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

Department of Employment, Chequers Lane, Dagenham, RM9 6PS

Demolition of existing building and erection of part five/part eight storey building to provide 70 residential units comprising 11 x studio flats, 30 x 1-bed and 29 x 2-bed flats and 192sq.m of A1/A2 /B1(a)/D1 floorspace with associated access, parking and landscaping.

London Wall Outsourcing Investments Ltd

Nelupha Malik

Principal Development Management Officer

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E-mail: nelupa.malik@befirst.london

The site is a square shaped plot of land measuring approximately 0.19 hectares in area located directly east off Chequers Lane, Dagenham and forms part of the wider South Dagenham area which is one of the major growth areas for future development within the Borough as identified in the Site Specific Allocations Development Plan Document. The site also forms part of the London Riverside Opportunity Area and is also a Key Regeneration Area as set out in policies 2.13 and 2.14 of the London Plan. Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs or homes together with appropriate provision of other uses such as local shops, leisure facilities, schools, health and social care facilities and services. The principle of a mixed use development is considered acceptable and compliant with the Council’s vision for South Dagenham.

The development proposes the demolition of the existing building and erection of a part five/part eight storey building to provide 70 residential units comprising 11 x studio flats, 30 x 1-bed and 29 x 2-bed flats and 192sq.m of A1/A2 /B1(a)/D1 floorspace with associated access, parking and landscaping.

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

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

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

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

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

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

The proposed development is anticipated to achieve a 38.44% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013 for the residential element of the development. The London Plan requires that new residential developments are zero carbon. However, if this cannot be achieved then it is acceptable to provide a 35% reduction in emissions on site with shortfall off-set through a cash in lieu contribution. The shortfall in carbon dioxide reduction will be offset through a monetary contribution secured via a S106 agreement. The non-domestic part of the development will achieve a 36.45% reduction in carbon emissions and this is in accordance with the London Plan.

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

That the Planning Committee grant planning permission subject to a S106 Agreement to secure:

- A commitment to provide 11 sub-market units (16%) of which 6 would be at London Affordable Rent and 5 units being London Shared Ownership.
- A requirement for an affordable housing plan which gives priority to those who live or work in the Borough.
- A requirement for a Private for Sale Marketing Strategy which prevents the purchase of more than one unit by any purchaser (other than a registered provider) for a period of six months from the date of the sales launch.
- A requirement that a viability review is undertaken on implementation to ascertain whether it would be viable to provide 35% sub-market units with an equal split between London Affordable Rent and London Shared Ownership.
- A requirement for an early stage viability review if the development has not been substantially implemented within two years of the planning permission being granted.
- A requirement for a late stage review (if it is demonstrated at implementation that 35% sub-market housing would not be viable) at the point that 75% of the units are sold or let. If the development becomes viable at this stage, the profit would be split 60/40 between the Council and the applicant.
- A commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development.
- Carbon offset payment.
- A requirement that the developer enters into a S278 Highways Agreement to undertake alterations to the public highway.
- Payment of the Council’s legal and professional fees incurred in connection with the drafting and sealing of the Section 106 legal agreement.

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

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

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

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

   16076 P0-001
   16076 P1-107 Rev P4
   16076 P1-100 Rev P7
   16076 P1-101 Rev P8
   16076 P1-102 Rev P8
   16076 P1-103 Rev P8
   16076 P1-104 Rev P8
   16076 P1-105 Rev P8
3) Following the first occupation of the ground floor mixed use commercial space any further changes of use of this space specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.

Reason: To accord with the provisions of Class V, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

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

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

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

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

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

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

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

The car parking areas indicated on drawing number 16076 P1-100 Rev P7 shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for car parking purposes for occupiers and visitors to the premises and not used for any other purpose. Car parking spaces 1-7 shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose.

**Reason:** To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway and to ensure and promote easier access for disabled persons to the development in accordance with Policies BR9 and BP11 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment for that part has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

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

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

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

12) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

14) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 10 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11 which are subject to the approval in writing of the Local Planning Authority.

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

Reason for conditions 10-15: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable
risks to workers, neighbours and other off-site receptors in accordance with Policy BR5 of the Borough Wide Development Policies Development Plan Document and Policy 5.21 of the London Plan.

16) Demolition and construction work and associated activities other than internal works not audible outside the site boundary are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays.

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

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

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

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

a. construction traffic management;

b. the parking of vehicles of site operatives and visitors;

c. loading and unloading of plant and materials;

d. storage of plant and materials used in constructing the development;

e. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;

f. wheel washing facilities;

g. measures to control the emission of dust and dirt during construction; a scheme for recycling/disposing of waste resulting from demolition and construction works;

h. the use of efficient construction materials;

i. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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

19) The external lighting of the development hereby permitted, is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations. The Lighting Strategy should also seek to minimise upwards light and obtrusive light and avoid light spill onto adjacent green areas, trees, and bird and bat boxes during construction and occupation. Lighting should be designed in accordance with Bats and Lighting in the UK (http://www.bats.org.uk/pages/bats_and_lighting.html) or the latest advice from the Bat Conservation Trust. Any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum.

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

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

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

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

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

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

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

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

22) Prior to the first occupation of the ground floor commercial units, details of a scheme of sound insulation to ensure that NR20, LAeq5min, is not exceeded shall be submitted to and approved by the Local Planning Authority. The use shall only commence in accordance with any scheme approved.

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

23) Noise from entertainment including live and amplified music associated with the A1 and D1 uses hereby permitted shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. The initial test for compliance with the ‘inaudibility’ criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether entertainment noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

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

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

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

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

Reason: To ensure that the commercial uses do not cause undue nuisance and disturbance to residents at unreasonable hours and in accordance with

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

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

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

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

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

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

d) Details of management and maintenance regimes and responsibilities.

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

f) Long and cross sections of each SuDS Element.

g) A finalised drainage layout plan that details pipe levels, diameters and asset locations.

Reason: A surface water drainage scheme for the site is required prior to the commencement of development to prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

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

Reasons: To provide for the satisfactory removal of refuse in the interest of the site and locality and to protect the amenity of future occupiers and in accordance with Policies BP8, BP11 and BR15 of the Borough Wide Development Policies Development Plan Document.
28) A nesting bird survey should be carried out by a suitably qualified ecologist no more than 2 days prior to commencement of the development. If nesting birds are found i) works should be delayed until the nesting season is over and the fledglings have left the area and ii) a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

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

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


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

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

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

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document.
32) A minimum of 10% of the residential units provided shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

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

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

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

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

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

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

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

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

35) Electric charging points shall be provided for 3 of the car parking spaces shown on drawing number 16076 P1-100. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development, and thereafter retained permanently for car parking purposes of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

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

Reason: To safeguard the external appearance of the buildings in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.

37) No development above ground level shall take place until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.

38) The development hereby permitted shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) and in accordance with the submitted energy strategy; Cudd Bentley Consulting Chequers Lane Energy Statement – LN/5194/17 Ver 2 Dated 21/12/2017.

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

39) The commercial unit in the development hereby permitted shall ensure that it achieves a BREEAM ‘Very Good’.
Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy CR1 of the Core Strategy, policies BR1 of the Borough Wide Development Policies DPD and policy 5.3 of the London Plan.

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

Reason: In the interests of safeguarding the environment, to ensure that the development provides renewable energy in accordance with Policy BR2 of the Borough Wide Development Policies Development Plan Document and policy 5.2 of the London Plan.

41) A fire statement shall be submitted and approved in writing by the Local Planning Authority before the commencement of any work above ground level. The fire statement shall be produced by an independent third party suitably qualified assessor which shall detail the buildings construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

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

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

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

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

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance Policy BR3 of the Borough Wide
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<td><strong>Development Policies DPD (March 2011).</strong></td>
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<td><strong>44)</strong> The development hereby permitted shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.</td>
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<td><strong>Reason:</strong> To minimise the use of mains water in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.15 of the London Plan.</td>
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<td><strong>45)</strong> No development above ground level shall take place until a scheme to protect the privacy of the balcony areas to flat numbers 3, 10, 13, 22, 25, 34, 37 and 46 have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter maintained as such.</td>
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<td><strong>Reason:</strong> To ensure that the residential amenities of occupiers of the development are protected in accordance with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.</td>
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1. **Introduction and Description of Development**

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

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

1.3 This application seeks planning permission for the erection of a part five/part eight storey building to provide 70 residential units comprising 11 x studio flats, 30 x 1-bed and 29 x 2-bed flats and 192sq.m of A1A2/B1/D1 floorspace with associated access, parking and landscaping.

2. **Background**

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

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

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

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

3. Consultations

3.1 Adjoining Occupiers/Press and Site Notices

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

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

- Proposed Site Layout

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

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

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

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

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

Privacy and Overlooking – Windows and Balconies

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

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

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

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

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

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

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

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

### 3.2 Transport Development Management

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

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

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

*Officer Note:* Suggested conditions will be imposed.

3.4 Historic England

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

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

*Officer Note:* Recommended condition will be imposed.

3.5 London Fire and Emergency Planning Authority

Access to the non residential area is considered acceptable.

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

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

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

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

3.6 Environment Agency

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

3.7 Drainage and Flooding Team

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

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

**Officer Note:** Suggested condition will be imposed.

3.8 Designing Out Crime Officer

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

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

3.9 Thames Water – No response received.

3.10 Refuse Team

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

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

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

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

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

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

4. Local Finance Considerations

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

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

5. Equalities Considerations

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

6. Analysis

6.1 Principle of Development

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

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

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

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

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

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

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

6.2 Housing

Housing Mix

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

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

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

Density

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

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

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

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

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

Sub-Market Housing

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

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

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

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

6.3 Design and Layout

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

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

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

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

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

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

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

6.4 Housing Standards

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

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

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

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

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

6.5 Access, Transportation and Car Parking

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

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

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

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

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

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

6.6 Energy

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

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

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

7. Conclusion

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

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

**Background Papers**

- Planning Application File

- Local Plan Policy

  **Core Strategy (July 2010)**

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

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

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

- London Plan Policy (2016)

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

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

Draft London Plan (December 2017)

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

- National Policy