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<th><strong>Barking and Dagenham Council</strong>&lt;br&gt;Development Control Board</th>
<th><strong>Date:</strong> 12 February 2018</th>
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<tr>
<td><strong>Application No:</strong> 17/00786/FUL</td>
<td><strong>Ward:</strong> River</td>
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<td><strong>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution</strong></td>
<td>The application is a major development which is of a scale and importance that should be determined at DCB. Slightly less than 1:1 car parking provision is provided and the proposal involves the loss of a drinking establishment.</td>
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<td><strong>Address:</strong> Former Dagenham Working Men’s Club, 121 Broad Street, Dagenham, RM10 9HP</td>
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<td><strong>Development:</strong> Demolition of existing building and erection of two 4 storey blocks to provide 6 one bedroom flats and 14 two bedroom flats and start up small business space (Class B1 and/or D1) with associated access, parking, amenity space and landscaping.</td>
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<td><strong>Applicant:</strong> Trimast Associates Ltd</td>
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<td><strong>Summary:</strong> The application site comprises a ‘T’ shaped plot of land located on the eastern side of Broad Street, Dagenham. The site is currently occupied by the former Dagenham Working Men's Club, comprising a two and a half storey detached building fronting the Broad Street Neighbourhood Centre shopping parade. Although the CIU club has closed the building is still in use as a drinking establishment. The application relates to the erection of two 4 storey buildings to provide 6 one bedroom flats and 14 two bedroom flats together with start up small business space (Class B1/D1). It is proposed that the business space would be offered to the Council at a peppercorn rent and would be used to provide additional premises for the Barking Enterprise Centre (BEC). A viability assessment concludes that the residual land value and the benchmark land value are similar and therefore it is not possible to provide any affordable housing in this instance. The immediate locality is mixed in nature with commercial units on the east side of the street interspersed by the residential development at Causton Square comprising of 2-3 storey dwellings which is adjacent to the application site to the north. The commercial units in the locality are generally 2-3 storey buildings comprising shops with upper floor residential flats. It is considered that the provision of two 4 storey blocks which resemble 3 storey buildings with roof accommodation above would be in keeping with the character of the surrounding area. The proposed development would result in the loss of an A4 drinking establishment. However, it should be noted that the premises is not a traditional public house in terms of its appearance or use. The building primarily operates as a social club and a venue for private functions. Given the close proximity of the Admiral Vernon public house at the opposite end of the parade and the applicant’s intention to provide a community use in the same location as the existing premises, the loss of an A4 drinking establishment in this location is considered to be acceptable.</td>
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The siting and scale of the blocks would ensure that there will be no unacceptable loss of outlook, privacy or sunlight/daylight for neighbouring occupiers. Each of the flats accords with the Technical Housing Standards and would provide a good standard of internal amenity. All of the flats have access to a private amenity area and this is considered to be acceptable and broadly in accordance with policy.

The development will provide 18 car parking spaces 2 of which will be accessible parking spaces. 48 cycle parking spaces and 10 electric vehicle charging points. The site has a PTAL (Public Transport Accessibility Level) of 3 which is moderate. The Transport Team have confirmed that the proposed parking ratio (0.9) with 10 electric vehicle charging points is acceptable.

Recommendation:

That the Development Control Board grant planning permission subject to:

1. A Section 106 legal agreement to secure the matters set out in section 6.44 of this report; and

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

Conditions:

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

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

2) The development hereby permitted shall be carried out in accordance with the following approved plans: DWMC/16/01, DWMC/16/02, DWMC/16/03, DWMC/16/05 Rev D, DWMC/16/06 Rev C, DWMC/16/07 Rev C, DWMC/16/08, DWMC/16/09 Rev C, DWMC/16/10, 17452se-01 Rev A

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

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

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

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

   Reason: To safeguard and improve the appearance of the area in accordance with
5) The landscaping scheme as approved in accordance with condition No 4 shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

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

Reason: To safeguard and improve the appearance of the area and to provide safe movement throughout the site in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

7) The car parking areas indicated on drawing No.DWMC/16/05 Rev D; 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.

8) Electric charging points shall be provided for 10 of the car parking spaces shown on drawing No.DWMC/16/05 RevD. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

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

Reason: In the interests of promoting cycling as a sustainable and non-polluting
10) The accessible parking bays indicated on drawing No.DWMC/16/05 Rev D; shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose.


11) No above ground new development shall commence until a scheme showing the provisions to be made for external lighting, access control and any other measures to reduce the risk of crime, has 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 the interests of enhancing security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

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

Reason: To maintain reasonable levels of protection for the occupiers of the development from external noise and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

13) The start up small business space (Class B1/D1) use hereby permitted shall not take place other than between the hours of 06:00 and 23:00 on any day.

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

14) The rating level of the noise from the B1/D1 use hereby approved shall not exceed the existing background noise level outside the window to any noise sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: In the interests of residential amenity, in accordance with Policies BR13 and
15) The collection of domestic and commercial waste is not permitted to take place between the hours of 23:00hrs on one day and 07:00hrs the following day.

Reason: In the interests of residential amenity, in accordance with Policies BR13 and BP8 of the Borough Development Policies DPD (March 2011).

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

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

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document.
18) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

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

19) 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 19 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 20 which is subject to the approval in writing of the Local Planning Authority.

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

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

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

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

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.
22) If piling or other ground improvement work is undertaken pursuant to this permission, then the 5% level of vibration attributable to these activities shall not exceed a peak particle velocity of 1.5mm/sec when measured at the point of entry to any adjoining residential development. In the event of reasonable complaint of vibration nuisance and at the request of the Local Planning Authority monitoring to evaluate compliance with this condition is to be carried out and the results submitted to the Local Planning Authority.

Reason: To minimise the transmission of noise and vibration and thereby safeguard the amenity of neighbouring residential occupiers and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

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

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

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

24) The development shall comply with the requirements of Building Regulation M4(2) ‘accessible and adaptable dwellings’. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.
1. Introduction and Description of Development

1.1 The application site comprises a ‘T’ shaped plot of land located on the eastern side of Broad Street, Dagenham. The site is currently occupied by the former Dagenham Working Men’s Club, comprising a two and a half storey detached building fronting the Broad Street Neighbourhood Centre shopping parade. Although the CIU club has closed the building is still in use as a drinking establishment although it is understood that it relies on parties and functions to achieve a degree of viability.

1.2 The site is bounded to the north by Causton Square; a modern 2-3 storey residential development accessed from Broad Street. To the rear of the site (east) is Park View, a large 2 storey residential care home. The south of the site is bounded
by a mix of 2 storey commercial units with residential above forming part of the Broad Street Neighbourhood Centre, and a car park associated with the Park View care home.

1.3 The application relates to the erection of two 4 storey buildings to provide start up small business space (Class B1/D1), 6 one bedroom flats and 14 two bedroom flats with associated parking, amenity space and landscaping. Each flat will comprise of an open plan living room/kitchen area, bathroom and bedroom(s).

2. **Background**

2.1 No planning history

3. **Consultations**

3.1 136 Neighbouring occupiers were consulted, 2 Site Notices were displayed. No responses were received.

3.2 **Access Officer**

Comments and recommendations have been made with regards to door openings and glazing manifestation to comply with Part M of Building Regulations.

*Officer note: The Access Officer recommendations have been forwarded to the applicant for implementation, these largely relate to Building Regulations conformity.*

3.3 **Transport Development Management Team**

Comments and recommendations have been made with regards to access rights to, and turning radius from Causton Square, location of blue badge parking bays, provision of electric vehicle charging points, and access for emergency vehicles.

*Officer note: The Transport Officer’s comments have been incorporated within revised plans.*

3.4 **Arboricultural Officer**

No objection has been raised subject to the imposition of a condition requiring the submission of a detailed landscaping plan identifying tree species choices and siting.

3.5 **Waste Management**

The refuse storage provisions are acceptable.

3.6 **London Fire Brigade Water Department**

No additional hydrants are required and no further action is required.
3.7 London Fire and Emergency Planning Authority

Comments and recommendations have been made with regards to compliance with Building Regulations including access to a pump appliance to within 45m of all points within each flat, and/or the installation of a fire main. Recommendations include the minimum width of access roads and suitably sized turning facilities for pump appliances.

*Officer note: The applicant has confirmed that these requirements will be complied with. Fire safety issues will be formally considered at the Building Regulations stage.*

3.8 Environmental Health Officer

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

4. Local Finance Considerations

4.1 This application is subject to the Mayoral Community Infrastructure Levy (CIL) based on 1798sqm of internal floorspace. A discount for demolition of existing buildings (1082sqm) would be applicable. The total CIL payable to the Mayor equates to £20,099.37. A Borough CIL contribution of £8,788.54 is also applicable.

5. Equalities Considerations

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it in the exercise of its functions. The proposed development will provide suitable accessibility provision in accordance with Buildings Regulations M4(2) and M4(3) which would help enable future occupiers to remain living in the properties regardless of age and/or disability.

6. Analysis

6.1 Principle of Development

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

6.3 The site has not been allocated for any specific purposes within the Council’s Site Specific Allocations Development Plan Document of the Local Plan. The immediate locality is mixed in nature with commercial units on the east side of the street interspersed by the residential development at Causton Square comprising of 2-3 storey dwellings which is adjacent to the application site to the north. The commercial units in the locality are generally 2-3 storey buildings comprising shops with upper floor residential flats. It is considered that the provision of two 4 storey
blocks which resemble 3 storey buildings with roof accommodation above would be in keeping with the character of the surrounding area.

6.4 The application proposes 20 flats for private sale with designated small business start up space on the ground floor of Block 1. A financial viability assessment has been submitted to the Council indicating that the development does not generate enough surplus over the benchmark land value to fund any affordable housing in addition to the provision of the business space. This is largely because the provision of the workspace at a peppercorn rent on the ground floor of block 1 imposes both an additional cost and reduces the number of flats that can be provided. The figures within the report appear to be reasonable and it is agreed that the scheme is unable to provide any affordable housing.

6.5 It is proposed that the business space would be offered to the Council and it is intended that it would provide additional premises for the Barking Enterprise Centre (BEC). The original BEC, located in Cambridge Road in Barking, was built by the Council in 2011 to provide affordable office space for businesses together with a range of support to help residents set up a business and support existing businesses. It has been extremely successful and has recently established itself as Barking Enterprise Centres Community Interest Company (BEC CIC). There is no grant from the Council but the rents received from the workspace enable the funding of free business support. Currently BEC CIC have two premises in Barking which are running at over 95% occupancy. It is considered that an additional premises in Dagenham would extend their offer and provide affordable office space in Dagenham for small start up businesses. An affordable rent would be charged for the space which would go into funding the business support service. In terms of the ownership of the proposed start up space, the agent has confirmed that it is envisaged that the applicant would retain the freehold and make it available to the Council on a peppercorn rent, the details of which would need to be agreed through a legal agreement. It is considered that a suitable agreement could be achieved which would afford the Council control and future assurance over the use of the space. The applicant has indicated agreement in principle to a 99 year lease.

6.6 The proposed development would result in the loss of an A4 drinking establishment. Historically the building was occupied by Dagenham Working Men’s Club, however the premises has operated in a manner akin to a more conventional local bar/social club for several years now.

6.7 The existing building is currently in use and comprises of a large open plan seating area at ground floor level with a central bar. Towards the rear there are two separate function rooms. At first floor level there is a further function room with a dedicated bar for private hire. The building is not locally listed and has little design merit.

6.8 The Council adopted its ‘Last Orders? Preserving Public Houses’: Supplementary Planning Document (SPD) in June 2014. The SPD guidance states that the loss, change of use, demolition or redevelopment of a pub will be resisted. It further states that a change of use will only be acceptable where the pub has been marketed as a pub for a continuous period of 12 months at a rate agreed with the Council, and if such use is not viable an alternative community use should be sought including 12 months marketing and only where there is evidence that such use is not viable will a proposed alternative use be accepted.
6.9 Whilst it is acknowledged that the proposed development would result in the loss of an A4 drinking establishment it should be noted that the premises is not a traditional public house in terms of its appearance or use. The building primarily operates as a social club and a venue for private functions.

6.10 It is also noted that the application site is within a short walking distance of the Admiral Vernon; a traditional public house located at the opposite end of the parade at the junction with Morland Road.

6.11 Furthermore, the ground floor of the frontage block will be made available to start up businesses, effectively reinstating a beneficial community facility on Broad Street.

6.12 Given the close proximity of the Admiral Vernon public house and the applicant’s intention to provide space at a peppercorn rent for the BEC it is considered, on balance, that the loss of an A4 drinking establishment is acceptable.

6.13 **Design and Layout**

6.14 At the national level the NPPF emphasises the importance of design in the built environment. Permission should be refused for development of obviously poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. At the local level Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD emphasise that all development proposals will be expected to achieve high quality standards in relation to the design and layout of new buildings and spaces.

6.15 The block fronting Broad Street (block 1) will be 4 storeys high and comprise 3 one bedroom and 5 two bedroom flats, with community space at ground level. Access to the upper floors will be via a side entrance on the northern elevation. The block will measure a maximum width of 17.3 metres, with a maximum depth of 19.3 metres and a maximum height of 12.25 metres. The main roof ridge will increase in height by one metre from the highest point of the existing building to be demolished. A hipped roof will incorporate 4 front, 2 side, and 4 rear dormer windows. Block 1 also includes a smaller 3 storey element to the rear featuring a further 2 side and 4 rear dormer windows.

6.16 As with the existing building the new block will abut neighbouring building No.123 Broad Street, a distance of 6 metres will be retained at first floor level between the proposed block and the closest building to the north of the site at the entrance to Causton Square.

6.17 The bulk, scale, massing and height of ‘block 1’ will be greater than the existing building but is considered to be acceptable in this location and it is noted that a 3 storey building (No.137 Broad Street) effectively ‘bookends’ the opposite end of the terrace. The relationship with No.123 Broad Street remains relatively unchanged. It is therefore considered that the proposed block achieves an appropriate relationship with neighbouring buildings.

6.18 The development will also comprise 3 one bedroom and 9 two bedroom flats in a separate 4 storey block (block 2) at the rear of the site. Access to these flats will be
via entrance doors located on the north and south elevations which lead into a
common hallway. This block will measure a maximum width of 29.9 metres, a
maximum depth of 24.8 metres and have a maximum height of 11 metres. A hipped
roof design will incorporate 5 dormer windows.

6.19 Block 2 includes a smaller 2 storey element to the side which will be situated
closest to the northern site boundary and to within 1.8 metres of the closest
residential block in Causton Square. However, there are no windows in the adjacent
flank wall of the neighbouring building. The proposed development will be sited to
within approximately 3.5 metres of the north west corner of Park View care home to
the east of the site, however, there are no windows in the flank wall adjacent to the
new building and the impact is acceptable. As such it is considered that the
proposed development would not result in an unacceptable loss of outlook, privacy
or sunlight/daylight. Furthermore it is noted that no objections have been received
from the occupiers of neighbouring properties.

6.20 The development will be accessed by a new road linking through to the existing
private access road serving Causton Square. Pedestrian access to the site will be
via a gated entrance fronting Broad Street. In terms of appearance the development
will be modern and not too dissimilar in design to the neighbouring flats in Causton
Square. The proposed brickwork finish will ensure a durable, low maintenance, high
quality finish. The appearance of the buildings is quite simple and features
aluminium framed windows and doors. Block 1 which fronts Broad Street seeks to
add interest through the provision of recessed balconies and steel balustrades.

6.21 Internal Design

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

6.23 The proposed flats each have gross internal floor areas ranging from 50sqm to
77.5sqm with adequate built-in storage provision. It is therefore considered that the
proposed new dwellings would provide sufficient space for daily living. The units will
be designed to comply with the accessibility requirements of M4 (2) of the Building
Regulations and 10% will be designed to wheelchair housing standards as specified
by M4(3) of the Building Regulations. All flats are dual or triple aspect and would be
provided with adequate daylight/sunlight and outlook.

6.24 External Amenity Space

6.25 Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that
appropriate external private and/or communal amenity space to meet the needs
generated by this development is provided. In this regard it is normally expected
that a minimum of 20sqm is provided for 1 bedroom flats and 40sqm is provided for
2 bedroom or more flats. This equates to 680sqm of private amenity provision for
this development.

6.26 The provision of amenity space comprises of private balconies, roof terraces and
patios in addition to communal garden areas. The total amenity provision provided
by this development equates to approximately 665sqm including 93sqm of private balconies/patios and 22sqm of private roof terraces. This is slightly below the provision required by BP5. However, Policy BP5 also states that where developments in town centre locations (which includes neighbourhood centres such as Broad Street) are not able to provide amenity space to these standards, the applicant should demonstrate that suitable alternatives such as balconies have been considered.

6.27 All of the proposed flats would benefit from a balcony, patio or roof terrace providing between 5sqm and 11sqm of private amenity space in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) in addition to communal gardens which equate to a further 550sqm of amenity space. It is considered that the amenity space provision is satisfactory although further details of the detailed layout of the communal gardens are required and this can be secure by condition.

6.28 Sustainability & Energy

6.29 The London Plan requires all developments to achieve a 35% reduction in carbon dioxide (CO\(_2\)) emissions beyond Part L of the Building Regulations 2013. The Energy Strategy for the site comprises energy efficiency measures, the provision of low energy lighting and the installation of 145.8 square metres of photovoltaic panels.

6.30 The proposed development is anticipated to achieve a 46% reduction in carbon dioxide (CO\(_2\)) emissions beyond Part L of the Building Regulations 2013 which meets the London Plan energy policy requirements.

6.31 The anticipated savings identified in the energy strategy is however dependent on the actual energy efficiency measures installed and the performance of the photovoltaic panels (PV). It is recommended that the energy strategy and carbon dioxide emission saving targets in line with London Plan policies are secured through the Section 106 legal agreement.

6.32 Policy 5.2 of the London Plan now sets a zero carbon target for new residential development. The ‘Housing’ SPG defines ‘zero carbon’ homes as homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide (CO\(_2\)) emissions (beyond Part L of the Building Regulations 2013) on-site. The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in-lieu contribution to the Council, to be ring-fenced to secure delivery of carbon dioxide savings elsewhere.

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

6.34 The carbon off-set payment is to be secured in the S106 Agreement and would be payable prior to occupation of the development. It should be noted that carbon off-set payments are to be pooled, rather than secured for a particular project, and a decision on how the pooled monies are to be spent will be made by the Council in due course.
6.35 Through a combination of on-site energy measures and a carbon off-set payment, the proposed development is considered to be in keeping with the relevant policies.

6.36 **Parking and Transport**

6.37 Policy BR9 of the Borough Wide Development Policies DPD states that the car parking standards set out in the London Plan will be used as maximum parking standards. Policy BR9 goes on to say that TfL’s cycle parking standards will be used as minimum parking standards for new developments.

6.38 Policy 6.13 of the London Plan emphasises the need to achieve an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Table 6.2 in the Parking Addendum of the London Plan sets the maximum standards for car parking.

6.39 In this regard Table 6.2 of the London Plan requires that less than 1 car parking space is provided for 1 and 2 bedroom units. The Parking Addendum to the London Plan also requires that adequate parking spaces for people with disabilities is provided on site and that 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

6.40 The development will provide 18 car parking spaces 2 of which will be accessible parking spaces. 48 cycle parking spaces will be provided and 10 electric vehicle charging points. The site has a PTAL (Public Transport Accessibility Level) of 3 which is moderate.

6.41 Recommendations made by the Transport Development Management Team regarding alterations to the proposed access and turning radius from Causton Square have been suitably addressed by the applicant. The Transport Team have confirmed that the proposed parking ratio (0.9) with 10 electric vehicle charging points is acceptable.

6.42 **S106 Planning Obligations**

Having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and Policy CC3 of the Core Strategy, a S106 Agreement is required to secure:

**Marketing Strategy**

The submission of a marketing strategy seeking to maximise owner occupation including a restriction on buying more than one property for a period of 6 months from the date of the sales launch;

That any individual or organisation purchasing more than 2 flats for rental purposes would be required to use a reputable management company whose details are to be submitted to and approved by the Council, to ensure good quality management.
Energy and Carbon Offsetting

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

Terms of transfer for start up small business space (lease, peppercorn rent, and fit out)

The provision of start up small business space built to ‘shell and core’ to be gifted to the Council for onward leasing to a community interest company.

Local Labour

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

S106 Legal Fees

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

6.43 Conclusion

6.44 It is considered that the principle of residential development on the application site is acceptable and in line with the relevant Local Plan and London Plan policies. The development will provide 6 one bedroom and 14 two bedroom residential dwellings and would be designed to respect the character of nearby dwellings and the surrounding area. The provision of the ground floor space at a peppercorn rent to the Council is a significant benefit and will help support small businesses in Dagenham and help increase employment opportunities for local residents.

6.45 The scheme would provide a good range of private and communal amenity space and the flats would all be double or triple aspect.

6.46 The development will provide 18 car parking spaces, 2 of which will be accessible parking spaces with 10 electric vehicle charging points and up to 48 cycle parking spaces.

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

Background Papers

- Planning Application File
Local Plan Policy

Core Strategy

Policy CC2 – Social Infrastructure to Meet Community Needs
Policy CM2 – Managing Housing Growth
Policy CP3 – High Quality Built Environment


Policy BC6 – Loss of Community Facilities
Policy BC7 – Crime Prevention
Policy BP5 – External Amenity Space
Policy BP8 – Protecting Residential Amenity
Policy BP11 – Urban Design
Policy BR9 – Parking
Policy BR10 – Sustainable Transport
Policy BR11 – Walking and Cycling
Policy BR15 – Sustainable Waste Management

The London Plan (2016):

Policy 3.5 – Quality and Design of Housing Developments
Policy 3.8 – Housing Choice
Policy 3.12 – Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
Policy 5.2 - Minimising Carbon Dioxide Emissions
Policy 5.13 – Sustainable Drainage
Policy 6.9 – Cycling
Policy 6.13 – Parking
Policy 7.3 – Designing out Crime

‘Housing’ Supplementary Planning Guidance (March 2016)

National Planning Policy Guidance:

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