Present: Cllr Sanchia Alasia (Chair), Cllr Faraaz Shaukat (Deputy Chair), Cllr Abdul Aziz, Cllr Faruk Choudhury, Cllr Edna Fergus, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Rocky Gill, Cllr Kashif Haroon, Cllr Giasuddin Miah, Cllr Chris Rice, Cllr Dominic Twomey and Cllr Jeff Wade

Apologies: Cllr Peter Chand, Cllr Margaret Mullane and Cllr Bill Turner

54. Declaration of Members’ Interests

There were no declarations of interest.

55. Minutes (12 December 2016)

The minutes of the meeting held on 12 December 2016 were confirmed as correct.

56. Vicarage Field Shopping Centre, Station Parade/Ripple Road; 24, 24a, 26 and 28 Station Parade; 30-32 Station Parade; 34 Station Parade; 36-38 Station Parade; 13-15 Ripple Road; 17 Ripple Road; 19 Ripple Road; 21-23 Ripple Road; and PCT Health Clinic, Vicarage Drive, Barking-16/01325/OUT

The Development Management Manager introduced a report on the application relating to Vicarage Field Shopping Centre, Station Parade/Ripple Road; 24, 24a, 26 and 28 Station Parade; 30-32 Station Parade; 34 Station Parade; 36-38 Station Parade; 13-15 Ripple Road; 17 Ripple Road; 19 Ripple Road; 21-23 Ripple Road; and PCT Health Clinic, Vicarage Drive, Barking.

The proposed development was a significant mixed-use regeneration proposal for Barking Town Centre which would provide new and enhanced retail and leisure facilities, affordable workspace, a hotel, a 3-form entry primary school and enhanced replacement healthcare facilities, along with a substantial number of new residential units. It had the potential to be truly transformative to the image and function of the town centre and could provide a catalyst for other developments to come forward. The Design Code to be approved would ensure that the detailed design would be of an exemplar quality to justify the location, heights and density of the proposed development.

The proposed development would contribute towards the Council’s vision for growth and positive change in line with the Growth Commission’s recommendation that Barking Town Centre should continue its direction towards becoming a more urban centre, with an active, interesting street life, a broad range of retail and restaurants and places of employment.

The proposal was 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 Development Management Manager added that there had been a wide consultation conducted on the proposed development and four letters of objection had been received and five were in support of the application. Historic England (HE) did have some concerns about the development although they recognised that majority of the site was outside the conservation area. They consider that the development presents an opportunity to activate this part of the town centre by creating new streets but were concerned at the loss of some buildings and the overall scale of the proposal. Officers, however, consider that that the proposed development would result in less than substantial harm to the conservation area and other heritage assets and that this harm would be outweighed by the very considerable public benefits of the scheme.

The development aligns with strategic policies to optimise the use of brownfield sites in areas of high public transport accessibility and officers therefore support the principle of this mixed-use scheme.

The Development Management Manager went on to explain that the developer had suggested that the scheme would probably be built out in a single phase although the construction of the new development would take the best part of five years to complete. It was accepted that there would be short term disruption in the locality and it was important to ensure that local businesses were relocated as sensitively as possible.

Moving on to the type of housing contained in the application, these would largely be 1 and 2 bedroom units and at least five per cent would be three bedroom units. At least 10% would be classed as Studio accommodation. The development would be of a high-density nature and slightly above the London Plan density range. A minimum of 10% of the residential properties would be of intermediate tenure although this may rise as the applicant would need to carry out a viability review before occupation of the units.

The buildings would be of a high level of design quality and usage of lesser quality materials would fail to maximise the potential to regenerate the town centre. The illustrative scheme shows the highest buildings would be around 26 and 36 storeys but planning policy states that the site is suitable for tall buildings provided they are of exemplary design.

The layout would be largely retail based on the ground floor with spiral staircases, lifts and escalators leading to the first floor which would have more restaurants and provide access to the leisure uses. The area in Vicarage Drive would offer affordable workspace, a cycle hub and the siting of a new Primary School. The streets in the new development would be pedestrianised and their appearance would be in line with the Design Code. In addition, new bridges would provide a link at second floor level across ‘The Field’ which would be a substantial communal open space for the new residents.

The development included four hundred car parking spaces where there were currently 480. The development also included 40 spaces for disabled blue badge holders.
The Chair invited Paul Scott, an objector to the application, to address the Board. Mr Scott considered that the building of high rise housing would not improve the way of life for residents although he accepted that there was an appetite for high quality shops in the locality. He also felt that there would be a substantial increase in congestion and reduction in public spaces. He considered that the development would not guarantee that some retailers would come back to the locality. He added that the development would in his view lead to a ‘clone’ town and that the area needed independent shops. He felt that the development was in no way a guarantee of improving the area and whilst it was the best of intentions, it would not make it a more desirable area to live or work.

The Chair invited Reena Kanda, representing Thames Pharmacy, to address the Board. Ms Khanda stated that she was the owner of 17-19 Ripple Road, which included Thames Pharmacy. She had worked very hard to build the practice and the development, if approved, would ruin her business and would be the imposition of big business into the community. She hoped that the Council would seek to protect local businesses. Ms Khanda considered that there was a great sense of community in the area and this development would have a detrimental effect on the local community, in particular as it would not include enough amenity spaces. She highlighted that the locality had suffered owing to the development of the Lemonade building and Travelodge nearby. The sheer scale of the proposed development was very concerning. She also felt that the application also had failed to honour the 50% target for affordable homes. If the development were approved, then she feared that the Pharmacy would be subject to a Compulsory Purchase Order and considered that the language used by the applicant towards her business was inappropriate. She asked the Board to reject the application and support local businesses.

The Chair invited Peter Cornforth, representing the applicant, to address the Board. Mr Cornforth considered that the development provided a great opportunity for the Borough and was in line with the Council’s Growth Commission and Ambition 2020 reports. He stated that a very comprehensive consultation exercise had been conducted within the locality and there was a great deal of desire shown towards improving employment prospects and housing in the area. He stated that if there was no change in the current Vicarage Field existing development from the 1980’s, he felt that a large proportion of young people would leave the borough. (which had the highest proportion of under 16s in the country). He highlighted conversations he had conducted with young people which showed their enthusiasm for the application and the proposed development. The application would provide great opportunities and potential for the future livelihood of the borough for everyone and in particular young people. This would in turn help to make the borough stronger and more prosperous.

Members expressed concern about the lack of affordable housing contained in the application and also were concerned about the height of the buildings. They also considered that the applicant should do more to ensure that the Mayor’s 50% target of affordable housing was met and wanted an assurance that local businesses should be protected where possible. In response, the Development Management Manager understood the concerns and confirmed that the tallest tower would be taller than the Pioneer Tower in Ilford. With reference to small
businesses, this was addressed at condition 61 (Development Implementation Strategy) which required the developer to submit a scheme to mitigate the impact of the development on the vitality and viability of the town centre. In terms of any Compulsory Purchase Order (CPO), if this was necessary, this would be subject to approval by Cabinet. Re affordable housing, the ten per cent was offered at this stage and there would be viability reviews on occupation to determine if there was any extra profit on the scheme, which would allow the Council to provide affordable housing off site in other borough locations.

Members asked about the values of the properties in the proposed development. The Acting Head of Regeneration & Planning (Planning) advised that the developers referred to a figure of £547 per square feet for current values with a forecast that this would rise to £798 per square foot. In the last few years there had been double digit growth in residential values in the town centre and this would need to be maintained to reach £798 per square foot. Using this benchmark, this would mean properties would be sold for around £450,000. Peter Cornforth added that this would be for a large flat and generally homes would be more affordable than that.

Members asked about the London Plane Tree, which was currently subject to a Tree Preservation Order (TPO) and as part of the development would need to be removed and the Council would receive a £200k sum for replacement tree planting/environmental improvements. They also asked whether the scheme would link into the proposed District Heating Network. The Development Management Manager responded that £200k was based on a formula provided by the Council’s Arborist. With reference to district heating, the developer was minded to link into the network although this would need to be considered further closer to the time of commencement of the development.

Members asked about the usage of the Health Centre in Ripple Road, particularly as it provided a valuable resource for blood tests etc. and asked where it might be relocated if the development were approved. The Development Management Manager advised that as part of the condition there would need to be liaison with the NHS Trust to assess the need for any replacement facilities. The applicant stated that the current facility was not fit for purpose and the Acting Head of Planning and Regeneration (Planning) added that the NHS Family Centre in Axe Street was underused and the NHS would look at this building first.

Members generally supported the application. They felt it was in line with the Growth Commission report as it was not just about “bricks and mortar” but also about the potential social benefits for people, for example supporting the night-time economy. The application was also about showing potential for the future and revitalising the retail economy in the locality.

Members were concerned to ensure that local businesses were protected as far as possible. They were also concerned about an issue raised by one of the objectors that implied the applicant was using threatening language in stating that “you will have to have a CPO” and “we don't care about your pharmacy”. Peter Cornforth responded that he had never written this letter to the pharmacy and comments may have been misinterpreted and apologised that the language used was inappropriate. He added that the issue of CPO was for the
Council and not for the applicant.

(Councillor Gill requested that his name was included as voting against this application)

The Board **granted** 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 5.23 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 that may be required as a result of referral to the Mayor of London):

**Conditions:**

**Definition of Development Plot**

1. “Development Plot” means the Development Plots identified on drawing reference ‘0247_SEW_VF_P_6000 Rev 00’. The Development Plots identified on this drawing are:

   Development Plot A (podium); Development Plot A1; Development Plot A2; Development Plot A3; Development Plot B (podium); Development Plot B1; Development Plot B2; Development Plot B3; Development Plot B4; Development Plot C (podium); Development Plot C1; Development Plot C2; Development Plot C3; Development Plot C4; and Development Plot D.

**Time Limits and Submission of Reserved Matters**

2. Approval of the details of the appearance, scale and landscaping of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority, 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.

3. The first reserved matters application shall be made to the Local Planning Authority for approval before the expiration of three years from the date of this outline permission. All remaining reserved matters applications, with the exception of the primary school site, shall be submitted to the Local Planning Authority for approval before the expiration of six years from the date of this outline permission. The reserved matters application for the primary school site shall be submitted to the Local Planning Authority for approval before the expiration of ten 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).
4. The development 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, excluding the reserved matters in respect of the primary school site.

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 Plans and Documents**

5. The Outline Planning Permission hereby permitted shall be completed in accordance with the following submitted Parameter Plans and Development Specification and schedules therein:

Parameter Plans prepared by Studio Egret West:

- 0247_SEW_VF_P_6000 Rev 00
- 0247_SEW_VF_P_6001 Rev 01
- 0247_SEW_VF_P_6002 Rev 01
- 0247_SEW_VF_P_6003 Rev 01
- 0247_SEW_VF_P_6004 Rev 01
- 0247_SEW_VF_P_6005 Rev 01
- 0247_SEW_VF_P_6006 Rev 01
- 0247_SEW_VF_P_6007 Rev 00
- 0247_SEW_VF_P_6008 Rev 01
- 0247_SEW_VF_P_6009 Rev 02

Development Specification with the following schedules:

- Table 1 - Total Floorspace by Use Class
- Table 2 - Proposed Unit Mix
- Table 3 - Car Parking Use Mix
- Table 4 - Parameter Plan List and Description

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

**Phased Development**

6. No development shall take place (excluding demolition, the laying of any estate roads, site clearance and preparation works) 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 reliefs to be determined.

**In accordance with the Design and Access Statement, Design Code and Development Specification**

7. All reserved matters applications shall include a statement to demonstrate compliance with the Design Code and principles of the Design and Access...
Statement, both prepared by Studio Egret West and the Development Specification prepared by DP9.

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 Management

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 only.

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.

9. 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) 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 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.

10. No development shall commence, including any works of demolition, until a Construction Logistics Plan 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 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.

Land Contamination

11. No development shall commence, including any works of demolition, until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

   (i) a survey of the extent, scale and nature of contamination;
   (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwater 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’.
12. No development shall commence, including any works of demolition, until a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

13. 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.

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 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 12, 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 11 to 14: Contamination must be identified prior to commencement of development, excluding demolition of above ground structures, 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

15. A) No demolition or development shall commence until a stage 1 archaeological written scheme of investigation (WSI) 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 development, 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

16. Prior to the erection of any crane on the site details of the construction methodology and the use of the crane(s) shall be submitted to the Local Planning Authority for approval in writing in consultation with London City Airport. The details shall include the proposed location(s) and maximum operating height(s) of the crane(s) and the start/finish dates for use of the crane(s).

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

17. The tallest building within the development must be lit with steady red medium intensity obstacle lighting which is visible from all angles. This should be maintained for so long as the development shall exist.

Reason: To ensure that the completed development will not adversely affect the operation of London City Airport.

Building Regulations M4 (2) and M4 (3)

18. Ninety percent (90%) of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) 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.
19. Ten percent (10\%) of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (3) ‘wheelchair 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. Wheelchair units shall not be located in Development Plots that do not have direct lift access to the car park.

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

20. **Security Management Scheme**

A Development Plot shall not be occupied until a security management scheme for that Development Plot including, for example, details of CCTV, concierge services, door entry systems, secure access to the residential entrance points from the car park and car park security, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the development meets Secured by Design standards. The approved scheme shall be implemented prior to occupation of the Development Plan 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.

21. **External Lighting**

A Development Plot shall not be occupied until an external lighting scheme for that Development Plot, including any lighting of the building(s) in that Development Plot, 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. Any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum and directed away from the boundary features to ensure there is no increase in light levels. The approved scheme shall be implemented prior to occupation of the Development Plot 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
Communal Television and Satellite System

22. No satellite dishes may be installed on the exterior of any of the Development Plots, with the exception of one roof mounted dish per Development Plot providing a communal system available to each resident of the Development Plot.

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 Plot, details of all boundary fences, walls, railings, gates and other boundary treatment for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the Development Plot 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.

Trees and Biodiversity

24. 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.

25. There shall be no vegetation clearance, tree works or works to existing building roof tops during the bird breeding season (February to September). If this is not possible a check for the presence of active nests and nesting birds shall be undertaken immediately prior to the commencement of the relevant works by a suitably qualified ecologist. If nests/nesting birds are present, the relevant works must be delayed until the nesting season is over and the fledglings have left the surrounding area.

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

26. No above ground new development shall commence in a Development Plot 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 that Development Plot 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 roof of one of the tall buildings should be designed to incorporate at least one nest site designed for peregrine falcons. The approved scheme shall be implemented prior to occupation of the Development Plot and permanently retained thereafter.


27. A Development Plot shall not be occupied until a detailed scheme for the provision and maintenance of any green roofs to be provided in that Development Plot 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 Development Plot. 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 policy BR3 of the Borough Wide Development Policies Development Plan Document.

28. A Development Plot shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas in that Development Plot, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.


Transport

29. The basement parking level shall not be occupied until details of petrol and oil interceptors for all car parking, servicing and loading areas at the basement parking level 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 occupation of the development.

Reason: To prevent pollution of the water environment in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

30. The basement parking level shall not be occupied until details of the car
parking layout, allocation, management and charging arrangements, electric vehicle charging points and passive provision for electric vehicles have been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that at least 20% of all residential parking spaces are for electric vehicles with an additional 20% passive provision and at least 20% of all public and non-residential parking spaces are for electric vehicles with an additional 20% passive provision. Accessible car parking spaces for residents, the quantum being equivalent to 5% of the proposed number of residential units, shall be provided and clearly marked with a British Standard disabled symbol. The approved details shall be implemented prior to occupation of the development and shall be permanently retained thereafter and used for no other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, 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.

No above ground new development shall commence in a Development Plot until details of cycle parking for that Development Plot, 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 Development Plot 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.

32. Prior to the occupation of the development a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London. 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 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.

Surface Water Drainage

33. No development shall commence until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the
hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: The Drainage Scheme is required prior to commencement of development 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.

**Piling**

34. 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, and have the potential to impact on, local underground sewerage utility infrastructure.

35. 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 and Vibration**

36. A venue operation and noise mitigation strategy for all entertainment uses shall be submitted to the Local Planning Authority for approval in writing prior to the occupation of these uses. The strategy shall include, but is not limited to, demonstrating the design and operation mitigation methods required to create an adequately quiet noise environment for all ‘noise-sensitive uses’. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the proposed residential units and surrounding residential properties are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

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

Reason: To ensure that noise-sensitive rooms within the proposed development and neighbouring developments are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

38. The combined rating level of the noise from any plant installed pursuant to this permission 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 by more than 10 dB. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that noise-sensitive rooms within the proposed development and neighbouring developments are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

39. No above ground new development shall commence in a Development Plot until full details of a scheme of acoustic protection of habitable rooms in that Development Plot against external 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. 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 Development Plan Document and policy 7.15 of the London Plan.

40. No development shall commence in a Development Plot until details of a scheme of vibration mitigation to be incorporated into the foundations of the building(s) in the Development Plot have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to ensure that:

a) re-radiated noise does not exceed 35 dB LAF\text{max} in any habitable room; and
b) the vibration value in any habitable room does not exceed 0.2 ms\textsuperscript{-1.75} day (07:00 hrs to 19:00 hrs) or 0.1 ms\textsuperscript{-1.75} night (23:00 hrs to 07:00 hrs).

The approved scheme shall be fully implemented before the first residential
occupation of the building to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise and vibration and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

41. 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 Development Plan Document and policy 7.15 of the London Plan.

42. The delivery/collection of goods associated with the commercial uses is only permitted to take place between the hours of 07:00 hrs and 23:00 hrs on any day.

Reason: To prevent any undue disturbance to residential occupiers of the proposed development and neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

43. The handling of bottles and/or the movement of bins and rubbish is not permitted take place outside the premises between the hours of 23:00 hrs on one day and 07:00 hrs the following day.

Reason: To prevent any undue disturbance to residential occupiers of the proposed development and neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Bat Survey

44. Prior to demolition of the existing buildings a dusk emergence and dawn re-entry transect survey shall be undertaken in order to locate any potential roost sites and record bat activity levels within, and adjacent to, the site. These surveys should be undertaken between May and August within the bats active period.

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

Kitchen Extract Ventilation

45. Prior to the occupation of any A3 or A5 uses, details of the appearance of any kitchen extract ventilation system and associated equipment (which shall include measures to alleviate fumes and odour and (incorporating electrostatic precipitators and activated carbon filters where necessary) shall be submitted to and approved in writing by the Local Planning Authority. The approved
details shall be fully implemented before the first use of the relevant commercial 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**

46. The development shall incorporate and maintain energy efficiency and renewable energy measures in line with the energy strategy set out in the Framework Energy Statement prepared by Scotch Partners LLP. An Energy Statement demonstrating compliance with the Framework Energy Statement shall be submitted to the Local Planning Authority for approval in writing for each reserved matters application. The Energy Statement shall also include details of any energy centre, 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 in accordance with policies BR1 and BR2 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.

47. No above ground new development shall commence until details of any Combined Heat and Power Plant (CHP) to be installed at the premises have been submitted to and approved in writing 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 of the chimney;
- the position and descriptions of buildings near it;
- 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.

b) demonstrate that the emission standards for CHP plant for Band A locations set out in Appendix 7 of Mayor of London’s ‘Sustainable Design and Construction’ Supplementary Planning Guidance will be satisfied.

Reason: To protect the amenity of residential occupiers of the proposed development and neighbouring properties in accordance with policies BR14 and BP8 of the Borough Wide Development Policies Development Plan Document.

48. The non-residential elements of the development hereby permitted, excluding the primary school, shall achieve a BREEAM ‘Excellent’ rating.
Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy CR1 of the Core Strategy and policy BR1 of the Borough Wide Development Policies Development Plan Document.

HighSpeed 1

49. The developer shall enter into discussions with HighSpeed1 (HS1) and their engineer, Network Rail (High Speed), as soon as practicable to assist in identifying the likely effect of the development on HS1 or HS1 Property.

Reason: The nature of the proposed development is such that detailed discussion is required concerning the design, construction, future maintenance and demolition of the development to ensure that it does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1.

50. Prior to the start of construction, details of the design of the foundations and other works proposed below existing ground level shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: To ensure that loads on, and settlement of, HS1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HS1.

51. Prior to the start of site investigations involving a borehole or trial pit deeper than one metre, details of the location and depth of site investigations including a method statement shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. This activity shall then be carried out only in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: No such information has been provided and is required in order that the borehole or trial pit is at an acceptable vertical and horizontal distance from the tunnel such that it does not compromise the integrity, safety or operation of HS1.

52. No demolition activity shall take place until the proposed methodology has been submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Demolition activity shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: No such information has been provided and demolition activity could pose a risk to the safety, security and operation of HS1.

53. Prior to the start of construction activity engineering details of the size, depth and proximity to HighSpeed1 of any excavations shall be submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Excavations shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has
previously agreed in writing to any change.

Reason: No such details have been provided. To ensure that the stability HS1 tunnels, structures, track and other infrastructure is not prejudiced.

54. Prior to the start of construction, details of the size, loading and proximity to HighSpeed1 of additional ground loads such as stockpiles shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Works shall be carried out in conformity with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: To ensure that the stability of HS1 tunnels, structures, track and other infrastructure is not prejudiced.

School

55. Prior to occupation of the school hereby permitted a noise management plan relating to the mitigation of noise emissions from the premises shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to, the mitigation of noise from the use of the rooftop play/sports space. The approved scheme shall be implemented at all times thereafter.

Reason: To protect the amenity of residential occupiers of the proposed development and neighbouring properties and to accord with policy BP8 of the Borough Wide Development Policies Development Plan Document.

56. Prior to occupation of the school hereby permitted a School Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to manage and spread arrivals and departures of staff and pupils, minimise deliveries within the times of peak traffic congestion on the local road network and shall include, where relevant, community use management. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In order to minimise the impact of the development on the free flow of traffic on the local highway network during peak periods and in the interests of highway safety and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

57. Prior to occupation of the school hereby permitted a Travel Plan for the school, which shall include proposals for minimising car-borne travel and encouraging walking, cycling and the use of public transport, shall be submitted to and approved in writing by the Local Planning Authority. 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 6.1 of the London Plan and policy BR10 of the Borough Wide Development Policies Development Plan Document.
**Temporary Access Strategy**

58. No development shall commence until a temporary access strategy detailing temporary routes for pedestrians and cyclists through the site has been submitted to and approved in writing by the Local Planning Authority. Provisions for pedestrians shall be fully accessible to all, including people with disabilities. Details of any temporary boundary treatment should also be provided. The development shall be implemented in accordance with the approved strategy and shall be maintained thereafter until completion of the development.

Reason: The temporary access strategy is required prior to commencement of the development to ensure an inclusive environment is maintained at all times in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Directional Signage**

59. Prior to occupation of the development details of all proposed directional signage within the development shall be submitted to and approved in writing by the Local Planning Authority. The approved signage shall be implemented prior to occupation of the development and maintained thereafter.

Reason: In the interests of ensuring a legible and accessible environment and in the interests of the appearance of the development 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.

**Site Levels**

60. No above ground new development shall commence in a Development Plot until existing and proposed site levels for that Development Plot have been submitted to and approved in writing by the Local Planning Authority.

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

**Development Implementation Strategy**

61. No development shall commence until a development implementation strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be limited to, details of any phasing, measures to mitigate the impact of the development on the vitality and viability of Barking Town Centre during the demolition and construction phase including meanwhile uses, an arts strategy for the construction hoardings and details of consultation undertaken with the local Commissioner for NHS Community Pharmacy Services to confirm any reasonable mitigation measures required to ensure adequate provision of local pharmacy services during construction. The development shall be implemented in accordance with the approved details.
Reason: The development implementation strategy is required prior to commencement of the development to ensure that existing businesses are supported in their desire to relocate and to ensure a similar level of function, vitality and viability of the town centre as is currently experienced throughout the construction period of the development having regard to the nature and scale of the development, and in accordance with policy CE1 of the Core Strategy and policy BE2 of the Borough Wide Development Policies Development Plan Document.

*Long-Term Maintenance of Buildings and Public Realm*

62. Prior to occupation of the development a scheme for the long-term maintenance of the buildings and public realm within the development shall be submitted to and approved in writing by the Local Planning Authority. The buildings and public realm shall be maintained in accordance with the approved scheme thereafter.

Reason: To ensure the long-term maintenance of the buildings and public realm and to protect the character and amenity of the area 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.

*(At the conclusion of this item, the Board adjourned from 8.33-8.41 pm)*

57. **Kingsley Hall, Parsloes Avenue, Dagenham-16/01518/OUT**

The Development Management Manager introduced a report on the application relating to Kingsley Hall, Parsloes Avenue, Dagenham. The proposal was to comprehensively redevelop the Kingsley Hall community centre site, but retaining the existing historic Sunshine building for continued use as a nursery, providing a replacement multi-use community centre and sports hall, 6 key worker flats, and 32 one and two-bedroom flats.

The accommodation would be provided in three and four storey blocks located on the perimeters of the site, with internal courtyards providing amenity space and car parking.

The application was a hybrid with Phase 1 of the scheme fully detailed and Phase 2 submitted in outline.

The design was considered to be high quality and will activate and animate the street frontages, and ‘announce’ the purpose of the building as a focal point for the local community. This was in contrast to the existing site which is poorly designed with some lacklustre buildings that are set back from the road and somewhat hidden from public view.

Kingsley Hall was well known and respected in the area for its community services and support to local residents and as a venue for local events since 1929.

The proposed development would enable the charity to continue this work and
improve its services within attractively designed and user friendly buildings, whilst also making the most of the potential of the site to provide additional housing that will contribute to housing need.

In respect of the proposed 32 flats within Phase 2 a viability appraisal would be required to be submitted at the reserved matters stage that will be tested by the Council. This was to ensure that sub-market (affordable) housing was maximised on the site subject to viability in accordance with London Plan policy.

There had been no objections to the application and six letters of support had been submitted from local residents and existing users of Kingsley Hall. The proposed development would result in significant benefits to the local community, and significantly enhance the appearance of the site and the surrounding street scene.

The scheme was in accordance with the relevant development plan policies and would contribute to the Council’s corporate priorities of encouraging civic pride; enabling social responsibility; and growing the Borough.

Councillor Elizabeth Kangethe, Parsloes Ward Councillor, was invited to address the Board. She fully supported the application as a local resident and considered that it would enhance the local community and it was a much needed resource.

Members asked about the key worker housing in phase 1. These two properties were for community workers.

Members also asked about the proposed ownership of the thirty two flats. Chris Kapnisis, Director of Kingsley Hall stated that these would be targeted towards those in social need, particularly people with disabilities, and they were working closely with Livability and Habitat for Humanity, well known national charities, on this scheme.

The Board granted planning permission subject to the following conditions:

1. The development of Phase 1 of the permitted scheme (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) 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 of Phase 1 (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) hereby permitted shall be carried out in accordance with the following approved plans:

   A1013 2.1-PL1000 Rev. C
   A1013 2.1-PL1001 Rev. C
   A1013 2.1-PL1002 Rev. C
   A1013 2.1-PL1003 Rev. C
   A1013 2.1-PL1004 Rev. B
Reason:  For the avoidance of doubt and in the interests of proper planning.3.
No above ground level development within Phase 1 (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) shall take place until details/samples of all materials to be used in the construction of the external surfaces of Phase 1 of the development have been submitted to and approved in writing by the Local Planning Authority. The development of Phase 1 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.

3. No above ground level development within Phase 1 (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) shall take place until details/samples of all materials to be used in the construction of the external surfaces of Phase 1 of the development have been submitted to and approved in writing by the Local Planning Authority. The development of Phase 1 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 above ground level development within Phase 1 (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for Phase 1 of the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained.

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

5. The Phase 1 landscaping scheme as approved in accordance with condition No. 4 shall be carried out in the first planting and seeding seasons following the occupation or completion of Phase 1 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.
6. No above ground level development within Phase 1 (as shown on drawing No. A1013/2.1/PL 1000 Rev. C) shall take place until a scheme showing those areas of Phase 1 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 Phase 1 of the development and thereafter permanently retained. 

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

7. The Phase 1 car parking spaces indicated on Drawing No. A1013 2.1-PL1001 Rev. C shall be constructed and marked out prior to the occupation of Phase 1 of the development, including the accessible parking bays (that shall be clearly marked with a British Standard disabled symbol), and details shall be submitted to and approved by the Local Planning Authority of the number and location of Electric Vehicle Charging Point bays (to be installed with active charging points) and the parking spaces and charging points shall thereafter be implemented in accordance with the approved details prior to occupation of Phase 1 and retained permanently for the use of occupiers and visitors to the premises and not used for any other purposes (excluding any temporary arrangements in relation to the construction of Phase 2) and the accessible parking bays shall be permanently retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

8. Cycle parking for Phase 1 of the development (as shown on drawing No. A1013 2.1-PL1001 Rev. C) shall be provided in accordance with the details shown on drawing No. A1013 2.1-PL1001 Rev. C prior to the occupation of Phase 1 of the development and thereafter maintained for the use of residents and visitors to the site, unless otherwise agreed in writing by the Local Planning Authority.

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

9. The Phase 1 refuse enclosures indicated on drawing No. A1013 2.1-PL1001 Rev. C shall be constructed in accordance with the approved plans prior to the occupation of Phase 1 of the development hereby approved and thereafter permanently retained for the use of the occupiers of the premises, with the exception of the temporary refuse enclosures indicated.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.
10. Phase 1 of development shall be implemented in a manner that does not materially depart from the submitted ‘Built Physics Limited’ BREEAM Pre-Assessment report (September 2016) and shall achieve a minimum BREEAM rating of ‘Very Good’.

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

11. Phase 1 of the development shall be carried out in accordance with the submitted ‘Built Physics Limited’ Energy Statement (September 2016) unless otherwise approved in writing by the Local Planning Authority, and the energy strategy shall result in a minimum reduction in carbon emissions of 35% in comparison with the minimum requirements of Part L of the 2013 Building Regulations.

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.

12. The Phase 1 temporary car park shall be installed and thereafter maintained for the use of residents and visitors to the site in accordance with the details shown on drawing No. A1013/2.1/PL 1000 Rev. C until the commencement of Phase 2 of the development.

Reason: In order to ensure the provision of adequate on site car parking during the construction of Phase 1 in view of the loss of the existing Phase 1 car parking spaces that will occur after commencement of the development in the interest of residential amenity and highway safety and in accordance with policies BP8 and BR9 of the Borough Wide Development Policies Development Plan Document.

13. No development above ground level within either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B) 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 for that Phase. 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.

14. No development above ground level within either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B) shall take place until a scheme showing the provisions to be made for 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.
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.

15. Any kitchen extract system installed pursuant to this permission is to include measures for the removal and treatment of cooking odours. The measures shall have regard to and be commensurate with guidance and recommendations in publication 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. DEFRA, 2005. In the event that an external flue is required it shall be installed in accordance with details that shall have been submitted to and approved by the Local Planning Authority.

Reason: In order to protect the health and residential amenities of future occupiers and in accordance with policies BR14 and BC10 of the Borough Wide Development Policies Development Plan Document.

16. The community centre buildings and workshops hereby permitted shall not be open to visiting members of the public between the hours of 07:00 and 23:00 on any day except Christmas Eve, Easter Friday and the Easter Bank holiday, unless otherwise agreed in writing by the Local Planning Authority.

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

17. Noise from any entertainment, including live and amplified music taking place within the community centre buildings hereby approved 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 order to prevent noise nuisance to future residential occupiers of the development and in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

18. Prior to first residential occupation within either Phase (as shown on
drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B) a
scheme of noise mitigation (window insulation/acoustic ventilation of habitable
rooms/acoustic screens to balconies and restriction on plant noise emission) in
line with the specifications provided in the noise assessment report, reference
AC101951r2, is to be fully implemented. The noise mitigation measures are to
be maintained at all times thereafter.

Reason: In order to protect future occupiers from noise nuisance and in
accordance with policies BR13 and BP8 of the Borough Wide Development

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
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 and shall be designed
to minimise upwards light and shall also 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.

Reason: In order to protect the amenities and security of future occupiers and
to protect wildlife habitat in accordance with policies BR3, BC7 and BP8 of the

20. Construction work and associated activities are only to be carried out
between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00
Saturday with no work on Sundays or public holidays, and shall be carried out
in accordance with the recommendations contained within British Standard
and open sites”. Parts 1 and 2. Any works which are associated with the
generation of ground borne vibration are only to be carried out between the
hours of 08:00 and 18:00 Monday to Friday.

Reason: 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.

21. Measures to control the emission of dust, dirt and emissions to air are 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 during demolition and
construction works associated with the development.

Reason: In order to prevent nuisance to neighbouring occupiers and to
minimise air pollution in accordance with policy 7.14 of the London Plan.

22. 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:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

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

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

23. 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.

24. 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.

25. 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 22, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 23, 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 in accordance with condition 24.

Reason for Conditions 22 to 25: 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.

26. No vegetation, scrub, tree clearance, or tree works may take place between 15 February and 30 September unless approved in writing by the Local Planning Authority, whereby in accordance with a bird nesting survey strategy approved by the Local Planning Authority a survey shall be carried out no more than 2 days prior to the clearance work, and if any nesting birds are found, the works will be delayed until the nests are no longer being used and the fledglings have left the area.

Reason: In order to prevent harm to wildlife habitats and in accordance with Policy BR3 of the Borough Wide Development Policies Development Plan Document.

27. No phase of the development shall be occupied until bird nesting and bat roosting boxes for that Phase have been installed on the buildings or in any trees within that Phase of 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, and where possible the boxes shall be incorporated within the structure of the buildings or roof spaces.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply 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.

28. No above ground development within either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B) shall commence until details of the proposed living roofs for that Phase including their type, location and specific purpose together with a maintenance schedule has been submitted to and approved in writing by the Local Planning Authority. The living roofs shall be constructed in accordance with the approved details and thereafter maintained in accordance with the approved maintenance schedule.

Reason: In the interests of reducing the impact of the development on the mains drainage system, enhancing the insulation of the building and contributing to biodiversity and in accordance with policy CR1 of the Core Strategy and policies BR3, BR4 and BP11 of the Borough Wide Development

29. Prior to the commencement of the demolition of any existing building a bat inspection of the internal roof spaces of that building shall be carried out by a qualified ecologist. The results shall be submitted to the Local Planning Authority. If there is evidence of bat roost(s) within the building its demolition shall not commence until the submission to and approval by the Local Planning Authority of a bat habitat mitigation strategy. (Where the inspection result is negative demolition shall take place within 12 months of the inspection, and if this period is exceeded a further inspection shall be carried out in accordance with the above prior to demolition). The development shall then be carried out in accordance with the approved strategy.

Reason: In order to prevent harm to wildlife habitats and in accordance with Policy BR3 of the Borough Wide Development Policies Development Plan Document.

30. Prior to commencement of either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B), a scheme for the provision of sustainable surface water drainage management for that Phase shall be submitted to, and approved in writing by the Local Planning Authority. If submitted on a Phased basis the scheme shall take account of any impact on land within the adjacent Phase of the development. The development shall be carried out in accordance with the approved scheme.

The scheme shall clearly demonstrate how it is designed to minimise surface water run-off from the site water by providing information on:

- Potential to incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan.
- Calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus climate change
- Flood Risk Assessment

Reason: The drainage scheme is required prior to commencement of development 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.

31. No above ground works within either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B) shall commence until the completion of a highways agreement for that Phase that secures the provision of the new vehicular accesses and the re-instatement of the existing dropped kerbs that will become redundant, and subject to feasibility makes provision for the planting of street trees within the pavement of Parsloes Avenue in front of the site, as shown on drawing No. A1013/2.1/PL 2000 Rev. B, unless otherwise agreed in writing by the Local Planning Authority. The approved vehicular access and planting arrangements for each Phase shall be completed prior to the occupation of that Phase.

Reason: To ensure the provision of a satisfactory access to the development in
the interests of highway safety and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

32. No development shall commence within either Phase (as shown on drawing Nos. A1013/2.1/PL 1000 Rev. C and A1013/2.1/PL 2001 Rev. B), including any works of demolition, until an Employment and Skills Strategy applicable to the construction of that Phase has been submitted to the Local Planning Authority for approval in writing. The Strategy shall promote employment opportunities for, and encourage job applications from, local people and businesses related to the construction. In particular, work experience opportunities for young people 18-24 years should be included in the Strategy. Any skills training opportunities should also be considered and incorporated if possible. The approved Strategy shall be implemented for each Phase in partnership with the Council’s Employment and Skills Team.

Reason: Details are required prior to commencement in order to encompass the full range of site work to be carried out including demolition, and the strategy is required in order to contribute to the local economy and local residents in need of employment and in accordance with the principles within policy CC3 of the Core Strategy.

33. Approval of details of the appearance, landscaping, layout and scale (The ‘Reserved Matters’) of Phase 2 of the proposed development (as shown on A1013/2.1/PL 2001 Rev. B) shall be obtained from the Local Planning Authority in writing before the development of Phase 2 is commenced.

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

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

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

35. Phase 2 of the development hereby permitted (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved for Phase 2.

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).

36. The siting, scale and massing of the buildings within Phase 2 (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) shall not materially depart from the indicative drawings submitted for Phase 2 listed below; including that the maximum height of buildings fronting Cornwallis and Hobart Roads shall be 3 storeys (excepting access doors to the roof, and a four storey element at the corner of Parsloes Avenue and Cornwallis Road as shown on drawing No. A1013/2.2/PL2004 Rev. B) and 4 storeys fronting Parsloes Avenue, and the
minimum set back of the building frontage from the site boundaries shall not materially depart from that shown on drawing No. A1013/2.1/PL 2000 Rev. B.

Drawing Nos:
A1013/2.2/PL2001 Rev. B
A1013/2.2/PL2002 Rev. B
A1013/2.2/PL2003 Rev. B
A1013/2.2/PL2004 Rev. B
A1013/2.2/PL2005 Rev. B
A1013/2.2/PL2006 Rev. B
A1013/2.2/PL2007 Rev. B
A1013/2.2/PL2012

Reason: In order to ensure that the scale of the development does not detract from the character of the area and to protect the amenities of neighbouring residents and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

37. The reserved matters application in respect of Phase 2 of the development shall be accompanied by the submission of a development viability assessment that shall demonstrate the optimisation of the provision of sub-market (affordable) housing within this Phase, which may also have regard to the impact on the viability of the overall scheme caused by the delivery of Phase 1 community centre.

Reason: Insufficient detail has been provided with the outline application, and in order to allow an up to date assessment of market conditions at the time of the reserved matters application, and in accordance with policy BC1 of the Borough Wide Development Policies Development Plan Document and policy 3.12 of the London Plan.

38. All residential units within Phase 2 shall be designed to achieve the minimum internal and external space standards set out within policy 3.5 of the London Plan and the ‘nationally described space standard’ and the London Plan Housing Supplementary Planning Guidance (SPG).

Reason: In order to ensure a good standard of accommodation for future residents and in accordance with policy 3.5 of the London Plan and the Housing SPG.

Reason: In order to contribute to housing need and to contribute to the creation of a mixed and balanced community and in accordance with policy 3.8 of the London Plan.

39. Prior to any above ground development within Phase 2 of the development (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) details shall be submitted to and approved by the Local Planning Authority of the location and unit type of a minimum of 3 residential units within the Phase to be constructed to achieve Building Regulation M4 (3) ‘Wheelchair user dwellings’ standards. The development shall be carried out in accordance with the approved details.

Reason: To ensure that accessible housing is provided in accordance policy BC2 of the Borough Wide Development Policies Development Plan Document
40. Aside from the ‘Wheelchair user dwellings’ the subject of condition 40, all remaining Phase 2 residential units hereby permitted shall be constructed to achieve Building Regulation M4 (2) ‘Accessible and adaptable dwellings’ standards.

Reason: To ensure that accessible housing is provided in accordance policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the London Plan. Minor variations may be agreed in writing by the Local Planning Authority.

41. Prior to any above ground development of Phase 2 of the hereby permitted development (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) details shall be submitted and approved by the Local Planning Authority of the layout and allocation of the Phase 2 car parking spaces, designed to provide a minimum of 23 off street car parking spaces, including a minimum of 3 accessible parking spaces, and bays served by electric vehicle charging points in accordance with London Plan standards. The approved parking arrangement shall be constructed, marked out, and thereafter permanently maintained for the purpose of general parking, accessible parking, and electric vehicle parking for the use of residents and visitors to the site prior to occupation of Phase 2.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

42. No above ground development shall take place within Phase 2 of the development (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) until the submission to and approval by the Local Planning Authority of details of the proposed cycle parking. The approved cycle parking shall be installed prior to occupation of the Phase and thereafter maintained.

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.

43. No above ground development shall take place within Phase 2 of the development (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) until the submission to and approval by the Local Planning Authority of details of the proposed refuse storage enclosures. The approved refuse storage shall be installed prior to occupation of the Phase and thereafter maintained.

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

44. The workshop/life skills training centre hereby approved shall be utilised only in an ancillary capacity to the Kingsley Hall community centre, and any employment skills training undertaken shall be restricted to activities that would
otherwise fall within Use Class B1 of the Use Classes Order, i.e. uses which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Reason: In order to prevent any nuisance to existing neighbouring occupiers and future occupiers of the residential development and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

45. No above ground development shall take place within Phase 2 of the development (as shown on drawing No. A1013/2.1/PL 2001 Rev. B) until the submission to and approval by the Local Planning Authority of an energy strategy that is designed to achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013). The development shall be carried out in accordance with the approved details.

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.

58. 759 Becontree Avenue, Dagenham- 16/00633/FUL

The Development Management Manager introduced a report on the application relating to 759 Becontree Avenue, Dagenham. The application site was a mid-terrace property located on the northern side of Becontree Avenue, Dagenham. The ground floor unit is occupied by a newsagent/convenience store, the first floor and roof space above comprises of a 2-bedroom flat split over 2 levels. The application sought permission for the erection of a ground floor extension at the rear of the shop and extensions to the upper floor levels in order to convert the 2-bedroom flat into two separate 1 bedroom flats. An external staircase located in the rear service yard was proposed to provide separate access to the flats above.

The proposed development also included alterations to the external rear façade. The premises formed one of a tight cluster of buildings characterised by disjointed rear elevations with little design merit. As such the proposal would have little impact on the character and appearance of the area.

Each of the flats accords with the Technical Housing Standards – nationally described space standards (March 2015) as reflected in the Housing Standards of the London Plan March 2016.

The application did not make any provision for access to amenity space, however, it was common for flats above shops not to benefit from such amenity space and in these circumstances the lack of such provision was considered to be acceptable. The existing 2 bedroom flat did not benefit from any outdoor space.

There was no existing or proposed off-street parking provision for this development. This was not, per se, contrary to policy, and given the moderate public transport accessibility level (PTAL) rating for the site and the minor
nature of the proposal which is unlikely to generate much, if any, parking demand the absence of off-street parking is considered to be acceptable.

The Board granted planning permission subject to the following conditions:

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

2) The development hereby permitted shall be carried out in accordance with the following approved plans: F7-01, F7-02, F7-03, F7-04, F7-05, F7-06, F7-07, F6-08, F7-12
   
   Reason: For the avoidance of doubt and in the interest of proper planning.

3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those in the existing building.
   
   Reason: To ensure the development respects the appearance of the existing property and to maintain the amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

59. Town Planning Appeals

The Board noted details of the following appeals:

Appeals Lodged

The following appeals have been lodged:

None.

Appeals Determined

The following appeals have been determined by the Planning Inspectorate:

a) Enforcement appeal – Unauthorised construction of rear extension – 143 New Road, Dagenham (River Ward)

   Planning Inspectorate’s Decision: Appeal dismissed 21 December 2016 (see attached).

b) Enforcement appeal – Unauthorised change of use of single family dwellinghouse to a house in multiple occupation – 10 Wilthorne Gardens, Dagenham (Village Ward)

   Planning Inspectorate’s Decision: Appeal dismissed 19 December
c) Use of single dwelling as house in multiple occupation - 10 Wilthorne Gardens, Dagenham (Ref: 15/01444/FUL – Village Ward)

Application refused under delegated powers 27 January 2016 for the following reasons:

1. The proposed development would result in the loss of a 5 bedroom family house to the detriment of the stock of family housing in the borough, contrary to policy BC4 of the Borough wide Development Policies DPD (March 2011).

2. The proposed development, by virtue of the intensification of the existing single dwellinghouse use, would lead to a material increase in levels of noise and disturbance to the detriment of the residential amenity of neighbouring occupiers, contrary to policy BP8 of the Borough wide Development Policies DPD (March 2011).

3. The proposed development would exacerbate existing car parking pressure in Wilthorne Gardens, which is a narrow cul-de-sac, contrary to policies BR9 and BR10 of the Borough wide Development Policies DPD (March 2011).


60. Delegated Decisions

The Board noted details of delegated decisions for the period 17 October-25 November 2016.

Minutes agreed as a true record.

Chair: ........................................

Date: ........................................