

MINUTES OF PLANNING COMMITTEE

Tuesday, 11 October 2022
(7:00 - 8:28 pm)

Present: Cllr Muhammad Saleem (Chair), Cllr Simon Perry (Deputy Chair), Cllr Cameron Geddes, Cllr Jack Shaw, Cllr Mukhtar Yusuf and Cllr Sabbir Zamee

Apologies: Cllr Faruk Choudhury, Cllr Mohammed Khan and Cllr Dominic Twomey

12. Declaration of Members' Interests

There were no declarations of interest.

13. Minutes (12 September 2022)

The minutes of the meeting held on 12 September 2022 were confirmed as correct.

14. Dagenham Green (Former Dagenham Stamping and Tooling Site), Phase 1 - 22/01014/REM

The Senior Principal Planner, Be First Development Management Team, introduced a report on an application from Dagenham Dock Ltd (Peabody) seeking approval of reserved matters at the site of the former Dagenham Stamping and Tooling Operations site at Chequers Lane, Dagenham. The application sought approval of details (Access, Appearance, Landscaping, Layout and Scale), relating to Plots A, B and C of outline planning permission ref: 21/01808/OUTALL, comprising erection of buildings (ranging in heights from 6 to 19 storeys) to deliver 935 residential dwellings (Class C3), and 1,684.5sqm (GIA) of flexible non-residential and/or ancillary residential floorspace (Use Classes E and/or F1(f) and/or F2(b) and/or Sui Generis (drinking establishment with or without expanded food provision) and/or ancillary residential); delivery of new public open space and communal open space, including children's play space, new public realm, landscaping works and new lighting; car and cycle parking spaces together with associated highways and utilities works incidental to the proposed development, including temporary highways works (Phase 1 Development).

Further to the publication of the agenda, a supplementary report was circulated and referenced in the presentation which contained details of a late consultation response, which had triggered slight amendments to a few conditions, and corrected a number of minor typos.

In addition to internal and external consultations, a total of 187 notification letters were sent to neighbouring properties, together with the requisite statutory notice. No objections were received.

In response to the officer presentation, several questions were asked by the Committee, covering the provision of leisure space for teenagers, the ratio of allocated parking spaces to the number of units including blue badge spaces within the current phase of development, the number and type of electric charging points, plans to address parking violations including delivering drivers parking in bus stops, and changes, to the public art aspects of the proposed Heritage strategy associated with the development.

The officer responded that whilst there was no dedicated leisure provision for teenagers, that which had been allocated in this phase would be designed for a broad range of age groups. Additionally, there were plans for a new school within the area which would include playing field provision for a wider community use, as well as additional play space for all age groups in later phases of development.

The officer assessment of parking need, coupled with policy objectives for modal shift had concluded that the ordinary parking provision was considered sufficient, and although it was recognised that there would always be a demand for further resident parking, this had to be balanced with local and regional parking policies. The reality was that this phase of development was the nearest to Dagenham Dock Station and C2C connections and bus hubs, and consequently it had the lowest ratio of parking in comparison to later phases of development. The applicant had signed up to a car free agreement as part of a Car Management Plan (CMP), which included notifying residents about parking provision and taking steps to address unregulated and informal parking in the area, to encourage a sustainable 'very' car light environment.

As for the number of blue badge holder spaces, TfL had recognised in the consultation on the outline application that the Borough had a significantly higher number of disabled residents, and that this would be reviewed and secured through conditions on the CMP. A total of 20% of the allocated parking spaces would have electric charging points with the remaining spaces incorporating the charging infrastructure as demand grew. Given the drain on the networks, these would not be rapid charging, but the normal residential charging systems, the precise details of which would be clarified for Members' information. As for future parking violation concerns, it was noted that the highways layout had been redesigned to accommodate such issues which TfL had been consulted on and were satisfied with.

Finally, in respect of public art, it was reported that there had been some small changes secured on the ground floor elevations on Plot C, and more widely, the approach to heritage considerations would be secured through the discharge of conditions on the outline planning consent, the detail of which were yet to be worked up.

Victoria McCracken, Development Manager representing the applicant, provided an overview of the proposed first phase of the Dagenham Green development across three plots (A,B & C), which would deliver a range of benefits, including 935 new homes, of which 35% would be affordable, the potential for new local shops, cafes and workspaces, up to 1,600 sqm of new

non-residential floor space, significant improvements to public spaces and landscaping, a new heritage trail, and public realm, together with cycle storage and blue badge parking provision.

She explained that the proposals had been developed having regard to the outcomes of a range of public consultations to ensure the needs and aspirations of the local community were fully understood, which included amongst other aspects celebrating the rich heritage of the Ford Stamping Plant including honoring the legacy of the women who took part in 1968 and 1984 Ford sewing machinists strikes.

In response to the applicant presentation, further clarification was sought regarding the break-down of car parking provision within this phase of development. Finally, it was suggested that it might be helpful that when further applications came before Committee that Members see the overall play space facilities proposed across the development to provide the context of provision on individual phases.

In conclusion, the Planning Officer summarised that the proposed development for residential use was considered acceptable in principle and would contribute to the Borough's housing stock through the provision of high-quality new homes, including family housing, compliant with relevant standards. The proposal would comprise 35% genuinely affordable homes, meeting an identified need in the Borough.

The scale, siting and design of the development was considered appropriate to the site's context and would result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers. The proposed landscaping strategy would positively contribute to the appearance and public realm of the area and enhance biodiversity and the ecological value of the site. The development had adopted a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure within the context of the extant outline consent and wider planned development. The proposal was also considered acceptable in terms of sustainability and air quality, and

Accordingly, the Committee **RESOLVED** to:

- (i) Agree the reasons for approval as set out in the report; and
- (ii) Delegated authority to the Director of Inclusive Growth (or another authorised officer to act on their behalf), in consultation with the Head of Legal Services to consider any representations from the Environment Agency relating to flood risk, and subject to there being no substantive objections, to approve the Reserved Matters (22/01014/REM), subject to the Conditions listed in Appendix 5 of the report.

**15. Barking Riverside, Stage 2 North - 22/01199/AOD & Plots 206A & 208A
Stage 2 North - 22/01249/REM**

The Deputy Chief Planner, Be First gave a presentation covering the following two inter-related planning applications under consideration at this meeting as follows:

Barking Riverside Ltd at the site of Stage 2 North - Barking Riverside Area, Renwick Road, Barking. This application (22/01199/AOD) concerned details pursuant to Conditions 5 (Details of Stages/Plots), Conditions 31 and 32 (Sub Framework Plans), Condition 33 (Nature Conservation), Condition 35 (Access) and Condition 36 (Design Code) attached to planning consent 18/00940/FUL dated 26/10/2018 in relation to Stage 2 North only.

Bellway Homes Partnership at Plots 206A & 208A within Stage 2 North-Barking Riverside Area, Renwick Road, Barking. This application (22/01249/REM) concerned details pursuant to Conditions 38 and 39 (Plot Details) following the outline approval 18/00940/FUL. The proposed development comprised the erection of 440 dwellings (Use Class C3), Commercial Floorspace (A1/A2/A3/B1/D2) and a residential gym, associated parking, landscaping and tertiary roads. This application also sought to partial discharge of conditions 5 (Partial Discharge), 41 (Acoustics), 42 (Nature conservation and Landscape), 43 (Parking and Servicing), 47 (Drainage), 48 (Access), 49 (Air Quality), 50 (Code of Construction Practise) and 51 (Construction Environmental Management Plan and Site Waste Management Plan). The outline planning application was an Environmental Impact Assessment application for which an environmental statement was submitted.

Further to the publication of the agenda, supplementary reports were circulated in respect of both applications. These were referenced in the presentation and contained a number of factual corrections to the main reports, which did not materially alter the officer recommendations for either application.

It was necessary to consider the proposed amendments to the Sub-Framework Plan application (22/01199/AOD) in the first instance, so as to allow the reserved matters application (22/01249/REM) to come forward, and in so doing, to vote on each separately in that order.

The range of internal and external consultations had been undertaken, the details of which were set out in appendices to both reports, together with the material planning considerations arising therefrom. Given the nature of application (22/01199/AOD) it was not necessary to consult with neighbouring properties, nor publish statutory notices. As regards application (22/01249/REM), a total of 617 notification letters were sent to neighbouring properties with the requisite statutory site notice. In total, five representations were received, the material planning considerations of which were addressed in the planning assessment set out in the report.

The principal effects of each application were assessed as:

22/01199/AOD

Increase in units by 284 across all plots (1,410 to 1,694)
Amend tenure (45% LAR from 50% but provide net increase)
Reduction in non-residential floorspace
Increase in height to 208a (to 60metres)
Changes to development zones, and
Increase in child's play space

22/01249/REM

440 new homes providing a balanced mix of homes including
1, 2 and 3-bedroom properties
154 affordable homes providing comprising both London Affordable Rents and
Shared Ownership
230m² of commercial space
114m² residents gym, and
A high-quality design that completed the Stage 2 North development and
complied with the outline planning permission.

In response to questions, a number of points of clarification were provided concerning the revised housing size, mix and tenure, specifically, the smaller number of 3 bed, 5-person shared ownership units and the reduction in the non-residential floor space.

A question was raised about the pressure on secondary school places and the fact that the Riverside School being already oversubscribed with students from outside the locality meant that the traffic levels from drop offs and pickups was significant. The officer explained that the issue was one of school viability, and that meant that because of the high demand for school places across the Borough, as well as adjoining boroughs, many students were needing to travel to the site. However, as the demand increased within the development and year groups changed, the mix of students would over time change to a point when the school would predominantly serve Barking Riverside residents, the majority of whom would be in walking distance of the school.

A related question was also raised about the demand on local health facilities and the fact that existing Thames View residents had found it hard to get GP appointments due to the demand brought about by Barking Riverside residents. Notwithstanding the current difficulties being experienced, Members were made aware that there were plans by the NHS and partners for new health facilities within the development, which would come online once there was a critical mass of new residents, and which would in the medium term alleviate the current pressures as described.

Toyin Omodara, Senior Planning Manager, BRL provided an overview of the background to the development of the whole site and the progress of delivery to date, including the mix and tenure of the residential elements which would contribute significantly to the Borough's housing needs. He referenced other completed and planned infrastructure including the recently opened Thames Clipper service, the new London Overground railway station, local schools

and a range of other community and commercial facilities. He outlined the detail of the application presented this evening, specifically the proposals to amend the Sub Framework Plan (SFP) encompassing Stage 2 North to address changes to the design response to Plot 208A to optimise its delivery and respond to the adjacent District Centre that was coming forward.

Jamie MacArthur, Regional Planning Director, Bellway Homes outlined their proposals for the latest phase of development which, to date, had seen the company deliver over 1,000 new homes in the locality and reiterated a commitment to continue to invest in the coming years with a further 700 new homes planned.

Members repeated concerns about the demand on existing health facilities on Thames View, and the urgent need to address the situation. The Cabinet Member for Regeneration & Economic Development, whilst recognising the Committee and ward member concerns, reassured Members that he and the Cabinet Member for Adult Social Care and Health Integration would continue to lobby local health providers to seek both interim and long-term solutions.

In response to questions about the proposed parking allocation in the latest phase of development and overheating of the flats, the applicant stated that the 25 spaces designated for resident blue badge holders would incorporate electric charging points, although initially only 20% would be commissioned. Those spaces would not be available for general use. In respect to problems of overheating in residential blocks, particularly during this Summer's extreme temperatures, the applicant confirmed that the south and west facing units had been technically assessed and had met the requirements to withstand the higher summer temperatures.

Other issues raised and responded to by the applicant/officers concerned the hours of site operations during the construction stage, street naming and numbering and fire safety.

The officer concluded that in relation to application (22/01199/AOD), the submitted details demonstrated that all matters relating to the SFP were of a high quality and that the revisions to the Plan would remain within the maximum parameters and relevant agreed strategies of the outline planning consent. Importantly, the proposals would facilitate an additional number of new homes in a high-quality and compliant fashion.

In relation to application (22/01249/REM), the proposals would see 440 new homes comprising 112 policy-compliant affordable housing units representing 35% of the overall residential development. It would provide a wide range of key planning benefits for the site, surrounding area and the local community. These included:

- Sustainable development that met the NPPF's criteria for economic, social and environmental sustainability,

- High quality homes with private amenity space, of which most would include private amenity space, as well as access to high quality landscaped communal amenity space, and
- Provision of a range of dwelling types and sizes to satisfy local housing demand, including family homes.

The scale, siting and design of the development was considered appropriate to the site's context and would result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers. The proposed landscaping strategy would positively contribute to the appearance and public realm of the area and enhance biodiversity and the ecological value of the site. The development adopted a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure within the context of the extant outline consent and wider planned development. The proposal was also considered acceptable in terms of sustainability and air quality.

The information submitted relating to conditions for both applications had been reviewed and had been subject to consultation. The details provided were considered to be of sufficient quality to allow Members to consider approving each application, and therefore,

The Committee **RESOLVED** to:

- (i) Agree the reasons for approval in respect of application (22/01199/AOD) as set out in the report,
- (ii) Delegate authority to the Director of Inclusive Growth (or another authorised Officer), to approve the Sub-Framework Plan and specified planning conditions for Stage 2 North,
- (iii) Agree the reasons for approval in respect of application (22/01249/REM) as set out in the report, and
- (iv) Delegate authority to the Director of Inclusive Growth (or another authorised Officer), to approve the reserved matters, subject to the conditions listed in Appendix 6 of the report.