new dwellings would provide sufficient space for daily living. All flats are dual or triple aspect and would be provided with adequate daylight/sunlight and outlook.

6.5 External Amenity Space

6.5.1 Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that appropriate external private and/or communal amenity space to meet the needs generated by this development is provided. In this regard it is normally expected that a minimum of 40sqm is provided for 2 bedroom or more flats. This equates to 160sqm of private amenity provision for this development.

6.5.2 The proposed ground floor flats would have a private outdoor terrace ranging in size from approximately 26.5sqm to 32.5sqm. Each of the proposed first floor flats has 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.

6.6 Parking and Transport

6.6.1 Policy BR9 of the Borough Wide Development Policies DPD states that the car parking standards set out in the London Plan will be used as maximum parking standards.

6.6.2 Policy 6.13 of the London Plan emphasises the need to achieve an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Table 6.2 in the Parking Addendum of the London Plan sets the maximum standards for car parking. The London Plan advises that for units of 3 bedrooms, up to 1.5 car parking space per unit should be achieved with less than 1 car parking space required for 1 and 2 bedroom units. The footnote to table 6.2 advises that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

6.6.3 The application site has a Public Transport Accessibility Level (PTAL) rating of 1b which represents a very low level of access to public transport links. The plans submitted indicate that 4 off-street parking spaces will be provided fronting the site. Given the proposed off-street parking provision it is not considered that the
proposed development would result in any adverse highway implications. Access to the application site for refuse and emergency vehicles will remain unchanged.

7. Conclusion

7.1 The proposed development is considered appropriate for the application site in terms of scale and design and would provide a good quality environment for future residents in line with the relevant Local Plan and London Plan policies.

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

Background Papers

- Planning Application File http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OXM9YVBLJ5A00

- Local Plan Policy

Core Strategy

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

Borough Wide Development Policies Development Plan Document (March 2011)

Policy BC4 – Residential Conversions and Houses in Multiple Occupation
Policy BC7 – Crime Prevention
Policy BP8 – Protecting Residential Amenity
Policy BP11 – Urban Design
Policy BR9 – Parking
Policy BR10 – Sustainable Transport

The London Plan (March 2016)

Policy 3.3 – Increasing Housing Supply
Policy 3.5 – Quality and Design of Housing Developments
Policy 3.8 – Housing Choice
Policy 6.13 – Parking
Policy 5.51B – Water Use and Supply

National Planning Policy Guidance:

National Planning Policy Framework (March 2012)
Planning Practice Guidance

Technical Housing Standards – Nationally Described Space Standard (March 2015)
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<table>
<thead>
<tr>
<th>Application No:</th>
<th>17/01633/FUL</th>
<th>Ward: Eastbrook</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:</td>
<td>At the request of a local ward councillor and as agreed by the Chair.</td>
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<tr>
<td>Address:</td>
<td>Land Between 487 - 535A Rainham Road South, Dagenham</td>
<td></td>
</tr>
<tr>
<td>Development:</td>
<td>Demolition of single storey car sales building and clearance of associated yard and erection of two storey building (including second floor accommodation within roof space) incorporating 5 two bedroom flats and 5 two bedroom maisonettes and associated amenity space.</td>
<td></td>
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<tr>
<td>Applicant:</td>
<td>Dream Point Homes</td>
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</table>

**Summary:**

The application site is a rectangular plot comprising two car sales businesses. The applicant seeks 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 is 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 are sufficiently sized to meet the needs of future occupants. The outdoor spaces of the ground floor flats (units 1 – 5) meet 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) meet 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 mean 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 will incorporate sustainable design in accordance with the Policy 5.2
The proposed development is considered to comply with the relevant policies set out in the London Plan and the Local Plan.

**Recommendation:**

That Planning Committee grant planning permission subject to:

1) A Section 106 legal agreement to secure the matters set out in section 6.10 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.
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 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 

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.

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.

**Contact Officer:**
Jonathan Ryan  
**Title:** Planning Officer  
**Contact Details:**  
Tel: 020 82273106  
E-mail: jonathan.ryan@befirst.london

1. **Introduction and Description of Development**

1.1. The application site is a rectangular plot measuring 0.0768 hectares comprising two car sale businesses.

1.2. The applicant seeks planning permission for the demolition of a single storey car sales building and clearance of the associated yards 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.

2. **Background**

2.1. 16/00938/FUL, permission refused for demolition of single storey building and erection of three storey building comprising 10 dwellings.

16/00168/FUL, permission refused for demolition of existing building and erection of 3 storey building comprising 5 two bedroom maisonettes, 2 one bedroom flats, 1 two bedroom flat and 1 three bedroom flat.

14/01418/FUL, permission granted for demolition of single storey building and erection of two storey building comprising 3 one-bedroom flats and 5 two-bedroom flats.
13/00374/FUL, permission refused for demolition of single storey building and erection of two storey building comprising 3 one-bedroom flats and 5 two-bedroom flats.

12/00214/FUL, permission refused for demolition of existing building and erection of three storey building comprising ground floor commercial units (flexible use for Class A1 shops/A2 financial and professional services and B1(a) offices) and 9 two-bedroom flats on upper floors.

10/00022/FUL, permission refused for erection of canopy and acoustic fence in connection with use of part of former car sales site as hand car wash.

08/00739/FUL, permission refused for use of part of former car sales site as hand car wash.

3. Consultations

3.1. Neighbour consultation letters were sent to the occupants of 43 adjacent properties. A press notice was published in the Barking and Dagenham Post on 22 November 2017. Objection comments were received from the occupants of 17 Durham Road for the following reasons:

- Overcrowding and density.
- Noise pollution, privacy and security issues.

Officer Note: As mentioned in paragraph 6.2.2 below, the proposed development is in keeping with the London Plan density guidance. Effects in relation to the amenity of adjacent properties are addressed in section 6.4 below.

3.2. Transport Development Management

Transport Officer stated that the provision of no off-street car parking spaces would mean that there is potential for a minimal increase in on-street car parking demand. However, the adjacent streets including Rainham Road South have parking restrictions.

3.3. Environmental Health

Issues identified by the Environmental Health Officer include possible site contamination, road traffic noise and construction noise and dust impacts. The Officer concurred with the proposed contamination remediation, did not object on traffic noise grounds, and recommended controls for noise and dust during building works. Conditions associated with the above issues are recommended.

3.4. Refuse Services

Refuse Services recommended a minimum of 2 bins per dwelling, each requiring a space of 613 mm (depth) X 555 mm (width) X 1063 mm (height). Based on the site plan, the proposed refuse storage in front of the terrace will meet the recommended minimums.

3.5. Access Team
Council’s Access Officer reviewed the design and does not object to the proposal.

3.6. Transport for London (TfL)

TfL does not object to the proposal subject to the following conditions. A rate of 2 cycle spaces per dwelling should be secured by condition. The Applicant should submit Construction Logistics / Construction Management Plans (CLP/CMPs) to be approved by both LBBD and TfL prior to the commencement of construction works to avoid disruption to TfL infrastructure and bus operations. TfL also welcomed the car-free nature of the development and supported the replacement of redundant vehicular crossovers with footway.

Officer comment: the conditions recommended by TfL are included in the above recommendation.

3.7. London Fire and Emergency Planning Authority

3.8. The authority is satisfied with the proposal.

3.9. London Fire Brigade – Water Team

The brigade does not require additional hydrants, and is happy for works to go ahead.

4. Local Finance Considerations

4.1. The application is subject to both the Mayor of London and Council’s Community Infrastructure Levy and would generate a Mayoral CIL contribution of £21,727.53 and an LBBD contribution of £786.22. The net additional gross internal floorspace following development (774m²) equals the total proposed internal floorspace (860m²) minus the combined internal floorspace of the existing buildings (86m²). CIL calculations: 774m² x £20 x 313 / 223 = £21,727.53; 774m² x £10 x 313 / 255 = £9,500.47.

5. Equalities Considerations

5.1. The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, nine accessible and adaptable dwellings and one wheelchair user dwelling will be provided in the development (refer paragraph 6.5.4 below for further detail).

6. Analysis

6.1. Principle of Development

6.1.1. The principle of replacing the existing car sales plots at the site with a residential development was established as a result of planning permission 14/01418/FUL.

6.2. Housing

Housing Mix
6.2.1. Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 40% family accommodation (3 bedrooms or larger). The policy also states, however, that site suitability should be taken into account. Due to the shallow depth of the application site, space for sufficiently sized private external amenity space which would meet the needs of a family is limited. For this reason the site is considered less suitable for family housing and the departure from Policy CC1 is acceptable.

**Density**

6.2.2. The density matrix in the London Plan identifies that, in an urban setting, development providing 2.7-3.0 habitable rooms per unit on a site with a PTAL of 3 should provide 70-170 units per hectare (u/ha). The proposed development of 10 flats gives a density of 130 u/ha which is in keeping with the London Plan density guidance.

**Affordable Housing**

6.2.3. Under the planning obligations guidance in the Planning Practice Guidance, Paragraph 031 states that there are specific circumstances where contributions for affordable housing should not be sought from developments of 10 units or less, and which have a combined gross floor space of no more than 1,000m². This follows the order of the Court of Appeal dated 13 May 2016 which gives legal effect to the policy set out in the written ministerial statement of 28 November 2014. Accordingly, the proposal is exempt from the affordable housing requirement under Policy 3.13 of the London Plan because the scheme is for 10 units comprising less than 1,000m² gross floor space.

6.3. **Design**

6.3.1. Policies BP8 and BP11 of the Borough Wide Development Policies DPD sets out the principles which should be applied to the design and layout of new development in order to avoid harm to the character of the local area.

6.3.2. The scale, roof design and architectural detailing of the proposed terrace would be sympathetic the surrounding environment. In particular, the external design of the proposed would be consistent with the adjoining terrace at 535 – 541 Rainham Road South. External material of brickwork and render finish is proposed.

6.4. **Amenity of Adjacent Properties**

6.4.1. Policies BP8 and BP11 of the Borough Wide Development Policies DPD seek to protect the residential amenity of adjacent properties.

**Privacy**

6.4.2. The proposed flats have been designed to avoid any significant overlooking into adjacent properties. The first floor windows in the west (rear) elevation will be designed to avoid overlooking of the properties at Durham Road. The windows will be obscurely glazed and will not be capable of opening to an angle of more than 20 degrees. No windows would directly face the adjacent houses to the north, or the flats to the south.

**Outlook and Light Admission**
6.4.3. The proposed flats have been designed to maintain an appropriate level of outlook and light admission in the adjacent properties.

6.4.4. The siting and scale of the proposed flats is considered appropriate in the local context. The proposed flats will be located in a similar position to the existing terrace at 535 – 541 Rainham Road South. The first floor rear wall of the proposed flats would be approximately flush with the first floor rear wall of the adjacent building at Number 535. The first floor rear extensions at numbers 537 and 539 would project further towards Durham Road than the first floor of the proposed flats.

6.4.5. The scale and positioning of the proposed flats are similar to that of the previously approved terrace building (refer application 14/01418/FUL). In relation to the Durham Road properties to the west, the minor differences between the proposed flats and approved terrace are shown on drawing 3403_PL17A. The proposed ground floor and roof sit slightly closer to Durham Road and the proposed first floor sits slightly further away compared to the main centrally located rear wall of the approved terrace.

6.4.6. The impact of the proposed flats would also be comparable to the proposal for 10 flats determined under application 16/00938/FUL. At the first floor level, the proposed building in the previous application was slightly closer to the Durham Road properties than the currently proposed flats. The application, which was refused by Council, was considered by the Planning Inspectorate in an appeal. The inspector decided that, in terms of outlook, the proposed building would not cause harm to the living conditions of the occupiers of the Durham Road properties and stated:

“The degree of setback of the rear elevation when viewed from the properties would not be oppressive in any views from the rear windows or rear gardens of the properties. It would appear as a continuation of the 2 storey terrace and in combination with an acceptable expanse of roof slope, whilst there would be a change in the view from the properties along Durham Road it would not provide any overwhelming sense of enclosure from the rear or be visually intrusive.”

6.4.7. Compared to the approved terrace, the proposed flats will be located 1.5 metres closer to the dwelling at 487 Rainham Road to the north. The light admission and outlook in the property at No. 487 will, nonetheless, be maintained. An open space of 4.2 metres will separate the adjacent buildings. The main living room window of No. 487, which faces the street, will be set at least 7.5 metres away from proposed terrace. The proposed flats will cause some overshadowing of the flank window of No. 487. Any harm would be limited because the affected room benefits from a west-facing window.

6.5. **Internal Design**

6.5.1. Policy 3.5 of the London Plan (March 2016) seeks to ensure that internal design is high quality through the internal space minimum standards of Table 3.3. The minimum gross internal area (GIA) standard for a 2 bedroom, 4 person, 1 storey dwelling is 70m² is applicable to proposed units 1 – 5. The GIA of units 1 – 5 will be 84m². The minimum gross internal area (GIA) standard for a 2 bedroom, 4 person, 2

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1 Based on submitted drawings in application 02/00219/FUL.
storey dwelling is 79m² is applicable to proposed units 6 – 10. The GIA of units 6 – 10 will be 81m². The proposed built-in storage for all units will comply with the 2.0m² minimum for 2 bedroom dwellings. The ceiling heights of the proposed dwellings will be at least 2.5 metres for more than 75% of the GIA. Overall, the proposed development complies with the internal space minimum standards.

6.5.2. The ground floor windows in the west elevation will provide sufficient light admission and outlook for units 1 – 5. The first floor windows in the west elevation will provide sufficient light admission and outlook for units 6 – 10.

6.5.3. Noise pollution caused by traffic on Rainham Road South could harm the amenity of habitable rooms with east elevation openings in the proposed flats. A condition stipulating a scheme of noise mitigation to these rooms is recommended as requested by the Environmental Health Officer.

6.5.4. Policy 3.8 of the London Plan (March 2016) states that 90 percent of new housing should meet Building Regulation requirement M4 (2) ‘accessible and adaptable dwellings’ and 10 per cent of new housing should meet Building Regulation requirement M4 (3) ‘wheelchair user dwellings’. The proposal accords with this policy because units 2 – 10 will meet requirement M4 (2), and Unit 1 will meet requirement M4 (3). This will be secured by a condition.

6.6. External Amenity Space

6.6.1. Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that appropriate external private amenity space is provided to meet the needs of future occupants through minimum area standards.

6.6.2. The minimum area standard for a 2 bedroom flat is 40m². The proposed rear gardens for Units 1 – 5 would exceed the minimum. Mayor of London’s Housing SPG (March 2016) private open space standard should be applied to Units 6 – 10 due to the units’ upper floor location. A minimum of 5m² of private open space should be provided for 1 – 2 person dwellings and an extra 1m² for each additional occupant. Units 6 – 10 are treated as 4 person dwellings and their associated 7m² front facing winter gardens are compliant with the SPG standard.

6.7. Transport

6.7.1. The application site is located a 3 minute walk to the Dagenham East Tube Station, and has a moderate Public Transport Accessibility Level rating of 3. In accordance with Table 6.3 in the Parking Addendum of the London Plan (March 2016), provision is made for 2 cycle storage spaces for each dwelling.

6.7.2. The applicable maximum residential parking standard in Table 6.2 in the Parking Addendum of the London Plan (March 2016) is less than 1 for a 1-2 bedroom unit. Policy BR9 of the Borough Wide Development Policies DPD follows the guidance set out in the London Plan with respect to parking. The proposed development includes no on-site car parking provision which, in combination with the tube station’s close proximity and the provision of cycle storage, is acceptable given that residents would not be unduly dependent on private motor vehicles for transport.
6.7.3. The Transport Development Management Officer considered that there was potential for a limited amount of additional on-street parking but noted that adjoining roads generally had parking controls. The last planning application at the site, which included 10 dwellings and no on-site car parking provision, was not refused on transport grounds. Moreover, the section 106 agreement includes a provision making the proposed dwellings ineligible for a parking permit within any adjoining Controlled Parking Zones (CPZ). For the reasons stated above, the parking provision is considered consistent with Policy 6.13 of the London Plan (March 2016) and Policy BR9 of the Borough Wide Development Policies DPD.

6.8. Sustainability

Energy

6.8.1. Policy 5.2 of the London Plan sets a zero carbon target for new residential development. The Mayor of London’s ‘Housing’ SPG defines ‘zero carbon’ homes as homes forming part of major development applications where the residential element of the application achieves at least a 35% reduction in regulated carbon dioxide (CO2) emissions (beyond Part L of the Building Regulations 2013) on-site. Developments should minimise carbon dioxide emissions through the implementation of the energy hierarchy of ‘Be Lean’ (use less energy), ‘Be Clean’ (supply energy efficiently) and ‘Be Green’ (use renewable energy). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in-lieu contribution to the Council, to be ring-fenced to secure delivery of carbon dioxide savings elsewhere.

6.8.2. Policy CR1 of the Core Strategy requires all major and strategic developments to meet a high standard of sustainable design and construction. Policy BR2 of the Local Plan states that major developments will be encouraged to achieve 20% saving in carbon emissions through the use of on-site renewable generation.

6.8.3. The submitted Energy Strategy is set out in accordance with Policy 5.2. Proposed ‘be lean’ measures, including enhanced insulation, air tightness, natural ventilation, reduced thermal bridging and energy efficient lighting, are expected to result in a reduction of 7.9% regulated CO2. No provision is made for ‘be clean’ measures due to operational costs and the nature of the development. The proposed ‘be green’ measure, 80m² photovoltaic panels, is expected to result in a reduction of 29.5% regulated CO2. The proposed savings through on-site renewable generation also complies with Policy BR2 of the Local Plan.

6.8.4. The total CO2 reduction achieved on-site is expected to be 35.2% (5,700 regulated CO2) below the Part L Baseline. The remaining 64.8% (10.5 tonnes) carbon emissions will be met through a carbon offset payment to be paid to the London Borough of Dagenham’s offsetting fund. Utilising the carbon price of £60 per tonne the proposed development is currently liable for a carbon off-set payment of £18,900 in association with a minimum 35.2% reduction in CO2 emissions on-site. If a greater energy saving beyond 35.2% can be achieved on-site, then the carbon off-set payment would be reduced accordingly. The carbon off-set payment is to be secured in the S106 Agreement and would be payable prior to occupation of the development.
6.8.5. Through a combination of on-site energy measures and a carbon off-set payment, the proposed development is considered to be in keeping with the relevant policies.

Water Usage

6.8.6. Policy 5.15B (b) of the London Plan states that residential development should be designed so that mains water consumption would meet a target of 105 litres or less per head per day. A condition stipulating that before occupation the proposed flats shall comply with the water efficiency optional requirement of the Building Regulations Approved Document G is recommended to ensure the proposal accords with this policy.

6.9. Contamination

6.9.1. The submitted site investigation report states the presence of contaminants in the made ground indicates that there is a moderate risk of contaminants affecting ground-workers during construction works and a moderate risk affecting future end users of the site if the made ground is exposed in any landscaped areas. The Council’s Environmental Health Officer concurred with the report and recommended conditions requiring a detailed remediation scheme, carrying out of remediation, completion of verification report, and measures if contamination not previously identified is found. It is recommended that these conditions are attached to any planning permission to ensure compliance with Policy BR5 of the Local Plan.

6.10. S106 Planning Obligations

A Section 106 Agreement is required to secure the following planning obligations:

Energy and Carbon Offsetting

The development shall achieve a minimum 35% reduction in carbon emissions over Part L of the Building Regulations 2013 through on-site provisions and the remaining carbon emissions to zero carbon should be offset through a monetary contribution to the Local Authority’s carbon offset fund calculated on the basis of £60 per tonne over 30 years. Any offsetting payment due shall be calculated upon completion of the building so that any shortfall against the Mayor’s target would be capable of being accurately assessed. Any monies which become due shall only be payable to the Local Planning Authority at that time if it has a legitimate pooling fund set up.

Local Labour

Secure a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development.

Parking Permits

Ensure that all leases for individual dwellings contain a provision to secure the obligation that the leaseholder shall not apply for a parking permit for any Controlled Parking Zone (CPZ) controlled by the Council which would enable any occupant of any dwelling to park in any parking bay within any CPZ unless the occupant is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
S106 Legal Fees

Pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

7. Conclusion

7.1. The development will result in the replacement of the car sales premises with 10 good quality two-bedroom flats. The external appearance of the terrace building is sympathetic to the local character, and any adverse effects on the amenity of the adjacent properties will be minimal. The design of the flats will result in good quality internal and external amenity for future occupants which reflect London Plan space standards. The provision of cycle storage and the site’s public transport accessibility would ensure that residents would not be unduly dependent on private motor vehicles for transport. For the reasons set out above, the proposal accords with the relevant Development Plan.

7.2. Recommendation

Background Papers

- Planning Application File:
  Search 17/01633/FUL via http://paplan.lbbd.gov.uk/online-applications/

- Development Plan Policy

  Core Strategy Development Plan Document (July 2010):
  Policy CP3 High Quality Built Environment
  Policy CR1 Climate Change and Environmental Management
  Policy CC1 Family Housing
  Policy CC3 Achieving Community Benefits Through Developer Contributions

  Policy BR2 Energy and On-Site Renewables
  Policy BR5 Contaminated Land
  Policy BR9 Parking
  Policy BR10 Sustainable Transport
  Policy BR11 Walking and Cycling
  Policy BR13 Noise Mitigation
  Policy BP5 External Amenity Space
  Policy BP8 Protecting Residential Amenity
  Policy BP10 Housing Density
  Policy BP11 Urban Design

  The London Plan (March 2016):
  Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and Design of Housing Developments
Policy 3.8 Housing Choice
Policy 3.13 Affordable housing thresholds
Policy 5.2 Minimising Carbon Dioxide Emissions
Policy 5.21 Contaminated Land
Policy 5.3 Sustainable Design and Construction
Policy 5.7 Renewable Energy
Policy 5.15 Water Use and Supplies
Policy 6.13 Parking
Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes

- **Supplementary Planning Guidance**
  Housing’ Supplementary Planning Guidance (March 2016)

- **National Planning Policy Guidance**
  National Planning Policy Framework (March 2012)
  Planning Practice Guidance
  Technical Housing Standards – nationally described space standard (March 2015)
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Proposed Plan Calculations:

Pre-Construction Permit for Solar

NOTE
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Title: Planning Visiting Sub-Committee and Planning Performance Review Sub-Committee

Report of the Chief Executive

Open Report | For Decision
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Wards Affected: All | Key Decision: No
Report Author: David Symonds, Democratic Services Officer | Contact Details:
Tel: 020 8227 2638
E-mail: david.symonds@lbld.gov.uk

Accountable Director: Fiona Taylor, Director of Law and Governance (and Monitoring Officer)

Summary

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

Recommendation(s)
The Planning Committee is asked to nominate:

- three Members to serve on the Visiting Sub-Committee and
- three Members to serve on the Delegated Decisions and Planning Appeal Performance Review Panel

Reason(s)
To meet constitutional requirements.
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### Title: Town Planning Appeals

#### Report of the Chief Planner

**Open Report** | **For Information**
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**Wards Affected:** Abbey, Alibon, Becontree, Chadwell Heath, Heath, Longbridge, Valence, Village

**Key Decision:** No

**Report Author:** Dave Mansfield, Chief Planner
Tel: 020 8227 3999
E-mail: dave.mansfield@lbld.gov.uk

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

**Recommendation:**
The Development Control Board is asked to note this report.

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1. **Appeals Lodged**

   The following appeals have been lodged:

   a) **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-contained flat – 1070 Green Lane, Dagenham (Ref: 17/01769/FUL)

Application refused under delegated powers 5 February 2018 (Valence Ward)

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)

2. 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 (see attached)

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 (see attached)

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 reason:

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 (see attached)

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 dwellinghouse. 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 (see attached)

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 (see attached)**

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 (see attached)**

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 (see attached)**

Application for an award of costs – costs refused 14 May 2018 (see attached)

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 (see attached)
Appeal Decision

Site visit made on 24 April 2018

by Richard Aston  BSc (Hons) DipTP MRTP
an Inspector appointed by the Secretary of State

Decision date: 10th May 2018

Appeal Ref: APP/Z5060/W/17/3188635
2 First Avenue, Dagenham RM10 9AT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Dr Fateh against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/00207/FUL, dated 17 February 2017, was refused by notice dated 27 April 2017.
- The development proposed is to remove existing garage and replace with a 2 storey extension to create a meeting and consulting room.

Decision

1. The appeal is allowed and planning permission is granted for 2 storey extension to create a meeting and consulting room at 2 First Avenue, Dagenham RM10 9AT in accordance with the terms of the application, Ref 17/00207/FUL, dated 17 February 2017, subject to the following conditions:

   1) The development hereby permitted shall begin not later than three years from the date of this decision.

   2) The development hereby permitted shall be carried out in accordance with the following approved plans: 10460-1000A, 10460-1001, 10460-1002A, 10460-1003A and 10460-1004.

   3) No development shall commence until details of the materials to be used in the construction of the external surfaces of the extension hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Procedural Matters

2. It was evident from my site visit that development had commenced and I have determined the appeal on this basis. In Part E of the appeal form, it is stated that the description of development has not changed but, nevertheless, a different wording has been entered. There is nothing to suggest a change in description was agreed between the parties and I have therefore used the description given on the application form in the decision above, deleting the term 'remove existing garage and replace with a' as the garage has not been constructed and this is therefore superfluous.
Main Issue

3. The main issue is the effect of the proposal on the character and appearance of the host property and area.

Reasons

4. The appeal site is formed by a 2 storey doctor’s surgery fronting onto First Avenue, a 2 storey detached annexe to the rear and a single storey covered walkway\(^1\) linking the 2 buildings together. Sited on the corner of First Avenue and Crosby Road in a residential area, the site and its buildings are conspicuous within the streetscene. I also observed that a number of properties had been subject to significant alterations and extensions to the rear and side with large areas of rendered and painted flank walls abutting the pavement.

5. Although a large addition, the annexe building has already significantly altered the streetscene. The proposal would extend development further back but would be no higher than the existing eaves and ridge heights of the annexe. It would not extend across the whole width of the rear elevation and its form and materials would be sympathetic to the surgery building, the annexe and the prevailing built form within the area. Two windows in the side elevation and roof lights in the rear roof slope would also provide some limited visual relief, reflecting the appearance of fenestration of surrounding buildings. It would not be excessively deep and in such a context and even in combination with existing development, it would not appear so unduly dominant or overbearing to the extent that it would be visually incongruous.

6. For these reasons, the proposal would not cause harm to the character and appearance of the host property or area. It would accord with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document 2011 (‘DPD’). Amongst other things and when taken as a whole, these require a high standard of inclusive design and that development protects the character and amenity of the area. The proposal would also provide for improved healthcare facilities and services in an established medical practice. This would also accord with Policy CC2 of the DPD, which supports proposals that retain or enhance existing community facilities.

Conditions

7. I have considered the conditions put forward by the Council and a condition is required to ensure compliance with the approved plans as this provides clarity. A condition requiring details of the materials is necessary, in order to protect the character and appearance of the area and because this provides certainty.

Conclusion

8. For the reasons given above, the proposal would accord with the development plan, when read as whole. Material considerations do not indicate that a decision should be made other than in accordance with it. Having considered all other matters raised, I therefore conclude that the appeal should be allowed.

Richard Aston
INSPECTOR

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\(^1\) LPA refs: 13/00382/FUL and 16/01505/FUL.
Appeal Decision

Site visit made on 30 April 2018

by Joanna Reid  BA(Hons) BArch(Hons) RIBA

an Inspector appointed by the Secretary of State

Decision date: 9 May 2018

Appeal Ref: APP/Z5060/D/17/3192405

6 Ashton Gardens, London RM6 6RT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 1, Paragraph A.4 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- The appeal is made by Mr Raza Zaffar against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/01729/PRIOR6, dated 19 October 2017, was refused by notice dated 24 November 2017.
- The development proposed is the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by a maximum of 6m, and for which the maximum height would be 3.1m, and for which the height of the eaves would not be more than 3.0m.

Decision

1. The appeal is dismissed.

Reasons

2. The mid-terrace appeal dwelling is situated on the east side of Ashton Gardens and it has a fairly long back garden. The proposal seeks prior approval for a larger single-storey rear extension of a dwellinghouse.

3. In order to benefit from the provisions of Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO) the proposed development must not fall within any of the ‘Development not permitted’ that is set out in GPDO paragraph A.1. GPDO paragraph A.1 (j) (iii) states that development is not permitted by Class A if the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse, and would have a width greater than half the width of the original dwellinghouse.

4. In this case, the Council says that the appeal dwelling was built with a single storey rear projection, and the side of this projection would constitute a side wall of the original property. From the evidence put to me and from what I saw at my visit, the original dwelling included a mainly 2-storey dwelling that had a shallow single storey lean-to roofed rear outshoot (rear outshoot) that was narrower than the full width of the dwelling. This original plan form is a feature of the terrace and it is shown on the site location plan that was submitted with the application at 2, 4, 8 and 10 Ashton Gardens, which are in the same terrace. Some of the terraced dwellings, including the appeal
dwelling, have been extended at the back, but I saw the rear outshoots at the backs of several of the dwellings in the terrace.

5. I also saw the south facing side wall of the rear outshoot inside the present dwelling between the rooms labelled kitchen/dining and living room on the existing ground floor plan on the application plan. Whilst this wall may or may not have been rebuilt when the present rear extension was added, it is roughly in line with the side wall of the original rear outshoot. The original side wall was shallow in depth but it was, nonetheless, a side wall of the original dwelling. The present wall would be demolished to give an open plan layout in the extension. However, that would not alter my finding that the original dwellinghouse included the rear outshoot, which had a shallow south facing side wall.

6. Because the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse (that is, the south facing side wall of the rear outshoot that was part of the original dwellinghouse) and because the enlarged part of the dwellinghouse would have a width greater than half the width of the original dwellinghouse (because it would be about the full width of the original dwellinghouse), the proposal would not be permitted development in accordance with Schedule 2, Part 1, Class A of the GPDO.

7. The appellant’s agent says that a recent application for a proposed rear extension under prior approval was approved at 371 Whalebone Lane North (ref 16/02000/PRIOR6), that it is a similar style house nearby with a similar rear bay extension, and 2 plans have been put to me. However, it attracts little weight because I do not have the full details of that application. The appellant’s agent has also referred to an example on page 20 of the Permitted development rights for householders Technical Guidance (TG) which is concerned with the depth of rear extensions, and which is not at issue. However, the guidance for ‘Side wall extensions extending beyond rear walls’ in TG pages 23 and 24, in respect of (j) (iii), supports my findings.

8. Thus, the development is not permitted by the GPDO. It is development for which an application for planning permission is required, and any such application would be made to the local planning authority in the first instance.

9. For the reasons given above and having regard to all other matters raised, including that there were no objections from adjoining occupiers, the appeal fails.

Joanna Reid
INSPECTOR
Appeal Decision

Site visit made on 30 April 2018

by Joanna Reid BA(Hons) BArch(Hons) RIBA

an Inspector appointed by the Secretary of State

Decision date: 9 May 2018

Appeal Ref: APP/Z5060/D/18/3195422
24 Mill Lane, Chadwell Heath RM6 6TU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mrs Choudry against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/01516/FUL, dated 11 September 2017, was refused by notice dated 28 November 2017.
- The development proposed is single storey rear and part first floor rear extension.

Decision

1. The appeal is allowed and planning permission is granted for single storey rear and part first floor rear extension at 24 Mill Lane, Chadwell Heath RM6 6TU in accordance with the terms of the application, Ref 17/01516/FUL, dated 11 September 2017, subject to the following conditions:
   1) The development hereby permitted shall begin not later than three years from the date of this decision.
   2) The development hereby permitted shall be carried out in accordance with the approved plans numbered sp1788-1, sp1788-2 and sp1788-3.
   3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Main issue

2. The main issue is the effect that the proposed development would have on the living conditions of the occupiers of 22 Mill Lane with regard to outlook and daylight.

Reasons

3. The mainly 2-storey semi-detached appeal dwelling is sited on the east side of Mill Lane between the attached dwelling at 22 Mill Lane, to roughly south, and the garden of the mainly 2-storey maisonettes at 6 and 8 Eagle Avenue, which are set back from Mill Lane, to roughly north. At my visit I saw the appeal site from the good-sized back gardens at 22 and 24 Mill Lane. The proposal includes a fairly deep ground floor rear extension that would be nearly as wide as the site and a narrower shallower first floor rear extension.

4. The Barking and Dagenham Residential Extensions and Alterations Supplementary Planning Document (SPD) advises that the depth of a single
storey rear extension should not normally exceed 3.65 m to ensure that there is no material loss of daylight and outlook to neighbouring properties. Because the single storey rear extension would be deeper than this, it would be contrary to this advice. The 2-storey rear extension would be a little deeper than its distance from 22 Mill Lane. This would also be contrary to advice in the SPD.

5. However, due to the orientation, width and depth of the back gardens at 22 and 24 Mill Lane, and their relationship with nearby development, the occupiers enjoy well-lit open aspects from the rooms at the backs of their homes, and in their gardens close by. The single storey rear extension would be very close to the side boundary with 22 Mill Lane. Even so, its eaves would be only a little taller than the boundary treatment that could be erected using permitted development rights. Its low pitched roofed form would rise up from the eaves by the boundary to its ridge further away, so the scale and form of the single storey extension would have little visual impact on the outlook of the occupiers at 22 Mill Lane. Because the hipped roofed first floor rear extension would be an ample distance from the common side boundary, its sympathetic form would more than make up for its marginally greater than advised depth. So, the scale, form and siting of the proposed development would not harm the outlook of the occupiers of 22 Mill Lane in their home or in their back garden.

6. The Council has not provided technical evidence regarding daylight. However, having regard to the scale, siting, form and orientation of the proposed extension and its relationship with the dwelling and garden at 22 Mill Lane, it would not cause an unacceptable loss of sunlight or daylight to its occupiers.

7. Therefore, I consider that the proposed development would not harm the living conditions of the occupiers of 22 Mill Lane with regard to outlook and daylight. It would satisfy Policy BP8 of the Barking and Dagenham Borough Wide Development Policies Development Plan Document (DPD) which aims for development to not lead to significant overlooking or overshadowing, DPD Policy BP11 which aims to maintain residential amenity, and the National Planning Policy Framework (Framework) which seeks a good standard of amenity for all existing and future occupants of land and buildings. Whilst the proposal would conflict with the letter of some of the advice in the SPD, it would satisfy its aims.

Other matters

8. In response to concerns raised by an interested party, there is a tall wall between the appeal dwelling and the maisonette at 8 Eagle Avenue and their gardens, so the single storey extension would have little effect on sunlight and daylight and little visual impact at 8 Eagle Avenue. The first floor extension would be seen from the maisonette and its garden. However, due to the relationships between these dwellings, it would not cause an unacceptable loss of sunlight or daylight or have a harmfully overbearing or oppressive effect on the maisonette or its garden. The window in the end wall of the first floor extension would be well away from the side boundary and it would be further still from the living room window at 8 Eagle Avenue, so it would not cause a harmful loss of privacy to the occupiers of that maisonette or its garden. There is almost no evidence to show that the extension could not be built without damaging the wall by the side boundary, so this matter attracts little weight.

9. Thus, as the proposal would be acceptable, planning permission should be granted subject to the imposition of suitable planning conditions.
Conditions

10. The Council’s suggested conditions have been considered in the light of Framework paragraph 206 and Planning Practice Guidance. The condition identifying the approved plans is necessary for certainty, and the condition to control external materials is reasonable to protect the character and appearance of the area. The suggested conditions have been imposed.

Conclusion

11. For the reasons given above and having regard to all other matters raised, the appeal succeeds.

Joanna Reid
INSPECTOR
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Appeal Decision
Site visit made on 24 April 2018
by Richard Aston  BSc (Hons) DipTP MRTPI
an Inspector appointed by the Secretary of State
Decision date: 2nd May 2018

Appeal Ref: APP/Z5060/W/17/3186625
33 Braintree Road, Dagenham RM10 7NA
- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mrs Yuksel Hanife against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/00649/FUL, dated 8 March 2017, was refused by notice dated 6 July 2017.
- The development proposed is erection of a 1 bedroom single family dwelling.

Decision
1. The appeal is dismissed.

Main Issue
2. The main issue is the effect of the proposal on the character and appearance of the area.

Reasons

Background
3. The proposal before me follows the refusal of an application for a similar residential development and the subsequent dismissal of a related appeal in 20171. Whilst each case must be determined on its own merits I have had regard to this previous decision in the determination of this appeal.

Character and appearance
4. The appeal site comprises the side garden and a small area of land to the side and front of No. 33 Braintree Road, a 2 storey end of terrace dwelling in a row of similar properties. It is part of a larger residential estate of dwellings and larger apartment blocks with a formal layout and a strong pattern of incidental amenity spaces and gaps between the buildings that provide a sense of openness and spaciousness. The gap in-between Nos. 33 and 31, in combination with the generous setback from the carriageway behind landscaped amenity space, provides a visual break in built form that positively contributes to the character and appearance of the area.

5. Despite the use of matching materials and alterations to the width and roof form from a previous submission, the proposal would result in the substantial erosion of the gap. It would be close to its side boundary and in views from the

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1 APP/Z5060/W/16/3157721.
public realm and surrounding properties the contribution that the gap makes to the sense of openness and spaciousness would be harmfully diminished. The proposal would be evidently narrower in both its width and plot size than adjacent properties and perceived as being somewhat shoehorned into the site at the expense of the visual interests of its surroundings.

6. The estate has a distinct character and appearance and to my mind a more sensitive approach needs to be taken to avoid development that fails to reflect its carefully designed layout, spaces and building forms. That would not be the case here and the proposal would be an unduly cramped and incongruous development that in such a context would not represent an appropriate standard of design.

7. For these reasons, the proposal would cause harm to the character and appearance of the area. Accordingly, it would conflict with Policies BP8 and BP11 of the Barking and Dagenham Borough Wide Development Policies Development Plan Document 2011 which, amongst other things, require development to protect and enhance the character and amenity of the area and help create a sense of local identify, distinctiveness and place.

Other Matters

8. I acknowledge that the appellant considers the existing garden to be a burden and that the proposal would contribute to the supply of housing in an accessible location close to services and facilities. The absence of harm in relation to other normal development management considerations such as highway safety and living conditions weigh neutrally in the planning balance. In this particular case none of these considerations, on their own or in combination, outweigh the harm to the character and appearance of the area that I have identified.

Conclusion

9. For the reasons given above, the proposal would conflict with the development plan, when read as a whole. Material considerations do indicate that a decision should be made other than in accordance with the development plan.

10. Having considered all other matters raised, I therefore conclude that the appeal should be dismissed.

Richard Aston

INSPECTOR
Appeal Decision
Site visit made on 16 April 2018

by Clive Tokley MRTPI
an Inspector appointed by the Secretary of State

Decision date: 20 April 2018

Appeal Ref: APP/Z5060/D/18/3193205
36 Stratton Drive, Barking, IG11 9HJ.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Sultan Ahmed and Ms Aneesa Hoque against the decision of the Council of the London Borough of Barking and Dagenham.
- The application ref 17/01414/FUL, dated 17 August 2017, was refused by notice dated 13 October 2017.
- The development proposed is described as a second storey side extension (with 0.5m setback at front elevation and 0.5m full length setback from side boundary) and part double, part single storey rear extension.

Decision
1. The appeal is dismissed.

Main Issue
2. The Council has raised no objection to the effect of the proposal on the living conditions of neighbouring occupiers and from what I have read and seen I have no reason to take a different view. The main issue is the effect of the proposal on the character and appearance of the area with particular reference to the closure of the gap between the terraces.

Reasons
3. Stratton Drive and the nearby streets are mainly fronted by short terraces of two-storey houses. The Stratton Drive houses have full-height front bay windows with gabled and hipped projecting roofs which create a visual rhythm in the street scene. In the vicinity of the appeal property I saw that many of the gaps that would originally have occurred between the terraces have been reduced in width or closed completely by two-storey side extensions. However I noted that a number remain.

4. No 36 Stratton Drive is an end-terrace house. The space between it and No 38 is filled at ground level by two low-roofed lean-to garages; however a gap of about 5m remains at first floor level and provides a clear break between the terraces. The terraces on each side of the gap have largely retained their original character at first floor level and above. The space between the appeal property and No 38, together with the other remaining gaps, provide some visual relief from the continuously built-up frontages that have been created in some parts of the street.
5. The Council’s adopted *Residential Extensions and Alterations* Supplementary Planning Document (SPD) indicates an underlying key principle that extensions should be designed to reflect the positive elements of the character of the area in which they are located and that extensions which undermine the character of the area by not respecting its positive characteristics will not normally be acceptable. As regards side extensions to terraced houses it indicates that where gaps between buildings contribute positively to the character of the area it will be expected that the first floor of side extensions are set off the boundary of the site.

6. The first floor flank wall of the proposal would be inset from the boundary by 0.5m; nevertheless even with this off-set the proposal would significantly diminish the space between the appeal property and No 38 at first floor level. I consider that the space between the houses makes a positive contribution to the character of the area and the reduction in width of the gap that would result from the proposal would unacceptably detract from the character and appearance of the area.

7. The appellant draws attention to a May 2017 appeal (ref APP/Z5060/D/17/3171988) which included a full-width side extension. In dismissing that appeal the Inspector concluded that the proposal would .."close the break in development that defines the character of the estate as that of short terraces separated by small gaps. This would remove an attractive feature of the area, harming its character and appearance". The current proposal would be narrower than the previous appeal proposal but, in my view, the 0.5m reduction in width now proposed would not materially change its effect on the character and appearance of the area. The appellant points out that the first-floor front wall is set back from the line of the terrace; however this set back and the small reduction in roof height do not overcome my concern about the closure of the gap.

8. The proposal would conflict with the objectives of the SPD guidance and with Policy BP8 of the adopted *Borough Wide Development Policies Development Plan Document* (DPD) which indicates that developments should have regard to the local character of the area and DPD Policy BP11 which seeks to ensure that the character and amenity of the area is protected or enhanced.

**Conclusion**

9. I have noted that there are many examples of extensions that have closed or partially closed the gaps between the terraces that would originally have occurred throughout this residential area. However those that remain make an important positive contribution to the character and appearance of the area. By insetting the flank wall and setting back the front wall the appellant has sought to reduce the bulk of the proposal when seen from the road and maintain a wider gap than would have resulted from the previous proposal. Nevertheless I have concluded that the proposal would unacceptably detract from the character and appearance of the area and that the appeal should not succeed.

_Clive Tokley_

INSPECTOR


Appeal Decision

Site visit made on 24 April 2018

by Simon Warder  MA BSc(Hons) DipUD(Dist) MRTPi
an Inspector appointed by the Secretary of State

Decision date: 14 May 2018

Appeal Ref: APP/Z5060/D/17/3191891
58 Salisbury Avenue, Barking, Essex IG11 9XR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 1, Paragraph A.4 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) (the Order).
- The appeal is made by Mrs S R Begum against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/01860/PRIOR6, dated 6 November 2017, was refused by notice dated 14 December 2017.
- The development proposed is described as ‘Application for Prior Approval. Demolish existing single storey rear WC and associated bay. Proposed new single storey rear extension (Depth 6m, Height to eaves 2.85m and maximum height 3m).

Decision

1. The appeal is dismissed.

Applications for costs

2. Applications for costs were made by Mrs S R Begum against the Council of the London Borough of Barking & Dagenham and the Council of the London Borough of Barking & Dagenham against Mrs S R Begum. These applications are the subject of separate Decisions.

Main Issue

3. The main issue is whether or not the proposed extension for which prior approval is sought is permitted development under the provisions of the Order.

Reasons

4. Paragraph A.1(j) of the Part 1 Class A of the Order states that development will not be permitted if the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse and, among other things, would have a width greater than half the width of the original dwellinghouse.

5. The appellant has referred to the Hilton case\(^1\) which considered the definition of the ‘enlarged part’ of a dwellinghouse and how this affects the interpretation of the permitted development rights under Class A. However, the limitation in Paragraph A.1(j) refers to the side elevation of the original dwellinghouse.

\(^1\) Hilton, R (on the application of) v Secretary of State for the Home Department [2016] EWHC 1861 (Admin) (15 June 2016).
case, there is nothing to suggest that the side wall in question is not part of the original dwelling. Indeed the diagram on page 2 of the appellant’s statement describes it as such. Consequently, I consider that the Hilton case does not provide support for the appellant’s position.

6. The appellant also argues that, since the part of the building which includes the side wall is to be demolished to make way for the proposed extension, it should not be taken into account. Reference has been made to an appeal decision where the Inspector found that the Council should have taken into account the intention to demolish an existing extension as part of the proposed works\(^2\). Notwithstanding the Inspector’s conclusion in that case, the side wall in this case is part of the original dwelling. It should, therefore, be taken into account even if the demolition works themselves would not require planning permission. Moreover, the matter has been considered in more recent appeal decisions\(^3\) where Inspectors have reached similar conclusions.

7. The proposed extension would extend beyond an original side wall. There is no dispute that the proposed extension would have a width greater than half the width of the original dwellinghouse. As such, I find that it is not permitted development for the purposes of paragraph A.1(j) of the Part 1 Class A of the Order.

**Conclusion**

8. For the reasons set out above, the appeal should be dismissed.

*Simon Warder*

INSPECTOR

\(^2\) Appeal reference APP/H5960/X/09/2115904
\(^3\) Appeal references APP/Z5060/D/17/3177142, APP/Z5060/D/16/3156051
Appeal Decision

Site visit made on 16 April 2018

by Clive Tokley MRTPI

an Inspector appointed by the Secretary of State

Decision date: 01 May 2018

Appeal Ref: APP/Z5060/D/18/3193638

100 Sterry Road, Dagenham, RM10 8NT.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr R Pazdrazdis against the decision of the Council of the London Borough of Barking and Dagenham.
- The application ref 17/01577/FUL, dated 25 September 2017, was refused by notice dated 4 December 2017.
- The development proposed is a two storey side extension, loft conversion, part two storey, part one storey rear extension, and internal alterations.

Decision

1. The appeal is dismissed.

Introduction

2. At my site visit I saw that work had commenced on a rear extension, a rear dormer and hip to gable conversion. The appellant indicates that these extensions were the subject of prior notification approvals. The works that have been carried out do not accord with those in the appeal proposal and my determination of the appeal is based on the appeal proposal.

Main Issues

3. The main issues are the effect of the proposal on the character and appearance of the dwelling and the area and its effect on the living conditions of the occupiers of No 102 Sterry Road as regards light and outlook.

Reasons

Character and appearance

4. Sterry Road is within the Becontree Estate which is an extensive inter-war planned residential area. The estate is not the subject of any heritage designation, but it is recognised in the DPD as being of some local importance. Policy CP2 of the Borough Wide Development Policies Development Plan Document (DPD) indicates that the Borough has few nationally designated heritage assets and indicates that with this in mind the Council will take care to, amongst other things, reinforce local distinctiveness.

5. In the vicinity of the appeal property the development comprises mainly terraces and semi-detached houses. The semi-detached pairs are positioned at focal points of the development such as road junctions and the end of culs de

https://www.gov.uk/planning-inspectorate
sac. No 100 lies on the east side of Sterry Road at the southern end of a terrace. To its immediate south a semi-detached pair of houses (Nos 98 and 96) is set back further from the road and aligns with the axis of Lake Gardens to the west. To the south is another terrace. Similar semi-detached pairs are positioned on each side of the entrance to Lake Gardens on the west side of Sterry Road. Similar architectural devices have been used elsewhere in the residential area and the relationships between the terraces and semi-detached houses and the spaces between them are key elements in establishing the distinctive spatial character of the area.

6. I saw that some of the nearby houses had ground floor rear extensions and at the front their appearance has been changed by replacement windows and front porches. However for the most part the original detailing and symmetry of the houses at both front and rear has been retained.

7. The Council's adopted Residential Extensions and Alterations Supplementary Planning Document (SPD) indicates that extensions should be designed to reflect the positive elements of the character of the area in which they are located and that when designing extensions the character of the existing dwelling should be respected. It indicates that extensions which undermine the character of the area by not respecting its positive characteristics will not normally be acceptable. As regards side extensions to terraced houses it indicates that where gaps between buildings contribute positively to the character of the area it will be expected that the first floor of side extensions are set off the boundary of the site.

8. The layout of the houses with spaces between the terraces and the semi-detached pairs are important positive elements in the character of this area. The proposal would result in the flank wall of No 100 being within 0.3m of the boundary with No 98. This would result in the space between the houses being reduced by almost 50% creating a narrow gap between the dwellings. The reduction in the space between buildings would be prominently in view when approached from the west along Lake Gardens. It would contrast with the retained wider gap to the south of the pair and would unacceptably detract from the symmetry which underlies the distinctive spatial character and appearance of the area.

9. The front-facing windows would be poorly positioned creating an unbalanced appearance. The flank wall topped by a parapet would be out-of-keeping with the character of the area where overhanging eaves prevail. The position of the house in advance of No 98 would result in the flank wall being clearly in view as an incongruous feature when approaching along Sterry Road from the south. The appellant draws attention to the fall-back “permitted development” (PD) hip to gable conversion and I acknowledge that this too would be out of character with the hipped roofs of the area. However that proposal would not result in the reduction in the space between the buildings.

10. At the rear the proposal would introduce a bulky and uncharacteristic gable that would detract from the character and appearance of the house and the area at the rear of the houses. The appellant draws attention to original rear gables on a terrace on the west side of Sterry Road; however those gables have a very limited rearward projection and have roofs that are lower than the main building.
11. The proposal would detract from the character and appearance of the host building and the area. It would conflict with the objectives of the SPD guidance and with Policy CP2. It would also conflict with Policy BP8 of the DPD which indicates that developments should have regard to the local character of the area and Policy BP11 which seeks to ensure that the character and amenity of the area is protected or enhanced. It would also conflict with the equivalent policies in the London Plan that are referred to by the appellant.

12. The proposal would not represent “good design” and therefore as indicated in paragraph 56 of the National Planning Policy Framework it would fail to satisfy a key aspect of sustainable development.

Living conditions

13. No 102 Sterry Road is attached to the appeal property and lies to the north. That house has a rear conservatory with a translucent roof with its flank wall on or close to the boundary between the properties. The extension would not project as far as the rear wall of the conservatory and would have no effect on the outlook from rear-facing ground floor windows. The first-floor flank wall of the proposal would be off-set from the boundary with No 102 and whilst it would be seen from the closest bedroom window its height relative to that window would prevent it from appearing over-bearing. When viewed from the garden beyond the conservatory the full bulk of the proposal would be off-set from the boundary and in my view it would not be unacceptably intrusive or over-bearing.

14. The conservatory is partly-lit from windows along the boundary with No 100. However that light would be blocked by the PD extension and the occupiers of No 100 cannot reasonably expect to continue to receive light from windows that have been located alongside the boundary. The translucent roof and the rear and north side windows would enable a significant of amount of light to enter the conservatory. The first floor extension would be positioned to the south of the conservatory and would result in the loss of some direct sunlight to the conservatory roof; however taking account of the extent of the translucent roof and the other windows the proposal would not unacceptably detract from daylighting within the conservatory or rooms that “borrow” light from it.

15. The DPD contains guidance for determining the acceptable depth of a two-storey rear extension. This includes reference to “solid roof” extensions. The meaning of this term is not explained but the officer report indicates that it means roofs that are not translucent. The purpose of the guidance is to ensure that extensions have no material impact on neighbouring amenity. Whilst the proposal would not conform with the Council’s interpretation of its DPD I have concluded that it would not be unacceptably harmful to living conditions and that it would not conflict with DPD Policy BP8.

Conclusion

16. The appellant argues that the proposal is to be preferred to the PD fall back that is under construction. I accept that as regards both the rear dormer and the hip to gable conversion the fall-back development would fail to reinforce the distinctive character of the area. However that does not justify the grant of permission for a proposal which would undermine the distinctive spatial character of the area and would be poorly designed.
17. I have concluded on the second main issue that the proposal would not unacceptably detract from the living conditions of the occupiers of No 102 Sterry Road. However taking account of all matters I conclude that the proposal would be unacceptably harmful to the character and appearance of the dwelling and the area and that for this reason the appeal should not succeed.

Clive Tokley

INSPECTOR
Appeal Decision

Site visit made on 30 April 2018

by Joanna Reid  BA(Hons) BArch(Hons) RIBA

an Inspector appointed by the Secretary of State

Decision date: 9 May 2018

Appeal Ref: APP/Z5060/D/17/3192986

122 Mill Lane, Chadwell Heath RM6 6RS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 1, Paragraph A.4 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- The appeal is made by Mr Velautham Vilvarajah against the decision of the Council of the London Borough of Barking & Dagenham.
- The application Ref 17/01617/PRIOR6, dated 28 September 2017, was refused by notice dated 9 November 2017.
- The development proposed is construction of a single storey rear extension (6m) with flat roof.

Decision

1. The appeal is dismissed.

Reasons

2. The end-of-terrace appeal dwelling is situated on the roughly south side of Mill Lane and it has a good-sized back garden. The proposal seeks prior approval for a larger single-storey rear extension of a dwellinghouse.

3. In order to benefit from the provisions of Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO) the proposed development must not fall within any of the ‘Development not permitted’ that is set out in GPDO paragraph A.1. GPDO paragraph A.1 (j) (iii) states that development is not permitted by Class A if the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse, and would have a width greater than half the width of the original dwellinghouse.

4. In this case, the Council says that the dwellinghouse has an original single storey rear projection, the side of which is an original side wall of the property. From the evidence put to me and from what I saw at my visit, the original dwelling included a mainly 2-storey dwelling that had a shallow single storey lean-to roofed rear outshoot (rear outshoot) that was not as wide as the dwelling. This original plan form is shown on the location plan that was submitted with the application numbered TQRQM1727117043353. This plan shows similar rear outshoots at 124 and 126 Mill Lane, so they appear to be a feature of this terrace.
5. I also saw the west facing side wall of the rear outshoot inside the existing dwelling, as shown between the existing dwelling and the proposed extension on plan 824/05. Although the west facing side wall of the rear outshoot is shallow in depth, it is, nonetheless, a side wall of the original dwelling. Thus, I agree with the Council’s view that the original dwelling includes the rear outshoot, which has a shallow west facing side wall.

6. The appellant’s agent has provided plans marked up in red to show what is considered to be the extent of the original dwelling, and these plans have been taken into account. However, they do not deal with the matter of the ground floor outshoot in the back of the original dwelling, so they do not alter my findings.

7. Because the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse (that is, the west facing side wall of the rear outshoot that is part of the original dwelling) and because the enlarged part of the dwellinghouse would have a width greater than half the width of the original dwellinghouse (because it would be about the full width of the original dwellinghouse), the proposal is not permitted development in accordance with Schedule 2, Part 1, Class A of the GPDO.

8. Thus, the development is not permitted by the GPDO. It is development for which an application for planning permission is required, and any such application would be made to the local planning authority in the first instance.

9. For the reasons given above and having regard to all other matters raised, including that there were no objections from neighbours, the appeal fails.

Joanna Reid

INSPECTOR
Costs Decisions
Site visit made on 24 April 2018
by Simon Warder MA BSC(Hons) DipUD(Dist) MRTPI
an Inspector appointed by the Secretary of State
Decision date: 14 May 2018

Costs application 1 in relation to Appeal Ref: APP/Z5060/D/17/3191891
58 Salisbury Avenue, Barking, Essex IG11 9XR
- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by Mrs S R Begum for a full award of costs against the Council of the London Borough of Barking & Dagenham.
- The appeal was against the refusal to grant approval required under Schedule 2, Part 1, Paragraph A.4 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for development described as 'Application for Prior Approval. Demolish existing single storey rear WC and associated bay. Proposed new single storey rear extension (Depth 6m, Height to eaves 2.85m and maximum height 3m).

Costs application 2 in relation to Appeal Ref: APP/Z5060/D/17/3191891
58 Salisbury Avenue, Barking, Essex IG11 9XR
- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by Council of the London Borough of Barking & Dagenham for a full award of costs against the Mrs S R Begum.
- The appeal was against the refusal to grant approval required under Schedule 2, Part 1, Paragraph A.4 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for development described as 'Application for Prior Approval. Demolish existing single storey rear WC and associated bay. Proposed new single storey rear extension (Depth 6m, Height to eaves 2.85m and maximum height 3m).

Decisions
1. The application for an award of costs in respect of application 1 is refused.
2. The application for an award of costs in respect of application 2 is refused.

Reasons
3. The Planning Practice Guidance advises that costs may be awarded against a party who has behaved unreasonably and thereby caused the party applying for costs to incur unnecessary or wasted expense in the appeal process.

Cost application 1
4. The applicant has applied for an award of costs based on the Council’s unreasonable behaviour in not taking into account case law\(^1\) which it

\(^1\) Hilton, R (on the application of) v Secretary of State for the Home Department [2016] EWHC 1861 (Admin) (15 June 2016).
highlighted as being relevant to the consideration of the application. The failure to take the case law into account resulted in the Council making an inaccurate and poor decision. The applicant, therefore, incurred wasted expense in submitting an appeal which should not have been necessary.

5. However, the applicant’s position is based on a reading of the officer’s report for application reference 17/00870/PRIOR6. The appealed application is referenced 17/00860/PRIOR6 and the officer’s report in that case does give due consideration to the highlighted case law.

6. As such, the Council’s behaviour was not unreasonable and did not result in unnecessary or wasted expense, as described in the Planning Practice Guidance. A full award of costs is not, therefore, justified.

Costs application 2

7. The Council has applied for an award of costs on the basis of the applicant’s failure to consider the analysis of the proposal set out in the relevant officer’s report. As established above, that analysis gave due consideration to the case law relied upon by the applicant.

8. I have already found that the applicant’s cost application should fail because it was based on a reading the wrong officer’s report. Nevertheless, even if the applicant had taken into account the Council’s position on the case law, the appeal system exists to test the decisions of local planning authorities. Whilst I have found against the applicant in the main decision, I consider that the matter was not so clear-cut that exercising the right to appeal amounted to unreasonable behaviour on the part of the applicant.

9. Therefore, the appellant’s behaviour was not unreasonable as described in the Planning Practice Guidance and a full award of costs is not justified.

Simon Warder

INSPECTOR
### Applications Decided/Refused under Delegated Powers

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<td>Mrs C Natividad</td>
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<td>Mr A R Galert</td>
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<td>17/01835/ FUL</td>
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<td>Mr L Chaffey</td>
<td>Erection of two storey side and rear extensions in connection with the subdivision of dwelling into 1 x one bedroom and 1 x two bedroom flats. 64 Frizlands Lane Dagenham Essex RM10 7YH</td>
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<td>Erection of first floor side extension, part single/part two storey rear extension, and front porch. 58 Adelaide Gardens Chadwell</td>
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<td>Reverend A Pothecary</td>
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<td>17/01888/FUL</td>
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<td>Erection of single storey side/rear extensions including conversion of garage to habitable room and two storey rear extension. 1 Stern Close Barking Essex IG11 0XW</td>
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<td>17/01721/ FUL</td>
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<td>Mrs K Fun Yu</td>
<td>Demolition of existing garage and erection of single storey side extension. 219 Downing Road Dagenham Essex RM9 6LX</td>
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<td>17/01745/ FUL</td>
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<td>Mr A Kandola</td>
<td>Erection of rear facing dormer window, front rooflights and rear external staircase in connection with the conversion of the property into one 1 bedroom flat and one 3 bedroom flat. 59 Morley Road Chadwell Heath Essex</td>
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<td>Mr Z Awan</td>
<td>Erection of front porch and single storey rear extension. 10 Mount Road Dagenham Essex RM8 1NA</td>
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<td>Mr R Mahmoud</td>
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<td>Mr &amp; Mrs Gupta</td>
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<td>Change of use of 4th Floor from Class B1(a) (Office) to a mixed use comprising Class B1(a) (Office) and Class D1 (Non-Residential Institution). Floor 4 The Clockhouse Clockhouse Avenue Barking Essex</td>
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<td>Application Permitted on 15 January 2018</td>
<td>Mr Sandhu</td>
<td>Application for approval of details reserved by condition 16 (cycle parking) in respect of planning permission 16/01482/FUL. 4 - 6 Ripple Road Barking Essex IG11 7PE</td>
<td>Abbey</td>
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<tr>
<td>17/02036/PRIOR6</td>
<td>Prior approval not required on 15 January 2018</td>
<td>Mr I Ali</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.5 metres). 91 Upney Lane Barking Essex IG11 9LD</td>
<td>Longbridge</td>
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<tr>
<td>17/02045/PRIOR6</td>
<td>Prior approval not required on 15 January 2018</td>
<td>Mr M Feika</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.6 metres and maximum height: 3.85 metres). 4 School Road Dagenham Essex RM10 9QJ</td>
<td>River</td>
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<tr>
<td>17/02046/PRIOR6</td>
<td>Prior approval required and permission refused on 15 January 2018</td>
<td>Mr J Senca</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 3.0 metres existing and 3.0 metres proposed; height to eaves: 3.0 metres and maximum height: 3.0 metres). 150 Third Avenue Dagenham Essex RM10 9BB</td>
<td>River</td>
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<tr>
<td>17/02133/PRIOR6</td>
<td>Prior approval not required on 15 January 2018</td>
<td>Mr S Shamaun</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 38 Chittys Lane Dagenham Essex RM8 1UP</td>
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<tr>
<td>17/01791/ FUL</td>
<td>Application Permitted on 16 January 2018</td>
<td>Mr S A H Namvar</td>
<td>Demolition of single storey rear extension and erection of single storey front and rear extensions. 32 Rowney Road Dagenham Essex RM9 4PP</td>
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<tr>
<td>17/01959/ PRIOFF</td>
<td>Prior approval required and permission refused on 16 January 2018</td>
<td>RSBS Developments</td>
<td>Application for prior approval: Notification of a proposed change of use of first floor from B1(a) office use to C3 residential use (3 one bedroom flats and 5 two bedroom flats). Creekmouth Industrial Estate 57 River Road Barking Essex IG11 0DA</td>
<td>Thames</td>
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<tr>
<td>17/01885/ PRIA3</td>
<td>Prior approval required on 16 January 2018</td>
<td>Mr M R Miah</td>
<td>Application for prior approval: Notification of a change of use from Class A1 shop to Class A3 restaurant/cafe. 205 Reede Road Dagenham Essex RM10 8EH</td>
<td>Eastbrook</td>
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<tr>
<td>17/01921/ CLU_P</td>
<td>Certificate issued on 16 January 2018</td>
<td>Mr S Islam</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights. 10 Shirley Gardens Barking Essex IG11 9UZ</td>
<td>Longbridge</td>
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<tr>
<td>17/02044/ PRIOR6</td>
<td>Prior approval not required on 16 January 2018</td>
<td>Mr M Riad</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.3 metres). 832 Green Lane Dagenham Essex RM8 1YR</td>
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<td>Mr I A Bursuc</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.85 metres and maximum height: 3.0 metres). 33 Martin Road Dagenham Essex RM8 2XB</td>
<td>Mayesbrook</td>
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<td>17/02178/CDN</td>
<td>Application Permitted on 16 January 2018</td>
<td>Transport For London</td>
<td>Application for approval of details reserved by condition 3 (Code of Construction Practice) and 7 (Contamination) in respect of the early works for the London Overground (Barking Riverside Extension) Order. Barking Riverside Overground Extension Barking Essex</td>
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<tr>
<td>17/01069/FUL</td>
<td>Application Permitted on 17 January 2018</td>
<td>Mrs M Shobnom</td>
<td>Erection of single storey side extension. 1 Hedgemans Road Dagenham Essex RM9 6HA</td>
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<tr>
<td>17/01877/FUL</td>
<td>Application Refused on 17 January 2018</td>
<td>Mr F Azmat</td>
<td>Erection of single storey side and rear extension. 21 Maplestead Road Dagenham Essex RM9 4XL</td>
<td>Eastbury</td>
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<tr>
<td>17/01924/CLU_P</td>
<td>Certificate refused on 17 January 2018</td>
<td>Mr P Rooke</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of rear extension. 1 Digby Road Barking Essex IG11 9PU</td>
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<td>Certificate issued on 17 January 2018</td>
<td>Mr G Pholby</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 101 Westrow Drive Barking Essex IG11 9BW</td>
<td>Longbridge</td>
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<tr>
<td>17/01929/FUL</td>
<td>Application Refused on 17 January 2018</td>
<td>Mr &amp; Mrs Sultan Ahmed &amp; Aneesa Hoque</td>
<td>Erection of part single/part two storey side and rear extension. 36 Stratton Drive Barking Essex IG11 9HJ</td>
<td>Longbridge</td>
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<td>17/01931/CLU_P</td>
<td>Certificate issued on 17 January 2018</td>
<td>Mr V Pundir</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window and installation of front rooflights. 65 Sheringham Drive Barking Essex IG11 9AL</td>
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<tr>
<td>17/01933/FUL</td>
<td>Application Permitted on 17 January 2018</td>
<td>Miss E Lines</td>
<td>Installation of non-turf cricket practice area including 4 metre high nets. Robert Clack Comprehensive School Annex Green Lane Dagenham Essex RM8 1AL</td>
<td>Whalebone</td>
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<tr>
<td>17/00014/CDN</td>
<td>Application Permitted on 18 January 2018</td>
<td>LBBD - Strategic Director Service Development &amp; Integration</td>
<td>Application for approval of details reserved by condition 1 (root protection method statement) in respect of planning permission 16/01432/REM. Gascoigne Estate East King Edwards Road Barking Essex</td>
<td>Gascoigne</td>
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<td>17/01635/CDN</td>
<td>Application Permitted on 18 January 2018</td>
<td>LBBD</td>
<td>Application for approval of details reserved by condition 17 (external materials) in respect of Phase 2 of planning permission 13/00229/FUL. Leys Redevelopment Site Wellington Drive Dagenham Essex</td>
<td>Village</td>
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<tr>
<td>17/01639/CDN</td>
<td>Application Permitted on 18 January 2018</td>
<td>Barking And Dagenham Youth Zone</td>
<td>Application for approval of details reserved by conditions 3 (external materials), 23 (surfacing materials), 25 (drainage), 30 (operational strategy) and 33 (restoration strategy) in respect of planning permission 16/01990/FUL. Land At The Junction Of Parsloes Avenue And Gale Street Dagenham Essex</td>
<td>Mayesbrook</td>
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<tr>
<td>17/01689/CLU_E</td>
<td>Certificate issued on 18 January 2018</td>
<td>Mr M Z H Parvaj</td>
<td>Application for a Certificate of Lawfulness of an existing use: Use of house as two self contained flats. 99 Faircross Avenue Barking Essex IG11 8QZ</td>
<td>Abbey</td>
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<tr>
<td>17/01723/CDN</td>
<td>Application Permitted on 18 January 2018</td>
<td>Asset rock</td>
<td>Application for approval of details reserved by conditions 3 (CEMP and SWMP), 4 (Construction Hours), 5 (Extract Ventilation System), 6 (External Materials) and 7 (Cycle Parking) in respect of planning permission 17/00745/FUL. Edgefield Court Edgefield Avenue Barking Essex</td>
<td>Longbridge</td>
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<td>17/01825/CLU_P</td>
<td>Certificate issued on 18 January 2018</td>
<td>Mr A K Raofi</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window, installation of front rooflights and rear outbuilding. 98 Westrow Drive Barking Essex IG11 9BN</td>
<td>Longbridge</td>
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<tr>
<td>17/01937/FUL</td>
<td>Application Permitted on 18 January 2018</td>
<td>Mr H Miah</td>
<td>Demolition of part of existing rear/side extension and erection of single storey side/rear extension. 150 Cavendish Gardens Barking Essex IG11 9DZ</td>
<td>Longbridge</td>
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<tr>
<td>17/01941/FUL</td>
<td>Application Permitted on 18 January 2018</td>
<td>Mr R J Barnett</td>
<td>Erection of two storey side extension. 82 Cecil Avenue Barking Essex IG11 9TG</td>
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<tr>
<td>17/01944/CLU_P</td>
<td>Certificate issued on 18 January 2018</td>
<td>Mr S Chhina</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights. 108 Lindisfarne Road Dagenham Essex RM8 3SR</td>
<td>Parsloes</td>
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<tr>
<td>17/01947/FUL</td>
<td>Application Permitted on 18 January 2018</td>
<td>Mr &amp; Mrs Hauca</td>
<td>Erection of single storey rear extension and outbuilding in rear garden. 34 Lowry Road Dagenham Essex RM8 2NL</td>
<td>Becontree</td>
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<tr>
<td>17/02070/PRIOR6</td>
<td>Prior approval not required on 18 January 2018</td>
<td>Miss K Hare</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.2 metres). 132 Valence Avenue Dagenham</td>
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<td>17/02071/PRIOR6</td>
<td>Prior approval not required on 18 January 2018</td>
<td>Mr A Mukith</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.25 metres). 67 Oulton Crescent Barking Essex IG11 9HF</td>
<td>Longbridge</td>
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<tr>
<td>17/02073/PRIOR6</td>
<td>Prior approval not required on 18 January 2018</td>
<td>Mr E Kabir</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 1008 Green Lane Dagenham Essex RM8 1BT</td>
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<tr>
<td>17/02075/PRIOR6</td>
<td>Prior approval not required on 18 January 2018</td>
<td>Mr D Harbjeet</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 2.8 metres and maximum height: 3.0 metres). 46 Salcombe Drive Chadwell Heath Romford Essex RM6 6DX</td>
<td>Whalebone</td>
</tr>
<tr>
<td>17/02082/PRIOR6</td>
<td>Prior approval not required on 18 January 2018</td>
<td>Mr S Talukder</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves 2.75 metres and maximum height: 2.9 metres). 193 Wood Lane Dagenham Essex RM8 3LH</td>
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<tr>
<td>17/02097/ PRIOR6</td>
<td>Prior approval required and permission refused on 18 January 2018</td>
<td>Mr S Hassan</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 2.6 metres and maximum height: 3.5 metres). 95 Sandringleham Road Barking Essex IG11 9AF</td>
<td>Longbridge</td>
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<tr>
<td>17/01902/ FUL</td>
<td>Application Permitted on 19 January 2018</td>
<td>Mr S Ghoni</td>
<td>Erection of outbuilding in rear garden (retrospective). 8 Thicket Grove Dagenham Essex RM9 4NR</td>
<td>Mayesbrook</td>
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<tr>
<td>17/01948/ CLU_P</td>
<td>Certificate issued on 19 January 2018</td>
<td>Mr M Boodhoo</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving rear dormer window and installation of front rooflights. 198 Sheppey Road Dagenham Essex RM9 4LA</td>
<td>Eastbury</td>
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<tr>
<td>17/01950/ ADV</td>
<td>Application Permitted on 19 January 2018</td>
<td>Travelodge Hotels</td>
<td>Installation of 3 internally illuminated fascia signs on hotel and 4 non-illuminated car park signs. Unit 8 London East Leisure Park Cook Road Dagenham Essex</td>
<td>Goresbrook</td>
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<tr>
<td>17/01952/ CLU_P</td>
<td>Certificate issued on 19 January 2018</td>
<td>Mr T Owusu</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window. 45 Fordyke Road Dagenham Essex RM8 1PD</td>
<td>Whalebone</td>
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<tr>
<td>17/01954/CLU_P</td>
<td>Certificate issued on 19 January 2018</td>
<td>Mr S Narh</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of rear dormer window. 13 Warley Avenue Dagenham Essex RM8 1JS</td>
<td>Whalebone</td>
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<tr>
<td>17/01956/CDN</td>
<td>Application Permitted on 19 January 2018</td>
<td>Dagenham Dock Ltd</td>
<td>Application for approval of details reserved by condition 13 (borehole management scheme) in respect of Planning Permission 17/00232/FUL. Ford Works Site Ford Motor Company Estate Kent Avenue Dagenham Essex RM9 6SA</td>
<td>River</td>
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<tr>
<td>17/01981/FUL</td>
<td>Application Permitted on 19 January 2018</td>
<td>Barking Riverside Ltd</td>
<td>Erection of energy centre for temporary period of 5 years. Plot 205A Fielders Crescent Barking Essex</td>
<td>Thames</td>
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<tr>
<td>17/02034/CDN</td>
<td>Application Permitted on 19 January 2018</td>
<td>Dagenham Dock Ltd</td>
<td>Application for approval of details reserved by condition 11 (monitoring and maintenance plan for contamination) in respect of planning permission 17/00232/FUL. Ford Works Site Ford Motor Company Estate Kent Avenue Dagenham Essex RM9 6SA</td>
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<td>Farmhouse London Ltd</td>
<td>Application for approval of details reserved by conditions 3 (soft landscaping) and 10 (travel plan and parking management strategy) in respect of planning permission 14/01256/FUL. Farmhouse Venue 649 Dagenham</td>
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<td>17/00154/CDN</td>
<td>Application Permitted on 22 January 2018</td>
<td>Lovell Partnerships Ltd</td>
<td>Application for approval of details reserved by condition 10 (car parking scheme) in respect of planning permission 14/00293/FUL. Lymington Fields Turnage Road Dagenham Essex</td>
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<td>17/01752/REM</td>
<td>Application Permitted on 22 January 2018</td>
<td>Friends Life Ltd</td>
<td>Application for approval of reserved matters following outline approval 14/00966/OUT - Erection of 4,097 sq.m retail (Class A1) and 149 dwellings (Class C3) together with associated access points, car parking, landscaping and ancillary development. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
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<td>17/01926/FUL</td>
<td>Application Refused on 22 January 2018</td>
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<td>Conversion of house into 1 one bedroom and 1 three bedroom houses. 70 Rothwell Road Dagenham Essex RM9 4JA</td>
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<td>Minir Hagija</td>
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**BE-FIRST WORKING ON BEHALF OF LONDON BOROUGH OF BARKING & Dagenham**  
**Regeneration and Economic Development**  
**Development Control Board**

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<td>Erection of part single/part two storey rear extension and pitched roof over existing two storey side extension. 27 Mayswood Gardens Dagenham Essex RM10 8UU</td>
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<td>17/01965/ CDN</td>
<td>Application Permitted on 22 January 2018</td>
<td>Mr Sandhu</td>
<td>Application for approval of details reserved by condition 14 (CCTV/access control and lighting) in respect of planning permission 16/01482/FUL. 4 - 6 Ripple Road Barking Essex IG11 7PE</td>
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<td>17/01968/ FUL</td>
<td>Application Permitted on 22 January 2018</td>
<td>Mr N Patel</td>
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<td>Application Permitted on 22 January 2018</td>
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<td>Application for approval of details reserved by condition 52 (tower crane heights) in respect of planning permission 08/00887/FUL. Barking Riverside Area Renwick Road Barking Essex</td>
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<td>17/02080/ PRIOR6</td>
<td>Prior approval not required on 22 January 2018</td>
<td>Mr V Johnson</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 364 Becontree Avenue Dagenham Essex RM8 2TL</td>
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<td>Demolition of existing rear extension/conservatory and erection of a single storey rear extension in connection with the change of use of builders yard and associated office and storage buildings to a day nursery (Use Class D1). 319 High Road Chadwell Heath Romford Essex RM6 6AX</td>
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<td>17/01969/ CLU_P</td>
<td>Certificate issued on 23 January 2018</td>
<td>Mr F Mahmood</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of single storey rear extension. 75 Burnham Road Dagenham Essex RM9 4RA</td>
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<td>17/01974/ TPO</td>
<td>Application Permitted on 23 January 2018</td>
<td>Southern Housing Group</td>
<td>Application for tree works subject to a tree preservation order: Crown reduction of Lombardy Poplar (T1) by 3-4 metres, 1-2 metres at the sides and removal of deadwood. 42 Carnation Close Rush Green Romford Essex RM7 0XQ</td>
<td>Eastbrook</td>
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<tr>
<td>17/01975/ TPO</td>
<td>Application Permitted on 23 January 2018</td>
<td>Southern Housing Group</td>
<td>Application for tree works subject to a tree preservation order: Crown reduction of Lombardy Poplar (T1) by 3-4 metres and 1-2 metres at the sides. 36 Carnation Close Rush Green Romford Essex RM7 0XQ</td>
<td>Eastbrook</td>
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<td>Prior approval not required on 23 January 2018</td>
<td>Mr S Bold</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 6 Bushgrove Road Dagenham Essex RM8 3SP</td>
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<td>Prior approval not required on 23 January 2018</td>
<td>Mr J Reyes</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 4.0 metres; height to eaves: 3.0 metres and maximum height: 4.0 metres). 28 Talbot Road Dagenham Essex RM9 6HJ</td>
<td>River</td>
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24 January 2018

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<tr>
<td>17/01173/FUL</td>
<td>Application Permitted on 24 January 2018</td>
<td>Mr K Jit</td>
<td>Erection of first floor rear extension. 98 Marston Avenue Dagenham Essex RM10 7LH</td>
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<tr>
<td>17/01510/CLU_P</td>
<td>Certificate issued on 24 January 2018</td>
<td>Mr O Ayanwale</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and installation of front rooflights. 49 Melford Avenue Barking Essex IG11 9HS</td>
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<tr>
<td>17/01982/CLU_P</td>
<td>Certificate issued on 24 January 2018</td>
<td>Mr J Virdi</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and installation of front rooflights. 136 Burnside Road Dagenham Essex RM8 2PJ</td>
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## Applications Decided/Refused under Delegated Powers

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<td>17/01983/CLU_P</td>
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<td>Mr S Salik</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of front porch, conversion of garage to a habitable room and loft conversion involving construction of front and rear dormer windows. 21 Strathfield Gardens Barking Essex IG11 9UJ</td>
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<tr>
<td>17/01987/FUL</td>
<td>Application Permitted on 24 January 2018</td>
<td>Mr A Razaq</td>
<td>Erection of single storey rear extension. 69 Albany Road Chadwell Heath Romford Essex RM6 6BP</td>
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<tr>
<td>17/01388/CDN</td>
<td>Application Permitted on 25 January 2018</td>
<td>Friends Life Ltd</td>
<td>Application for approval of details reserved by condition 34 (cycle parking) in respect of planning permission 14/00966/OUT. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
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<td>17/01999/TPO</td>
<td>Application Permitted on 25 January 2018</td>
<td>LBBD - Mr C Richardson</td>
<td>Application for tree works subject to a tree preservation order: Removal of 3 trees (T5, T6 and T7) and provision of replacement trees. Grantham Court Grantham Gardens Chadwell Heath Romford Essex RM6 6HL</td>
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<td>17/02000/CLU_P</td>
<td>Certificate issued on 25 January 2018</td>
<td>Hanson Quarry Products Europe Limited</td>
<td>Application for a certificate of lawfulness for a proposed development: Replacement of existing marine aggregate processing plant and machinery. Roband Land Between Ford The Power Station Including Land Called Gulf House Road And Perry</td>
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<td>17/02110/PRIOR6</td>
<td>Prior approval not required on 25 January 2018</td>
<td>Mr S Chowdhury</td>
<td>Application for prior approval of proposed single storey rear extension (depth 6.0 metres, maximum height 3.0 metres and height to eaves 2.8 metres). 52 Turnage Road Dagenham Essex RM8 1QS</td>
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<tr>
<td>17/02109/PRIOR6</td>
<td>Prior approval required and refused on 25 January 2018</td>
<td>Mr M Ali</td>
<td>Application for prior approval of proposed single storey rear extension (depth 4.5 metres, maximum height 3.7 and height to eaves 3.0 metres). 49 Lyndhurst Gardens Barking Essex IG11 9YA</td>
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<tr>
<td>17/02112/PRIOR6</td>
<td>Prior approval not required on 25 January 2018</td>
<td>Mr G C Madukah</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves 3.0 metres and maximum height: 3.6 metres). 49 Listowel Road Dagenham Essex RM10 7QL</td>
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<tr>
<td>16/01988/CTY</td>
<td>Application Refused on 26 January 2018</td>
<td>H Sivyer (Transport) Ltd</td>
<td>Demolition of part of building and making good remainder, erection of workshop and office, installation of weighbridges and plant in connection with operation of recycling facility. Steel Wharf 24 - 28 River Road Barking Essex IG11 0DG</td>
<td>Thames</td>
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<tr>
<td>17/01822/FUL</td>
<td>Application Permitted on 26 January 2018</td>
<td>Ms C Felix</td>
<td>Erection of single storey rear extension. 343 Whalebone Lane South Chadwell Heath Romford Essex RM6 6HB</td>
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<tr>
<td>17/01851/FUL</td>
<td>Application Refused on 26 January 2018</td>
<td>Mr M A Qureshi</td>
<td>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 Romford Essex RM6 6XU</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01865/FUL</td>
<td>Application Permitted on 26 January 2018</td>
<td>Mr M Lidher</td>
<td>Erection of part single/part two storey rear extension, relocation of entrance door from side to front elevation and construction of front porch. 10 Oval Road North Dagenham Essex RM10 9EL</td>
<td>River</td>
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<tr>
<td>17/01943/FUL</td>
<td>Application Permitted on 26 January 2018</td>
<td>Mr S Chana</td>
<td>Erection of part single/part two storey side extension. 108 Lindisfarne Road Dagenham Essex RM8 3SR</td>
<td>Parsloes</td>
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<tr>
<td>17/01992/FUL</td>
<td>Application Permitted on 26 January 2018</td>
<td>Hyper Property Company</td>
<td>Change of use from shop (Class A1) to tuition centre (Class D1). 67 - 73 Longbridge Road Barking Essex IG11 8TG</td>
<td>Abbey</td>
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<tr>
<td>17/02010/FUL</td>
<td>Application Permitted on 26 January 2018</td>
<td>Mr E Cepulis</td>
<td>Erection of part single/part two storey rear extension. 95 Western Avenue Dagenham Essex RM10 8UD</td>
<td>Village</td>
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<tr>
<td>17/01484/ FUL</td>
<td>Application Refused on 29 January 2018</td>
<td>Mr M U Haq</td>
<td>Erection of part single/part two storey rear extension and loft conversion involving construction of gable end roof and rear dormer window. 19 Hainault Road Chadwell Heath Romford Essex RM6 6BJ</td>
<td>Whalebone</td>
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<tr>
<td>17/01518/ CDN</td>
<td>Application Permitted on 29 January 2018</td>
<td>Friends Life Ltd</td>
<td>Application for approval of details reserved by conditions 20 (Scheme of Acoustic Protection) and 21 (Acoustic Protection to Habitable Rooms) in respect of planning permission 14/00966/OUT. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
<td>Thames</td>
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<tr>
<td>17/01945/ FUL</td>
<td>Application Refused on 29 January 2018</td>
<td>Mr K Sreeskumar</td>
<td>Erection of single storey 2-bedroom dwelling to rear of existing building. 286 Becontree Avenue Dagenham Essex RM8 2TR</td>
<td>Becontree</td>
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<tr>
<td>17/02012/ CLU_P</td>
<td>Certificate issued on 29 January 2018</td>
<td>Mr S Bariszrij</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and front rooflights. 19 Bainbridge Road Dagenham Essex RM9 5UU</td>
<td>Heath</td>
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<tr>
<td>17/02013/ ADV</td>
<td>Application Permitted on 29 January 2018</td>
<td>Capital Hair &amp; Beauty</td>
<td>Installation of 2 externally illuminated fascia signs. Unit 2 Cromwell Centre Coppen Road Dagenham Essex RM8 1QH</td>
<td>Whalebone</td>
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<tr>
<td>17/02015/ FUL</td>
<td>Application Refused on 29 January 2018</td>
<td>Mr F Ahmed</td>
<td>Erection of part single and part two storey side/rear extension and construction of side facing dormer windows. 46 Aldborough Road Dagenham Essex RM10 8AS</td>
<td>Village</td>
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<tr>
<td>17/02132/ PRIOR6</td>
<td>Prior approval not required on 29 January 2018</td>
<td>Mr T Ali</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 106 Westrow Drive Barking Essex IG11 9BN</td>
<td>Longbridge</td>
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<tr>
<td>17/02137/ PRIOR6</td>
<td>Prior approval required on 29 January 2018</td>
<td>Mr K Sanger</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 37 Chadville Gardens Chadwell Heath Romford Essex RM6 5UB</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/02139/ PRIOR6</td>
<td>Prior approval required on 29 January 2018</td>
<td>Dr K Siri</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 8.0 metres; height to eaves: 3.0 metres and maximum height: 3.0 metres). 1A Westminster Gardens Barking Essex IG11 0BJ</td>
<td>Thames</td>
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<tr>
<td>17/02143/ PRIOR6</td>
<td>Prior approval required on 29 January 2018</td>
<td>Mr A Ali</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 5.0 metres; height to eaves: 3.0 metres and maximum height: 3.25 metres). 174 Salisbury Avenue Barking Essex IG11 9XU</td>
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<tr>
<td>17/02016/CDN</td>
<td>Application Permitted on 30 January 2018</td>
<td>Countryside Properties (UK) Ltd &amp; Notting Hill Developments Ltd</td>
<td>Application for approval of details reserved by Part A) of condition 20 (archaeology) in respect of planning permission 14/01196/OUT. Fresh Wharf Estate Fresh Wharf Road Barking Essex</td>
<td>Gascoigne</td>
</tr>
<tr>
<td>17/02020/CLU_P</td>
<td>Certificate refused on 30 January 2018</td>
<td>Mrs H Begum</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and front rooflights 154 Westrow Drive Barking Essex IG11 9BP</td>
<td>Longbridge</td>
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<tr>
<td>17/02023/CLU_P</td>
<td>Certificate issued on 30 January 2018</td>
<td>Mr I Ali</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and front rooflights 91 Upney Lane Barking Essex IG11 9LD</td>
<td>Longbridge</td>
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<tr>
<td>17/02024/FUL</td>
<td>Application Permitted on 30 January 2018</td>
<td>Mr I Ali</td>
<td>Erection of single storey front extension, conversion of garage into habitable room and erection of outbuilding in rear garden. 91 Upney Lane Barking Essex IG11 9LD</td>
<td>Longbridge</td>
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<tr>
<td>17/02027/FUL</td>
<td>Application Permitted on 30 January 2018</td>
<td>LBBD - Mrs J Hardy</td>
<td>Installation of access ramp with handrails to front of house. 14 Boxoll Road Dagenham Essex RM9 5UD</td>
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<tr>
<td>17/02028/ FUL</td>
<td>Application Permitted on 30 January 2018</td>
<td>LBBD - Mrs J Hardy</td>
<td>Installation of access ramp with handrails to front of house. 27 Sheppey Road Dagenham Essex RM9 4LJ</td>
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<tr>
<td>17/02029/ FUL</td>
<td>Application Permitted on 30 January 2018</td>
<td>LBBD - Mrs J Hardy</td>
<td>Installation of access ramp with handrails to front of house. 36 Park Drive Dagenham Essex RM10 7AB</td>
<td>Eastbrook</td>
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<tr>
<td>17/02163/ PRIOR6</td>
<td>Prior approval not required on 30 January 2018</td>
<td>Mr K Ahmed</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres; height to eaves 2.85 metres and maximum height: 3.0 metres). 23 Pemberton Gardens Chadwell Heath Romford Essex RM6 6SH</td>
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<tr>
<td>17/01286/ FUL</td>
<td>Application Permitted on 31 January 2018</td>
<td>Mr L Nikola</td>
<td>Erection of two storey 4 bedroom end of terrace house including rear dormer window to provide roof accommodation and erection of part single/part two storey rear extension to existing house. 21 Central Park Avenue Dagenham Essex RM10 7DA</td>
<td>Eastbrook</td>
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<tr>
<td>17/01362/ CDN</td>
<td>Application Permitted on 31 January 2018</td>
<td>Friends Life Ltd</td>
<td>Application for approval of details reserved by conditions 11 (Details of Balcony and Roof Terraces) and 15 (Details of Living Roof) in respect of planning permission 14/00966/OUT. Merrielands Development Site Merrielands Crescent Dagenham Essex</td>
<td>Thames</td>
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### BE-FIRST WORKING ON BEHALF OF LONDON BOROUGH OF BARKING & DAGENHAM REGENERATION AND ECONOMIC DEVELOPMENT DEVELOPMENT CONTROL BOARD Applications Decided/Refused under Delegated Powers

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<td>Mrs C Maftei</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of single storey rear extension. 47 Butler Road Dagenham Essex RM8 2DR</td>
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<tr>
<td>17/02021/FUL</td>
<td>Application Refused on 31 January 2018</td>
<td>Mr S Ali</td>
<td>Demolition of side garage and rear extension and erection of two storey side extension and single storey rear extension. 88 Monmouth Road Dagenham Essex RM9 5DB</td>
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<tr>
<td>17/02033/FUL</td>
<td>Application Refused on 31 January 2018</td>
<td>Mr Shaaltech</td>
<td>Erection of two storey side/rear extension and loft conversion involving construction of rear dormer window. 71 Eldred Road Barking Essex IG11 7YH</td>
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<tr>
<td>17/02118/PRIOR6</td>
<td>Prior approval required and refused on 31 January 2018</td>
<td>Ms G Yanksom</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.0 metres in total comprising 3.0 metres existing and 3.0 metres proposed; height to eaves: 2.55 metres and maximum height: 3.0 metres). 23 Essex Road Dagenham Essex RM10 8ER</td>
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<td>Mr C Dervish</td>
<td>Erection of single storey rear extension. 57 St Georges Road Dagenham Essex RM9 5JD</td>
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<tr>
<td>17/01953/ FUL</td>
<td>Application Refused on 1 February 2018</td>
<td>Mr M Spicer</td>
<td>Erection of single storey rear extension and loft conversion involving construction of rear dormer window. 73 Beverley Road Dagenham Essex RM9 5HP</td>
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<tr>
<td>17/02048/ CLU_P</td>
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<td>Mr A Mukith</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights. 67 Oulton Crescent Barking Essex IG11 9HF</td>
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<tr>
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<td>Ms M Sekyi</td>
<td>Application for a certificate of lawfulness for a proposed development: Erection of single storey rear extension and conversion of existing garage to habitable room. 4 William Hope Close Barking Essex IG11 0FE</td>
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<td>Installation of internally illuminated fascia and projecting signs and non-illuminated fascia sign and information sign. 101 - 107 Rose Lane Romford Essex</td>
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<td>LBBD – Mr C Richardson</td>
<td>Application for tree works subject to a tree preservation order: Hawthorn hedge in alleyway to be reduced by 30% to existing reduction points. Cavendish Gardens Chadwell Heath Essex</td>
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<td>Ms Raheela Khan</td>
<td>Application for a non-material amendment following grant of planning permission 17/02004/FUL (internal alterations). 18 Lambourne Road Barking Essex IG11 9PR</td>
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<td>17/01259/ FUL</td>
<td>Application Permitted on 2 February 2018</td>
<td>The Beaver Centre</td>
<td>Application for variation of condition following grant of planning permission 16/01262/FUL: Variation of conditions 13 and 14 (restricting permitted uses of Units 1 - 6 of ground, first and second floors) to allow use for purposes within Use Classes B2 and B8. The Beaver Centre Selinas Lane Dagenham Essex RM8 1QH</td>
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<tr>
<td>17/01676/ FUL</td>
<td>Application Refused on 2 February 2018</td>
<td>Ms S Shariff</td>
<td>Conversion of dwelling into 2 one bedroom flats. 444A Lodge Avenue Dagenham Essex RM9 4QS</td>
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<tr>
<td>17/01882/ FUL</td>
<td>Application Permitted on 2 February 2018</td>
<td>Mr E Dunlea</td>
<td>Erection of garage in rear garden and associated hardstanding and fencing. 15 Ethel Cottages Padnall Road Romford Essex RM6 5JB</td>
<td>Chadwell Heath</td>
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<tr>
<td>17/01978/ FUL</td>
<td>Application Refused on 2 February 2018</td>
<td>Mr Bharadia</td>
<td>Demolition of garage and erection of part single/part two storey side extension to provide two bedroom house. 2 Herbert Gardens Chadwell Heath Romford Essex RM6 4BS</td>
<td>Whalebone</td>
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<td>17/02056/ADV</td>
<td>Application Permitted on 2 February 2018</td>
<td>Cardtronics UK Ltd, Trading As CASHZONE</td>
<td>Retention of internally illuminated surround sign and internally illuminated logo panel. 7 Princess Parade New Road Dagenham Essex RM10 9LS</td>
<td>River</td>
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<tr>
<td>17/02058/CLU_P</td>
<td>Certificate issued on 2 February 2018</td>
<td>Mr N Patel</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof and rear dormer window and installation of front rooflights. 52 Philip Avenue Rush Green Romford Essex RM7 0TX</td>
<td>Eastbrook</td>
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<tr>
<td>17/02060/CDN</td>
<td>Application Permitted on 2 February 2018</td>
<td>Swan New Homes Ltd</td>
<td>Application for approval of details reserved by condition 18 (scheme of noise insulation of party construction) in respect of planning permission 16/01183/FUL. 16 - 48 Cambridge Road Barking Essex</td>
<td>Abbey</td>
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<tr>
<td>17/02063/FUL</td>
<td>Application Permitted on 2 February 2018</td>
<td>Mr V Salcius</td>
<td>Application for variation of condition following grant of planning permission 16/01108/FUL: Variation of condition 2 to provide glazed roof to ground and first floor rear extension. 228 Reede Road Dagenham Essex RM10 8ED</td>
<td>Alibon</td>
</tr>
<tr>
<td>17/02164/PRIOR6</td>
<td>Prior approval not required on 2 February 2018</td>
<td>Miss M Choudhary &amp; Miss S Khan</td>
<td>Application for prior approval of proposed single storey rear extension (depth: 6.3 metres; height to eaves 2.9 metres and maximum height: 3.0 metres). 82 Saville Road Chadwell Heath Romford Essex RM6 6DT</td>
<td>Whalebone</td>
</tr>
</tbody>
</table>
### Applications Decided/Refused under Delegated Powers

<table>
<thead>
<tr>
<th>Application Reference</th>
<th>Decision</th>
<th>Applicant</th>
<th>Brief Description of Development and Location</th>
<th>Ward</th>
</tr>
</thead>
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<td>18/00163/FAST</td>
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<td>Mrs H Jawed</td>
<td>Application for a certificate of lawfulness for a proposed development: Loft conversion involving construction of gable end roof, rear dormer window and installation of front rooflights. 15 Sheringham Drive Barking Essex IG11 9AL</td>
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