Barking and Dagenham Council
Development Control Board

Date: 4 September 2017

Application No: 16/02007/FUL
Ward: Thames

Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:
The application because of its scale, impact upon the environment and the level of likely Councillor interest should, in the opinion of the Acting Head of Planning be determined by the Development Control Board.

Address:
The Short Blue, Bastable Avenue, Barking

Development:
Construction of a part 3/4/5 storey building comprising 9 one bedroom and 14 two bedroom flats with associated 23 car parking spaces and landscaping

Applicant:
Estuary Housing Association

Contact Officer:
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Summary:
The application site is a vacant plot located on the north side of Bastable Avenue adjacent to the junction with Endeavour Way in Barking, that was formerly occupied by a public house called the ‘Short Blue’ that has since been demolished.

The application seeks planning permission for the erection of a 3 to 5 storey building providing 9 one-bedroom flats and 14 two bedroom flats incorporating car parking and landscaping.

Several neighbour objections have been raised expressing concern about the height of the proposed building and the impact on the availability of on street parking.

Despite the objections raised which are addressed below, the scheme is acceptable in terms of the principle of the development, external appearance, internal design, amenity space, accessibility, sustainability, and parking provision.

Recommendation:

That the Development Control Board grant planning permission subject to the completion of a Section 106 agreement to secure the shared ownership sub-market housing, a Marketing Strategy that gives priority to Borough residents to acquire the shared ownership units and which includes a restriction on sales to any non-Borough residents within the first 3 months of marketing, and a clause that will prevent residents of the development from obtaining a parking permit for on street parking in the event that a Controlled Parking Zone (CPZ) is in future introduced within the vicinity of the site, and the transfer to the Council of a strip of land along the east boundary of the site in order to enable the widening of the pavement of Endeavour Way, and the following conditions...
1. The development permitted shall be begun before the expiration of three years from the date of this permission.

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: D001; SK270717 Rev. A; D004; D101; D102; D103; D301; D401 (Bastable); D401 (Endeavour); D403; D404; D501; D701; D201; D202; D203; D204; D205; D206; D207; D208; D209; D210; D211; D212; D213; D214; D215; D216; D217; D218; D219; D220; D221; D222; D223; D601; D602; D604; L(9-)030, subject to any agreed amendment to the layout secured through the Section 106 agreement associated with the widening of the Endeavour Way footway.

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

3. The landscaping scheme shown on drawing No. L(9-)030 (subject to any agreed amendment to the layout secured through the Section 106 agreement associated with the widening of the Endeavour Way footway) shall be carried out in the first planting and seeding seasons following the occupation or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

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

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

5. The car parking areas indicated on drawing No. SK270717 Rev. A shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

6. No deliveries, external running of plant and equipment or construction works, other than
internal works not audible outside the site boundary, shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

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.

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

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

8. The refuse enclosures indicated on drawing No. D101 shall be constructed in accordance with the approved plans prior to the occupation of the development hereby approved and thereafter permanently retained for the use of the occupiers of the premises.

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

9. The boundaries of the site shall be secured in accordance with the details indicated on drawing No. 701 and thereafter permanently retained. No part of the development shall be occupied until the approved boundary treatment for that part has been provided.

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

10. No above ground new development shall commence until a scheme showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations. The relevant part of the development shall not be occupied until the approved scheme for that part of the development has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

11. Before occupation 90% (21 no.) of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable
Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the London Plan.

12. A minimum of 10% (2 no.) of the residential units provided shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

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

13. The development hereby permitted shall be constructed in accordance with the submitted Bastable Avenue Energy Statement and shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013).

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

14. No development shall take place until details of existing and finished site levels, finished floor and ridge levels of the buildings to be erected, and finished external surface levels have been submitted to and approved in writing by the Local Planning Authority.

Reason: The proposed levels of the development are required prior to commencement in order to ensure that any works in connection with the development hereby permitted respect the height of adjacent properties and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

15. Cycle parking shall be provided in accordance with the details shown on drawing No. 101 prior to the occupation of the development and thereafter maintained for the use of residents and visitors to the site.

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.

16. The development shall be carried out in accordance with the submitted Flood Risk and Drainage Strategy Assessment recommendations ref. 112893 – 101, and the approved attenuation tanks shall thereafter be maintained.

Reason: In order to reduce the risk of flooding on and off site and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

17. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. No demolition or development shall take place other than in accordance with the
agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

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

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

Reason: To safeguard the heritage of the Borough by providing an adequate opportunity to investigate and excavate archaeological remains on the site prior to the commencement of the development in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document and section 12 of the National Planning Policy Framework.

18. The remediation works approved by application reference 13/00831/CDN shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

Reason: Contamination must be remediated 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.

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

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

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

a. construction traffic management;
b. the parking of vehicles of site operatives and visitors;
c. loading and unloading of plant and materials;
d. storage of plant and materials used in constructing the development;
e. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
f. wheel washing facilities;
g. measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during construction and demolition", Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements.
h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
i. the use of efficient construction materials;
j. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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

21. No development above ground level 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. 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.

22. 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: In order to ensure the protection of sub surface infrastructure in the interest of residential amenity and in accordance with policy BP8 of the Borough Wide Development Document.

23. No development shall commence, including any works of demolition, until an Employment and Skills Strategy applicable to the development has been submitted to the Local Planning Authority for approval. The Strategy shall promote employment
opportunities for, and encourage job applications from, local people and businesses. In particular, work experience opportunities for young people 18-24 years should be included within the Strategy. Any skills training opportunities should also be considered and incorporated if possible. The approved Strategy shall be implemented in partnership with the Council’s Employment and Skills Team.

Reason: In order to contribute to the local economy and local residents in need of employment and in accordance with the principles within policy CC3 of the Core Strategy, details are required prior to commencement in order to ensure that any demolition and groundworks are included within the approved Strategy.

24. No above ground development shall commence until the submission to and approval by the Local Planning Authority of details of privacy screening to prevent overlooking of rear gardens of the adjacent maisonettes from the roof terraces of Plots 16 and 23 (floor plans as shown on drawing nos. D102 and D103). In each case, the approved screen shall be installed prior to the occupation of the flat it serves.

Reason: In order to protect the privacy and amenities of neighbouring residents and in accordance with policies BP8 and BP11 of the Borough Wide Policies Development Plan Document.

1. Introduction and Description of Development

1.1 The 0.15 hectare site is at the junction of Bastable Avenue and Endeavour Way.

1.2 The proposed development is the construction of a 3/4/5 storey block of 23 flats comprising 9 one bedroom flats, and 14 two bedroom flats. The ground floor flats would be duplex, with living spaces on the ground floor and bedrooms on the first floor of the building. Lift access would be provided to the upper floors.

1.3 Car parking for 23 spaces would be provided to the rear accessed in approximately the same position as the existing Endeavour Way vehicular access and via a proposed undercroft beneath the upper floors of the proposed building.

1.4 The proposed tenure is 100% shared ownership.

1.5 The site is identified as being within Flood Zone 3.

1.6 The surrounding area is predominantly residential in character although a number of community uses including a school and a doctor’s surgery are located on the opposite side of Bastable Avenue. The residential uses are comprised of a mixture of blocks of maisonettes of 3-4 storeys and two storey houses.

2. Background

2.1 Planning permission was granted in 2011 (11/00407/FUL) for a 14 unit scheme within a 3/4 storey building. Subsequently the site was acquired by the current applicant and a Section 73 variation (14/00130/FUL) to this scheme was permitted enabling an additional height of 2.2m to accommodate increased floor to ceiling heights.
2.2 This approved scheme was commenced but the construction company in question went out of business and the development stalled. The applicant then reconsidered the proposals and following pre-application advice submitted the current application.

3. **Consultations**

**Adjoining occupiers**

3.1 Letters were sent to 107 neighbouring residents, a press notice was published, and a site notice displayed. In response 18 letters of representation were received objecting to the proposal on the following grounds:

- The building would be two storeys higher than the adjacent maisonettes which will be overpowering on this small junction with two storey houses opposite
- Endeavour Way is narrow and congested with existing car parking, the area cannot sustain any additional parking
- Site traffic during construction will cause nuisance
- A resident living opposite the site has health problems and cannot walk, it is therefore important to be able to park outside the house which is already a problem at times

**Access Officer**

3.2 No response received.

**Arboricultural Officer**

3.3 No response received.

**Designing Out Crime Officer**

3.4 On the whole the design would seem to be relatively straightforward and from a designing out crime perspective looks adequate. The access via an undercroft to the parking and amenity space at the rear is proposed to be gated, which I strongly support as a means to greatly reduce the opportunity for ASB common in open courtyard access sites.

3.5 With regards to perimeter security I do have a few observations and recommendations.

3.6 The south west corner fronting Bastable Avenue has what appears to be a side access or at least a gap between this build and its neighbour. These gaps can often be overlooked and if not adequately fenced or gated let down the overall site security. The developers should look at providing an adequate height (2.0 metre minimum) metal gate with access control or key. If this is to be a locked off gap then a very robust 2.4m infill, be it metal fence or wood (is required).

3.7 Section 6 Layout of the DAS (design and access statement) makes mention of a 1.8m wood fence for the rear courtyard and parking. This would I suggest need to be 2.0 m to provide a somewhat more effective barrier.
3.8 Section 8 Materials and Appearance of the DAS looks at recessed brick panels to improve the appearance of the outer walls. I have no issue with texture changes to brickwork, but the developer should design any feature with a mind to its potential for climbing up to upper level windows or balconies.

3.9 I was unable to determine the access control strategy regards post, but as always I recommend a through the wall or secure lobby method with outer and inner access controlled doors.

Planning officer note: Crime prevention and boundary details conditions are proposed that will enable the above details to be secured.

Environment Agency

3.10 No objections subject to the development being carried out in accordance with the submitted Flood Risk Assessment.

Environmental Health

3.11 To safeguard the situation with regard to land quality and possible construction phase impacts I recommend that any permission that might be granted be subject to the following conditions in respect of the following matters:

- Land contamination remediation
- Construction hours
- Construction noise and vibration controls
- Construction management plan

Essex and Suffolk Water

3.12 No objections.

Historic England

3.13 The site lies within an area of archaeological interest and therefore a condition to secure an archaeological investigation of the site should be imposed.

Housing Strategy

3.14 No response received.

London Fire and Emergency Planning Authority

3.15 No objections.

Thames Water

3.16 In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.
3.17 It is requested that a condition is imposed such that 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.

Transport Development Management

3.18 The proposal for this site on the corner of Bastable Avenue and Endeavour Way will provide 23 new homes that will comprise of 9 one bedroom flats and 14 two bedroom flats.

3.19 In order to assess the sustainability issues associated with the site, a Public Transport Accessibility Level (PTAL) calculation was undertaken. PTAL’s range from a ‘very poor’ accessibility rating of 1 to an ‘excellent’ accessibility rating of 6. For this site, a PTAL value of 2 was obtained which amounts to a ‘poor’ level of accessibility to public transport. However, it should be noted there are frequent bus services, the EL1 and EL2 routes which offer access to Barking station for connections to main line and underground rail services.

3.20 The proposed parking provision will provide 17 parking spaces within the site with two of these spaces set aside for Blue Badge parking. This amounts to a parking ratio of 0.74 which is not too dissimilar to the previously approved scheme 0.79 and is acceptable in planning policy terms. The London Plan maximum parking standard specifies less than 1 space per unit for 1-2 bed dwellings.

3.21 Whilst this development may likely create some overspill parking that may add a little to existing parking pressure on surrounding streets it is not considered that it would result in highway safety issues. As such there are no objections to the scheme.

3.22 Planning Officer note: The above comments were provided prior to an amendment to the scheme that secures the provision of 23 parking spaces within the site, a 1 for 1 parking ratio.

Waste and Recycling Policy Manager

3.22 No response received.

4. Local Finance Considerations

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

4.2 However, given that the scheme is 100% sub-market housing the applicant is entitled to apply for CIL Social Housing Relief and this would result in a nil contribution.
5. **Equalities Considerations**

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, as elaborated upon below, conditions are proposed to ensure that all units are accessible and adaptable, with 2 units having a layout and size specifically enabling ease of use by a wheelchair user.

6. **Analysis**

**Principle of Development**

6.1 The site is located within the Thames View Estate which is predominantly a residential area. In this respect, the site is considered to be appropriate for residential purposes and this is established by the previous planning permissions. The proposal would add to the overall housing stock within the Borough.

6.2 The proposed tenure is 100% shared ownership. Thames View currently has a high proportion of social rent properties and the proposed development would therefore help to diversify the local tenure mix in accordance with policy 3.9 of the London Plan.

6.3 This provision has the potential to contribute to regeneration, and may help to enable local residents who wish to buy a property to stay in the area. It results in a 100% sub-market (affordable) housing development and therefore maximises the provision of sub-market housing on the site in accordance with policy 3.12 of the London Plan.

6.4 The scheme would provide one and two bedroom flats only, whilst normally policy CC1 of the Core Strategy requires that 40% of new dwellings are family sized of 3 bedrooms plus. It is acknowledged that there is limited demand for family sized dwellings in shared ownership tenure. Also flatted accommodation tends to be less suited to providing family accommodation in comparison with houses, and therefore in the circumstances the scheme of 1 and 2 bedroom flats is considered acceptable as an exception to the policy.

6.5 The proposed density would be 153 units/hectare whereas policy 3.4 of the London Plan indicates an appropriate density of 35 – 95 units/hectare for an urban character location with a Public Transport Accessibility Level of 1b.

6.6 The proposed density is higher than this guidance but the explanatory text to the policy states that the London Plan density matrix is not intended to be prescriptive and account must be taken of the individual site and the proposed design. It is considered that the scheme would provide a good quality design and living environment with adequate external space, and whilst the resulting density is higher than the policy guidance it is not considered that it is excessively so. The proposed density is therefore considered acceptable.

**Design**

6.8 The building would occupy an approximately ‘L’-shaped footprint and would continue the established building line along Bastable Avenue and Endeavour Way from the shared boundaries of the site.
In terms of height the building would be predominantly 4 and 5 storeys with a small element that would drop to 3 storeys adjacent to the neighbouring 3 storey maisonettes in Endeavour Way. The Bastable Avenue elevation would be mainly 5 storeys, dropping to 4 storeys adjacent to the neighbouring 3 storey maisonette block, and the 5 storey element forming a corner feature to the building would turn the corner onto Endeavour Way after which it would drop to 4 storeys.

The building would have flat roofs to allow for the provision of solar paneling and the creation of roof terraces.

It is considered that the proposed elevation for Endeavour Way quite successfully steps up from the existing neighbouring 3 storey building to provide greater height on the corner. In respect of Bastable Avenue the building would be 4 storeys adjacent to the existing 3 storey building. This change in height is more prominent but the gap between the buildings at 4m would be greater than the 2m on Endeavour Way. Also, this elevation faces onto a wider more open street scene. Taking account of this the scale and massing and relationship to the neighbouring development is considered acceptable.

The proposed building would also be situated opposite a terrace of 4 two storey houses in Endeavour Way. The difference in scale between the houses and the proposed flats is more significant but given the width of the road between the houses and the proposed block it is not considered that this would result in a jarring relationship or harm to the street scene, and variety in heights is not atypical of the area which in addition to 2 storey houses includes several taller blocks.

The additional height at the corner of the building would help to create a feature to the building which would also be enhanced by the provision of inset balconies on this corner. Elsewhere on the street elevations of the building projecting balconies are proposed.

The design is uncluttered and contemporary with large window opening, and the elevations are considered to be well proportioned. There are some small steps in the street elevations which help to break up the bulk of the building. The proposed external material is brick which is appropriate to its context, and the balcony screens are proposed as glass.

Amenity

Two of the ground floor flats are designed to wheelchair adaptable standards (Building Regulation M4(3) which equates to 10%, with the remaining 90% of units (21 flats) having been designed to M4(2) standards in accordance with the London Plan.

All units meet the floorspace and layout requirements of the London Plan and ‘nationally described space standard’, and private amenity space is provided in excess of the standards set out within the London Plan Housing Supplementary Planning Guidance (SPG).
In addition to each unit having a private terrace or balcony, two of the flats would have a large private roof terrace of one of 16m² and one of 35m², and a communal roof terrace of 215m² would be provided.

10 of the proposed flats are single aspect though none are single aspect and north facing. It is difficult given the shape of the site and resulting building to reduce the number of single aspect flats, and all would have good standards of daylighting, and therefore the scheme is considered acceptable.

The relationship of the proposed development with neighbouring dwellings is considered acceptable and is not judged to cause harm to residential amenity. However, it is considered that the two private roof terraces should be designed with a screen or parapet that prevents overlooking of adjacent gardens and this can be conditioned. The communal roof terrace is sufficiently set back from the site boundaries that this would not be required.

Transport

The site has a low Public Transport Accessibility Level (PTAL) rating of 2 where 1 is lowest and 6 is highest though it is linked to Barking station and town centre via the East London Transit bus service.

The proposed parking provision of 23 spaces to serve 23 flats would result in an overall parking spaces to flats ratio of 1 to 1. This is a higher ratio of parking to flats in comparison with that of the previously approved scheme of 11 spaces for 14 flats that resulted in a parking ratio of 0.79. Due to the constraints of the site layout there are two sets of ‘tandem parking’ bays, where one parking bay is located in front of another. As the inside parking space cannot be independently accessed it would be necessary to allocate two parking spaces each to two of the flats within the scheme. This would therefore leave two flats without an allocated parking space. However, it is not considered that the lack of allocated parking for 2 flats would result in any harm to highway safety or residential amenity, and this compares favourably with the previously permitted scheme where there would have been 3 units without an allocated parking space.

The parking provision would be in accordance with the London Plan which generally sets a maximum parking standard of 1 space per unit. Whilst it is possible that there may be some additional on street parking demand from the development it is not considered that this would be significant and the Transport Officer has no objections to the proposed level of parking provision.

At present on street parking within the adjacent streets is unrestricted, there being no residents’ Controlled Parking Zone (CPZ). In the event that a CPZ is subsequently introduced, in order to prevent excessive on street parking and protect the amenities of existing residents, the applicant has agreed to a Section 106 obligation whereby future residents of the block will, in perpetuity, not be entitled to obtain parking permits within any such CPZ.

Endeavour Way on the east boundary of the site is a narrow street where cars at times park on both sides of the street, though mainly on the west side including the part adjacent to the development site. The road appears to be somewhat narrower in comparison with other streets on the Thames View estate.
6.25 The on street parking tends to take place partly on the pavement (half on the pavement, half on the road) though this is an informal arrangement as there are no designated bays.

6.26 The narrow road width tends to encourage this parking arrangement but as the pavement is not designed for this purpose it leaves little remaining width for the use of pedestrians. This has the potential to result in pedestrians with wheelchairs, prams or pushchairs being forced into the road. It is understood that complaints from local residents have been raised with Members regarding this matter.

6.27 In view of this the applicant has agreed to ‘offer up’ a strip of land within their site adjacent to the pavement that would enable the Council to widen the pavement and mark out three (half on half off pavement) parking bays ensuring that a sufficient width (ideally 2m) is set aside and clear for pedestrians.

6.28 An amended drawing to accommodate this proposal has been submitted, and this would still retain sufficient space between the back edge of the re-positioned pavement and the building to provide for landscaping and amenity space for the two ground floor flats fronting Endeavour Way. The land required for the widening of the pavement can be secured through the Section 106 agreement.

6.29 Vehicular access to the site would be via Endeavour Way and would require slight modifications to an existing crossover. The Transport Development Management Team is satisfied with these arrangements in principle.

6.30 Cycle parking is provided in accordance with London Plan standards.

Environmental Sustainability

6.31 The submitted energy report demonstrates that the scheme would achieve a 35% reduction in carbon emissions relative to Building Regulations requirements through improved building fabric, the installation of a Mechanical Ventilation Heat Recovery (MVHR) system to each flat, and a 65m² array of photovoltaic panels mounted on the roof.

6.32 Policy 5.2 of the London Plan sets a zero carbon target for new residential development from 2016. Guidance contained within the London Plan: ‘Sustainable Design and Construction’ Supplementary Planning Guidance, states that where it is not possible to achieve zero carbon on site a financial contribution should be provided in order to secure carbon savings elsewhere. The policy also requires that at least 35% of the carbon savings are achieved on site and this is achieved by the proposed energy strategy.

6.33 The Guidance recommends a price for carbon off-setting based either on local conditions or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60 per tonne of carbon over 30 years. It states that account should be taken of the impact of such contributions upon development viability and that the price should not be set at a level where development becomes unviable.

6.34 The applicant states that the provision of further carbon saving measures, or the imposition on the scheme of a carbon off-set payment would result in the
development becoming financially unviable. The applicant has provided a development viability statement that demonstrates that the inclusion of additional development costs would make the development unviable.

6.35 In the circumstances the proposed energy strategy is considered to be acceptable as it appears to provide the maximum carbon saving that this 100% sub-market housing scheme can sustain.

6.36 The implementation of the submitted Flood Risk Assessment that includes a drainage strategy incorporating the provision of surface water attenuation tanks beneath the parking area, can be secured by condition.

Conclusion

6.37 Matters relating to the principle of the development, external appearance, internal design, amenity space provision, sustainability and parking provision are all in compliance with planning policy.

6.38 The proposed development would make use of a long-vacant site and it is contended that it would provide a positive addition to the surrounding area. The application is therefore recommended for approval subject to conditions and the completion of a S.106 agreement.

Background Papers

- Planning Application File: [http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OIN02IBLMN300](http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OIN02IBLMN300)

- Local Plan Policy:

  - Policy CM1 General Principles for Development
  - Policy CC1 Family Housing
  - Policy CM2 Managing Housing Growth
  - Policy CR4 Flood Management
  - Policy CC1 Family Housing
  - Policy CC3 Achieving Community Benefits through Developer Contributions
  - Policy CP3 High Quality Built Environment
  - Policy BR1 Environmental Building Standards
  - Policy BR2 Energy and On-Site Renewables
  - Policy BR9 Parking
  - Policy BR10 Sustainable Transport
  - Policy BR11 Walking and Cycling
  - Policy BC1 Delivering Affordable Housing
  - Policy BC2 Accessible and Adaptable Housing
  - Policy BC7 Crime Prevention
  - Policy BP8 Protecting Residential Amenity
  - Policy BP10 Housing Density
  - Policy BP11 Urban Design

- London Plan Policy

  - Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.11 Green roofs and development site environs
Policy 6.5 Funding Crossrail and other strategically important infrastructure
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.3 Designing out crime
Policy 7.6 Architecture

- **National Policy**

  National Planning Policy Framework
  National Planning Practice Guidance