



LONDON BOROUGH OF BARKING & DAGENHAM

PLANNING COMMITTEE

20 May 2024

Application for Planning Permission

Case Officer:	Kathryn McAllister	Valid Date:	26.09.2023
Applicant:	Rainham Road South Limited	Expiry Date:	26.12.2023
Application Number:	23/01494/FULL	Ward:	Village
Address:	The Bull Inn, Rainham Road South, Dagenham RM10 8AQ		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at The Bull Inn, Rainham Road South.

Proposal:

Demolition of all existing buildings and structures in connection with the construction of 72no. residential units (Class C3), provision of car parking, landscaping, and other ancillary works.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham’s Director of Inclusive Growth in consultation with the Head of Legal Services to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 of this report and the Conditions listed in Appendix 5 of this report; and
3. that, if by 22 November 2024 the legal agreement has not been completed, the London Borough of Barking & Dagenham’s Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:

1. Time Limit
2. Approved Drawings and Documents
3. Contaminated Land
4. Written Scheme of Investigation
5. Scheme of Acoustic Protection
6. Air Quality and Dust Management Plan (AQDMP)
7. Non-Road Mobile Machinery (NRMM)
8. Construction Environmental Management and Site Waste Management
9. Construction Logistics Plan
10. Landscape Ecological Management Plan (LEMP)

11. Works to Unregistered Land
12. External Lighting
13. Overheating
14. Bat Survey
15. Tree Planting Strategy and Maintenance Plan
16. Digital Connectivity
17. Green Roof Systems
18. Materials
19. Hard and Soft Landscaping
20. Boundary treatment
21. M4(3) Accessible Units
22. Noise Insulation of Party Construction
23. Bird Bricks
24. Surface Water Drainage
25. Energy and Sustainability
26. M4(2) Accessible Units
27. Play Space
28. Renewable Energy
29. Waste and Refuse
30. Car Parking Management Plan
31. Disabled Parking
32. Communal Television and Satellite System
33. Delivery and Servicing Plan
34. Cycle Parking
35. Noise Generating Mechanical Services Plan
36. Pilling Method Statement
37. Secure by Design
38. Nesting Bird Survey
39. Tree Management Strategy and Protection through Construction
40. Unit Numbers
41. Air Quality
42. Circular Economy- Post Construction Assessment

S106 – Summary of Heads of Terms:

Schedule 1- Administrative

- Payment of the Council's professional and legal costs, whether or not the deed completes;
- Payment of the Council's reasonable fees of £21,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Schedule 2- Residential Management Plan

- Submission of a Residential Management Plan for approval by LBB, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

Schedule 3- Affordable Housing

- Affordable Housing Provision

Secure 35% affordable housing on a unit basis as shown on drawings D6200 Ground Floor Plan Proposed [Revision 00] dated 09.10.2023; D6201 First to Second Floor Plan Proposed [Revision 00] dated 09.10.2023; D6203 Third to Fourth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6205 Fifth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6206 Sixth Floor Plan Proposed

[Revision 00] dated 09.10.2023 and D6207 Seventh and Eight Floor Plan Proposed [Revision 00] dated 09.10.2023

13 no. units provided at Social Rent. Unit numbers:

A.G.1; A.1.1; A.1.2; A.1.3; A.1.4; A.1.5; A.1.6; A.2.1; A.2.2; A.2.3; A.2.4; A.2.5 and A.2.6

12 no. units provided as Discount Market Rent. Unit numbers:

A.3.1; A.3.2; A.3.3; A.3.4; A.3.5; A.3.6; A.4.1; A.4.2; A.4.3; A.4.4; A.4.5 and A.4.6.

- Early- Stage Viability Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

Schedule 4- Play Space

- Play Space

A sum of £15,000 to be paid on completion of the deed to go towards improvements to Old Dagenham Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed.

Schedule 5- Design

- Design Champion

The owner will secure Design Champions consisting of Architects and Landscape Architects who will be design advisors and oversight executive architects throughout the discharge of the Planning Conditions, post planning amendments made through s.96a or s.73 and until the practical completion of the Development unless otherwise agreed in writing with the Council, in order to secure exemplary design quality as promoted in this application. The Design Champion shall be approved by the Council prior to appointment.

The owner will secure the retention of the Design Champions on such terms that ensure that the Development is constructed in reliance upon the exemplary design qualities that have informed the Planning Permission.

Schedule 6- Transport

- Travel Plan

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 1st, 3rd and 5th anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.

- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

- Car Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

- Car Club Details

On commencement of the development the Developer shall submit to the council and agree a scheme of car club works. The car club works shall include a detailed plan showing the location of the proposed car club space and details of the scheme of works required to enable this space to be implemented.

- Car Club Contribution

On commencement of the development the Developer shall pay in full to the council £10,000 (BCIS Index Link) to go towards the cost of implementing the car club.

- S.278 Agreement

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works based on the 'in Principle plan' drawing 2022/6602/016 Potential Highway Improvements [Revision P3] dated 25.04.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024 which shall be updated to include a speed table and replacement of all visibility railings along Rainham Road South prior to commencement, and b) implement all off-site highway works to an agreed schedule prior to occupation.

The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

- Works to unregistered land-

Prior to commencement of the development the Developer/Owner shall undertake a scheme of highway and landscape works to be carried out to the strip of unregistered land to be approved by the council. The scheme of works shall be carried out based on the principles set out in drawing TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; and 7392-RGP-ZZ-0B-DR-X-0701 Pavement and Kerb Construction Layout [Revision P6] dated 09.05.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024

All works shall be carried out to adoptable standards and retained thereafter for the lifetime of the development.

The applicant is responsible for covering the cost of all works.

- Unregistered land works - Maintenance

- a) The Developer/ Owner of the sites shall be responsible for covering the cost of all maintenance required to the area of unregistered land for the lifetime of the development. Vegetation at all times shall be retained to a height of no more than 0.6 metres.
- b) Should the council be required to carry out works to the strip of unregistered land as a result of its statutory duty to maintain the adjoining adopted highway. The Developer/Owner will be responsible for covering the cost of any maintenance works required to the land as a result of these works.
- c) The works to the area of unregistered land shall be maintained at all times to an adoptable standard.

The Developer/Owners shall remain responsible for the maintenance of all land outline in blue and marked 'Area of Maintenance' on drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 for the lifetime of the development.

- CPZ Contribution

On commencement of the development the Developer shall pay to the council £40,000 (BCIS Index Linked) to go towards the cost of the expansion of any Controlled Parking Zone (CPZ) in the area immediately surrounding the site.

Schedule 7- Carbon Offset

- Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 78% reduction over Part L of the Building Regulations 2021 through on-site provisions.

- Carbon Offset Financial Contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (expected contribution of £38,017).

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 8- Air Quality

- Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 9- Connect to District Heat Network (DHN)

- Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN. The requirement to connect to the DHN will be subject to the heat network being delivered and operational to supply the development, and the DHN having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

Schedule 10- Be Seen

- Be Seen Hierarchy- post construction monitoring.

- a. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).

- b. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).
- c. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.
- d. In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Schedule 11- Employment and Skills

- Local employment, training and supply chain plans
Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

- Employment during Construction
The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.

- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.
- Training during Construction The Owner will use reasonable endeavours to ensure the following:
 - Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
 - Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
 - Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.
- Supply chain development during Construction
The Owner will use reasonable endeavours to:
 - Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
 - Source goods and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
 - to ensure companies based in LBBD will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
 - Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
 - Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.
- Monitoring
 - Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
 - This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
 - Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
 - Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBD residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
 - Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any

employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.

The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.

OFFICER REPORT

Planning Constraints:

Air Quality Management Area
 Strategic Planning Sub Area Boundaries- Dagenham East and The Village
 Housing Trajectory Sites- Village Ward
 Archaeological Priority Areas- Tier II Dagenham Village
 Draft Site Allocation XE: Ibscott Close Estate and highways land at Rainham Road South/Bollards Road

Site, Situation and relevant background information:

The application site is The Bull, located on the junction of Ballard's Road and Rainham Road South. The site was formerly a pub but in recent years has been in commercial use. The site is accessed off Rainham Road South. There is a strip of unregistered land which sits between the site and the highway.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Meeting the needs of local residents
- Employment
- Impact to existing Education Provision
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage
- Habitat Regulation Assessment: Epping Forest Special Area of Conservation (SAC)

Planning Assessment:

Principle of the development:

<i>Existing use(s) of the site</i>	2 x retail units
<i>Proposed use(s) of the site</i>	72 new residential units.

- 1.1 New Residential Dwellings
- 1.2 Chapter 5 of the National Planning Policy Framework (NPPF) has specific regard to housing stating that 'to determine the minimum number of homes needed, strategic policies should be informed by a housing need assessment... [and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.'
- 1.3 Policy SD1 of the London Plan sets out London's Opportunity Areas. This policy highlights support for developments which create employment opportunities and housing choice for Londoners whilst also recognising the role of heritage in place-making.
- 1.4 Policy GG4 of the London Plan states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- 1.5 Policy H1 of the London Plan outlines the Borough's 10-year target for net housing completion which highlights the pressing need for more homes in London. Developments should optimise the potential for housing delivery on all suitable and available brownfield sites. Policies note a genuine choice of new homes should be supported which are high quality, varying sized and tenures in accordance with Local Development Frameworks. Likewise, this policy requires that Londoners

have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation.

- 1.6 The London Strategic Housing Market Assessment (SHMA) which formed the evidence base for policy H1 reinforces the need to increase the housing supply to promote opportunity and provide real choice for all Londoners. In addition, policy H2 supports the use of small sites highlighting that boroughs should support the construction of well-designed dwellings on small sites. The Housing SPG further supports the London Plan on such matters.
- 1.7 Policy CM1 and CM2 of the Core Strategy seeks to ensure the borough contributes to meeting its housing targets and supports the delivery of a variety of housing types.
- 1.8 Policy CC1 of the Core Strategy DPD further supports this noting developments should provide a range of accommodation types and sizes. In particular development should provide a minimum of 40% family housing. This is the type of housing which is in high demand throughout the borough. Family sized homes are defined by properties which have 3 or more bedrooms.
- 1.9 Officers acknowledge that the London Plan 2021 and NPPF were published after these documents and seek to ensure development provide a range of dwelling types. Therefore, it could be argued that the local policies are outdated and therefore greater weight should be apportioned to the NPPF and London Plan with regard to the type of housing which development should be providing.
- 1.10 Notwithstanding, the Draft Local Plan regulation 19 version is currently undergoing examination as such weight should be apportioned to this document. Policy SPDG1 of the draft local plan reg 19 seeks to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough.
- 1.11 Policy SP3 of the draft local plan reg 19 emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need. Nevertheless, the need for more family sized dwellings in the borough is evidence in the SHMA 2019 documents. Therefore, whilst policies set out in the Core Strategy DPD and Borough Wide DPD may be outdated, officers have apportioned weight to the policies found in the Draft Local Plan Reg 19 as these highlight the continued need for more family sized dwellings across the borough based on the most up to date evidence. Therefore, it is clear that whilst policies support the developments which provide a range of accommodation types and sizes, given the high demand for family sized dwellings in the borough it is expected that adequate provision is provided.
- 1.12 The application site is referenced in Draft Area Policy SPP5: Dagenham East. The site is located within Draft Site Allocation XE: Ibscott Close Estate and highways land at Rainham Road South/Ballards Road. The proposed use for this site is for a comprehensive residential-led mixed-use redevelopment.
- 1.13 The 2021 Housing Delivery Test (HDT) results show that the London Borough of Barking and Dagenham has delivered 66% of its housing requirement over the latest 3-year period. Consequently, the presumption in favour of sustainable development contained within paragraph 11 d) of the National Planning Policy Framework (the Framework) will be engaged.
- 1.14 The application site is The Bull Inn. The proposal seeks to demolish all buildings and construction of 72no. residential units (Class C3), provision of car parking, landscaping, and other ancillary works. The site comprises of 1-, 2- and 3-bedroom flats. As detailed above policies support developments for new residential accommodation where they provide a range of sizes and tenures of accommodation. The development will provide 72 new flats of which 21 (29%) are family sized units. Additionally, the scheme will provide 35% affordable housing of which 9 units will be family sized. Noting the outcome of the most up to date SHMA (2020) there is a clear need for affordable family sized units within the borough. Officers consider the proposal to meet this demand and provide additional housing for residents on the local housing waiting list. Further discussion on the housing and tenure mix can be found in section 2.5 of this report.
- 1.15 Overall, officers consider the proposed residential development to address an identified housing need in the borough. As such, in principle policies support the construction of new residential dwellings.
- 1.16 Loss of a Non-Designated Heritage Asset

- 1.17 Chapter 16 of the NPPF has regard to conserving and enhancing the historic environment by ensuring developments do not lead to substantial harm to or total loss of significance of a designated heritage asset. With regard to non-designated heritage assets the NPPF states a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 1.18 Policy HC1 of the London Plan sets out the need to demonstrate a clear understanding of the historic environment and the heritage values of sites. London's diverse range of designated and non-designated heritage assets contributes to its status as a world-class city. Therefore, policies seek to ensure proposals affecting heritage assets, and their settings conserve their significance by being sympathetic to the assets significance and appreciation within their surroundings.
- 1.19 This is supported by policy CP2 of the Core Strategy DPD, Policy BP2 of the Borough Wide DPD and policies SP2 and DMD4 of the Draft Local Plan (regulation 19 version) which seeks to ensure proposals affecting designated and non-designated heritage assets contribute to preserving the setting of the asset and its historical significance.
- 1.20 As detailed above policies support developments for new homes in particular where they contribute to providing a range of housing types, sized and tenures. In addition, policies also seek to preserve and enhance the setting and historical significance of non-designated heritage sites. The site is a non-designated heritage asset, as such, it does not have national policy protection. Notwithstanding, given the sites non-designated status in line with policies a balanced assessment will be carried out which weights up the scale of any harm or loss and the significance of the asset against the proposed use. Officers acknowledged the sites proximity to the Dagenham Village conservation area. Assessment of the proposals impact on this will be assessed in section XX of this report.
- 1.21 The application is accompanied by a Heritage and Townscape Assessment (HTA). This document states that the Bull Public House was originally constructed in 1726. The original pub sat to the north of the existing site plot. This pub was later demolished. The Bull Inn as it exists today sits on a different site to the south of the original structure. The HTA assumes that this building was constructed in 1920s and served the local community as a pub through the 21st century, however, in 2013 the pub was closed and converted into a small collection of shops. The 1920s pub was constructed in a Tudorbethan style.
- 1.22 As detailed in policy designated and non-designated heritage assets developments should contribute to preserving the setting of the asset and its historical significance. As detailed in the submitted heritage and visual assessment The Bull was originally constructed in 1726 at a different site. The Bull as it exists today sits on a slightly different site and was rebuilt in 1920s. The Heritage Officer was consulted and stated "the Barking Record number 79 - a building has stood on this site since at least the seventeenth century (1600s) if not earlier. The early site contained, 'yards, gardens, a small meadow and two acres of arable land.' The 'Bull' was first mentioned in 1726. It is perhaps of no surprise then that it was a local landmark, additionally it had an early letter box positioned here in 1823 and became a stop for the first omnibus in 1848; during that period Rainham Rd South was also known as Bull Street... Although it has not been used as an Inn/PH since 2013, the Bull remains a local landmark as it has for centuries. Therefore, although the current building only dates back about a century, to the interwar period, and is not listed, it is a site and a name which holds significance to the local area and its residents".
- 1.23 The applicant states "It can be assumed that the reconstruction of The Bull occurred in the 1920s. Further development around the Site area occurred throughout the 20th century. The farmhouse and ancillary buildings standing south of the Site were demolished, making way for the construction of the circular intersection connecting Rainham Road South and Ballards Road in the 1960s. This essentially transformed the quiet residential area into a busy area filled with vehicular thoroughfare, in turn increasing the popularity of the public house. The Bull served the local community as a pub through to the 21st century and was later converted into a live music venue. In 2013, the pub was closed to public and converted into a small collection of shops. It is likely that alterations occurred to the existing building at some point in the early 21st century, including the single storey extension to its rear. Today, the Site stands isolated with no buildings within its boundaries. It must be noted that the plot of the previous Bull Public House appears to have been developed as an area of hardstanding associated to the existing Site".

- 1.24 Officers believe that whilst the name and site has historical relevance the existing building as it is known today only dates to the early 20th century and has been amended significantly since. Policies have regard to historical assets only. As such, officers' assessment will be limited to the historical significance of the physical character and appearance of the building and its setting.
- 1.25 As existing the setting of the building is predominately hard standing with limited planting or visual interest. Much of the area around the site has been redeveloped which is evident from google and site visits carried out by officers. Officers agree with the applicant's statement that the site sits in isolation with none of the original buildings in its boundary. A photo showing The Bull in 1920 has been provided in the heritage assessment. When compared to the site today it is evident that the boundary walls and external building associated with the Bull have been removed. Several new extensions have been constructed which do not reflect the character and appearance of the main building. Likewise, alteration have been made to the original building to amend the access points and setting of the building. The original arched entrance has been boarded up with new openings introduces. Similarly, the setting of the site is predominately hard standing used for car parking with areas of soft landscaping being predominantly grass. Much of the architectural significant features of the building and site have been lost. The fact that the existing building and its setting is not listed nationally or locally further confirms the limited historical significance of the building.
- 1.26 Officers therefore consider the historical and architectural significance of the existing building and site to be limited. The heritage officer was consulted who agreed that the fact that the building has never been listed nationally or locally, to that extent its removal is difficult to challenge. It is clear that the historical significance of the existing building and its setting is limited.
- 1.27 Loss of Retail Units.
- 1.28 The proposal seeks to demolish the existing pub and replace this with 72 new residential dwellings in the form of a 9 storey and 6 storey block.
- 1.29 Officers note that whilst the site was formally a public house (Class Sui Generis), its most recent use was as a small collection of shops (Class E). As such, in line with the Last Orders Preserving Public Houses SPD (June 2014) definition of public houses the existing use of the site would not be considered a pub given it is not in Use Class Sui Generis. The site planning history confirms that the site was lawfully divided into 2 separate commercial units under permitted development. As such, officers do not consider the policies regarding the loss of public houses to be relevant in this case, given the loss of the public house has already taken place and is not for consideration under this application. Notwithstanding, the development will result in the loss of retail units. The relevant policies are detailed below.
- 1.30 The NPPF seeks to ensure that policies and decisions support the role that town centres play. As result developments should contribute to promoting the long-term vitality and viability of town centres to ensure that can respond to rapid changes and allow a suitable mix of uses.
- 1.31 Policy SD7 of the London Plan sets out that a town centre first approach should be taken. The sequential test should be carried out to ensure where possible main town centre uses are in town centres. Nevertheless, protection should be given to out-of-centre- high streets as local parades or business areas to support and enhance the role of these high streets.
- 1.32 Policy CM5 of the Core Strategy DPD states that encouragement will be given to development and services that will help maintain and enhance the vitality and viability of town centres. This is further supported by policy DME3 of the Draft Local Plan (Regulation 19 version). Notwithstanding, Policy BE3 of the Borough Wide DPD notes that where existing individual shops are located outside centres these should be protected particularly those that sell fresh food.
- 1.33 At present there are currently 2 retail units on site. As detailed above policies support development which contributes to the vitality and viability of town and neighbourhood centres as such where possible commercial uses should be located within these areas. As noted, the site is not located within a designated town or neighbourhood centre. Nevertheless, as shown on google maps the existing retail units on site are convenience stores which sell fresh food. Policy BE3 of the Borough Wide DPD protects existing individual out of town shopping areas particularly where they sell fresh food.

- 1.34 The proposal will result in the loss of all commercial units on site. The applicant states “there is no intention to replace these units as part of the proposed scheme. There are significant material considerations which justify this departure including Draft Local Plan. This is at its advance stage and there are no policies which seek to protect retail uses in out-of-town centre locations. Additionally, there is sufficient commercial and retail offering in the local area and commercial re-provision is not feasible on site”. Officers believe that the proposal will not re-provide commercial provision on site given the site constraints and its location.
- 1.35 Officers acknowledge that the site is not located in a designated town or neighbourhood centre. As shown on the proposals map the site is near Royal Parade/Church Street and Dagenham East (South) both designated neighbourhood centres. These shopping parades are located within walking distance of the site and provide a range of commercial offering which includes shops which sell fresh food. Further, policies seek to protect the vitality and viability of town centres, as such, they encourage a town centre first approach whereby commercial and retail provision should be provided in line with the sequential test which priorities retail provision in designated town centres. Whilst officers acknowledged the Borough Wide policy BE3 has regard to shops selling fresh food in out-of-town locations, officers agree with the applicant that the Draft Local policies which are at an advance stage does not have special regard to existing out of town centre retail which sells fresh food. Instead, the provision of retail and commercial uses is encouraged within town centre locations in the first instance to maintain and protect the vitality and viability of these areas.
- 1.36 Given the site's location outside a designated town or neighbourhood centre and its proximity to an existing designated neighbourhood centre and the range of commercial and retail units found there, officers consider the loss of commercial floor space on this site to be acceptable.
- 1.37 Summary
- 1.38 Overall, noting the low historical significance of the existing building and its setting and the proximity to other neighbourhood centres and associated commercial offering. Officers consider the benefits of construction 72 new homes including 21 family sized homes to outweigh the harm caused by the loss of the non-designated heritage asset and loss of on-site retail provision. On balance the principle of development is considered acceptable and in keeping with the development policies.

Dwelling mix and Quality of accommodation:

- 2.1 Density
- 2.2 London Plan policy GG2 promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure, and amenities. Policy D2 directs that the density of proposals should consider planned levels of infrastructure and be proportionate to the site's connectivity and accessibility. Policy D3 ensures that all development makes the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.
- 2.3 Locally, Core Strategy Policy CM1 states that residential development (particularly higher density development) will be focussed in the Key Regeneration Areas, and on previously developed land in other areas with high PTAL levels. Strategic Policy SP2 of the emerging Local Plan (Regulation 19) promotes high-quality design, optimising a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context.
- 2.4 The applicant proposal has been brought forward through a design-led approach informed by the site constraints. The application site has an area of 0.26 hectares and seeks to provide 72 units. As such, the density of the site is 276.9 u/ha. The site is located within a predominantly residential area. The application site and Ibscott Close Estate to the rear has been allocated in the Draft Local Plan (regulation 19 version) for a residential-led mixed use development with the potential capacity for delivering 831 new homes. Whilst officers accept that the density of the proposal is relatively high. It is noted that this site is due to come forward ahead of the redevelopment of the wider Ibscott Close Estate. The draft site allocation has a site area of 4.05ha, as such, should 831 units be delivered the mean density would be 205.2u/ha. Given this site is located furthest away from the Dagenham Village Conservation area, officers believe the site is able to support a denser development. Additionally, the site is located in PTAL 3 within walking distance of Dagenham East tube station and a number of bus services along Rainham Road South. It is clear there are good transport links. To this end officers consider the proposed density to be acceptable and in keeping with the development policies.

2.5 Dwelling Mix and Tenure

- 2.6 The NPPF seeks “to deliver a wide choice of high-quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- 2.7 London Plan policy H10 sets out all the issues applicants and boroughs should take into account when considering the appropriate mix of unit’s sizes in relation to the number of bedrooms for a scheme. In particular part B of this policy states "boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs".
- 2.8 Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3- bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family sized accommodation. Draft Local Plan (Regulation 19 version) SP3 also supports the delivery of family accommodation. This policy is evidenced by the LBBB Strategic Housing Market Assessment (SHMA) which highlights a local need for more family sized dwellings. Further, policy DMH2 requires development proposals to provide a range of units in accordance with the Council’s preferred dwelling size mix. Additionally, this policy outlines that the Council will consider a different housing mix if the proposal meets the tenure split requirements, and the applicant will be expected to provide up-to-date evidence of housing needs by taking account of the latest local evidence identified within the Strategic Housing Market Assessment.
- 2.9 As noted above, policies seek to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The proposal seeks to deliver 72 residential units.
- 2.10 The dwelling and tenure mix is shown in the following table.

	Social Rent		Discount Market Rent		Private		TOTAL	
	Units	Hab Room	Units	Hab Room	Units	Hab Room	Units	Hab Room
1-bedroom	4	8	4	8	11	22	19 (26%)	38 (17%)
2-bedroom	4	12	4	12	24	72	32 (44%)	96 (44%)
3-bedroom	5	20	4	16	12	48	21 (29%)	84 (39%)
TOTAL	13 (18%)	40 (18%)	12 (17%)	36 (17%)	47 (65%)	142 (65%)	72 (100%)	218 (100%)

- 2.11 In terms of affordable housing and tenure mix this will be assessed in section 2.14 of this report.
- 2.12 The proposal will provide a mix of 1-, 2- and 3-bedroom units. In total there will be 21 family units comprising of 3-bedroom dwellings. This equates to 29% of the total number of units. The applicant states “1- and 2-bedroom units have been prioritised within the private and intermediate tenures in reflection of the growing need/trend for multi-adult households... this need for 1 and 2 bed properties available for private rent is recognised in the LBBB SHMAA 2019... there is a large proportion of family homes provided, including within the affordable tenures. LBBB’s SHMAA (table

- 7.13) identifies that there is an annual shortfall of nearly 1,000 affordable 3+ bedroom family homes in Barking and Dagenham". Officers believe the applicant has taken note of the most up to date evidence for housing demand when considering the housing mix of the proposal.
- 2.13 The proposal falls short of the 40% target set by the Core Strategy DPD, nevertheless, this is reasonably justified by the flatted nature of the development and site constraints. It is noted that of the 21 family units, 5 will be social rent and 4 discount market rent. Whilst discount market rent is an intermediate product it is noted that these units will have rent levels at 80% of the market rent, longer tenancies of 3+ years and do not require a large deposit. Therefore, whilst not a genuinely affordable product, officers consider these units to remain relatively affordable to residents.
- 2.14 A high proportion of these family units will be affordable which speaks to policy DMH2 of the Draft Local Plan as evidenced by the most up to date SHMAA which highlights a need for more affordable family units within the borough. Further, it is noted that the development meets the threshold approach Fast Track Route as outlined in policy H5 of the London Plan. Therefore, whilst it is accepted that the proposal will fall short of policy requirements on the provision of family housing, given the development will contribute to providing 21 new family sized units of which 9 are affordable. Officers consider the provision to be acceptable and support the family housing stock in the Borough.
- 2.15 Affordable Housing
- 2.16 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 65 states "Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups". Notwithstanding paragraph 63 states "Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site unless: a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b) the agreed approach contributes to the objective of creating mixed and balanced communities".
- 2.17 Policy H4 of the London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. This policy ensures that all major developments which trigger affordable housing requirements provide affordable housing through the threshold approach.
- 2.18 Policy H5 of the London Plan outlines the threshold approach which applies to all major development proposals which trigger affordable housing requirements. Policy H5B sets threshold level of affordable housing on gross residential development at a minimum of 35%; or 50 per cent for public sector land where there is no portfolio agreement with the Mayor; or 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses. This requirement is also established in the Affordable Housing Supplementary Planning Guidance (SPG)
- 2.19 Policy H5C of the London Plan outlines the Fast Track route of the threshold approach. To follow the fast-track route development must meet or exceed the relevant threshold level of affordable housing without public subsidy, be consistent with the tenure split set out in policy H6 of the London Plan, meet other relevant policy requirement and obligations and demonstrate that 50% target set out in policy H4 of the London Plan and have sought grant to increase the level of affordable housing.
- 2.20 Policy H6 of the London Plan requires a minimum of 30% low cost rented homes, minimum 30% intermediate products and the remaining 40% to be determined by the borough. To follow the Fast Track Route developments, require the tenure of 35% of homes to meet the tenure split requirements of this policy.
- 2.21 Policy H7 ensures that a clear process is put in place to monitor affordable housing. In particular policies note affordable housing should be secured by S106 legal agreement, where a review mechanism is triggered, this should be implemented, and the number of extra homes delivered. Annual monitoring information should be published to ensure transparency on the delivery of affordable housing.
- 2.22 The Draft Local Plan (regulation 19 version) policy DMH1 seeks to apply the threshold approach to viability. The policy seeks to ensure that new developments contribute to the delivery of a range of housing tenures in accordance with the following tenure split: 50% mix of social housing including London Affordable Rent, 50% mix of intermediate housing including London Shared Ownership.

Regarding policy H6 of the London Plan the remaining 40% tenure split to be determined by the borough should be 20% intermediate housing and 20% social housing.

- 2.23 The proposal will follow the Fast-Track route and deliver 25 affordable units, 76 habitable rooms which equates to 35% of the total provision of units. Of these 12 units (48%), 36 habitable rooms (47%) will be provided as discount market rent and 13 units (52%) and 40 habitable rooms (53%) will be provided as social rent. Officers consider the proposal to meet the threshold level of affordable housing as set out in policy H6 of the London Plan, similarly the proposal achieves the Fast Track criteria set out in policy H5 of the London Plan. It is acknowledged that more social rent units are provided in place of discount market rent. However, noting the relevant threshold levels of affordable housing is achieved, officers consider this tenure split to be acceptable.
- 2.24 Officers therefore consider the provision of affordable housing proposed by the development to be acceptable. It is recommended that an S106 obligation is attached in line with policy H7 of the London Plan securing the affordable housing offering.
- 2.25 Notwithstanding, to ensure that the applicant builds out the permission an obligation securing an Early-Stage Viability Review will be included in line with policy H7 and H5 of the London Plan. This review will be triggered if the development has not commenced within 2 years of the permission being granted.
- 2.26 Subject to the imposition of S106 obligations, officers consider the proposed affordable housing provision to be acceptable and in keeping with the development policies.
- 2.27 Quality of Accommodation
- 2.28 At national level, the 'Technical housing standards – nationally described space standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- 2.29 Policy D4 of the London Plan seeks to ensure developments bring forward high quality design and place making.
- 2.30 The Local Plan also reiterates the need for housing developments to conform to these requirements. Policy D6 of the London Plan outlines that housing developments should be of high-quality design and provide adequately sized rooms which are fit for purpose and meet the needs of Londoners without differentiating in tenure. Developments should maximise the provision of dual aspect dwellings and provide sufficient daylight and sunlight. Further, new housing should achieve the space standards in line with those set at national level.
- 2.31 Policy D5 of the London Plan seeks to ensure developments achieve the highest standard of accessible and inclusive design by ensuring developments are convenient and welcoming with no disabling barriers and can be entered, used, and exited safely, easily and with dignity for all.
- 2.32 Policy D7 of the London Plan requires suitable housing and genuine choice of housing for London's diverse population. As such, at least 10% of dwellings should meet Building Regulation requirement M4(3) 'wheelchair user dwellings and all other dwellings should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. This target meets the Borough's aspirations outlined in policy DMH3 of the Draft Local Plan (Regulation 19 version).
- 2.33 All dwellings meet the requirements of the technical housing standards- nationally described space standards. Further, 55 units (76%) will be dual aspect. These include all 2- and 3-bedroom units. 17 units (24%) will be single aspect. These are all 1-bedroom dwellings which are west facing. It is noted that all single aspect units have been designed to face away from the main road. All dwellings with north facing aspects are dual aspect. Further, all habitable rooms will have access to a window. Noting the orientation of the site, officers are confident that all flats will be well lit by daylight, naturally ventilated by open windows and appropriately sized for their use. Officers consider this to meet the requirements of policy D6, D4 and D5 of the London Plan.
- 2.34 The Mayor's Housing SPG Standard 12 advises that 'each core should be accessible to generally no more than eight units on each floor'. The Good Quality Housing For All Londoners London Plan Guidance, Draft for Consultation October 2020 advises that development proposals accessed from a single core does not exceed eight per floor (C3.1.2). The updated guidance advises that the threshold between public realm of the street and the private realm of the home affects people's sense of security and ownership and that entrances should feel welcoming. The guidance further notes "within residential blocks, the number of dwellings served by a single core needs careful consideration as it affects both security and people's sense of community and ownership" and

advises “in terms of the number of homes per floor, groups of two to eight dwellings are usually desirable. In these smaller groups, residents tend to enjoy a greater sense of privacy, security and ownership, and may be more likely to take an active interest in the upkeep of shared spaces”.

2.35 The proposal seeks permission for 2 blocks comprising of 6 and 9 storeys. For the 6-storey block there are 6 units per core. There are 5 units per core for the 9-storey block. Officers consider this to meet the requirements of the Mayors Housing SPG and present safe and secure dwellings. All dwellings will be accessed via an internal lobby and have access to private external amenity space. Further details of this will be provided in Section 2.41 of this report.

2.36 Internal daylight and sunlight

2.37 An internal Daylight and Sunlight Report prepared by Waldrams dated 20.09.2023 was submitted with this application. The assessment finds that 172 of the 218 proposed rooms (79%) achieve the daylight (SDA) criteria. 18 of the 46 rooms which do not achieve their SDA targets are living rooms with generous balconies, the remaining 28 out of 46 rooms are bedrooms that face between the two proposed blocks. It is concluded that the rooms that do not meet the criteria are either a bedroom facing the adjacent proposed block, or a living room obstructed to daylight by a balcony. Notwithstanding, the assessment concludes that all units meet the target values for sunlight.

2.38 From the assessment officers acknowledge there will be some impact on the daylight and sunlight received in some living spaces, however, the rooms impacted are limited to rooms which face between the two blocks or rooms which have large balconies. As shown on the submitted proposed plans all units have access to private balconies. Therefore, whilst the positioning of these features will impact the amount of internal daylight received, officers are of the view that this impact is unavoidable. All units will have access to private balconies, therefore, on balance officers consider the impact on internal daylight to be acceptable. Likewise, whilst it is acknowledged the daylight received by the rooms which face between the proposed blocks is impacted. These units are dual aspect, as such, whilst some rooms fail to meet the BRE Guidelines other parts of the dwelling will achieve sufficient provision of daylight.

2.39 Further, the applicant states “rooms which are unable to meet the full BRE guidelines are typically bedrooms on ground and lower floors which face west and have deep floorplans which inevitably achieve lower illuminance values due to distance from windows. Living rooms that are unable to meet the full BRE guidelines have generous balcony spaces which can be enjoyed”. Officers have reviewed the proposed plans and appendix 3 of the daylight and sunlight assessment: Internal Daylight & Sunlight Results. It is noted that the west facing properties which the applicant states achieve lower illuminance values due to distance from windows are the single aspect units. Nevertheless, on review of the proposed plans whilst areas of the single aspect units will achieve lower luminance values due to the distance from the window. Officers note this area of the dwelling consists of kitchens and bathrooms. The submitted internal spatial daylight autonomy attached in appendix 3 of the assessment showing habitable living spaces such as bedrooms and living spaces benefitting from good access to daylight.

2.40 Overall, whilst it is acknowledged that some of the proposed units fail to provide adequate provision of daylight in line with BRE Guidelines. Officers believe the proposal will provide 72 good sized homes with access to private external balconies and suitable access to daylight and sunlight in all habitable rooms. Therefore, on balance the proposal is considered to provide adequate quality of accommodation in keeping with the development policies.

2.41 External Amenity

2.42 Chapter 8 of the NPPF seeks to promote healthy and safe communities by ensuring planning decisions achieve healthy, inclusive, and safe places which enable and support healthy lifestyles and wellbeing needs. Policy D6 of the London Plan supports this by ensuring new housing provides adequate outside space. Policy DMNE1 of the Draft Local Plan Reg 19 seeks to ensure proposals provide adequate external amenity space whereby developments should not rely on upon existing publicly accessible open space to contribute towards onsite amenity space and children play space. This is further supported by Policy BP5 of the Borough Wide Development Plan Document which states that new developments must provide adequate external private and/ or communal amenity space to meet the need generated by development.

2.43 Policy BP5 of the Borough Wide DPD stats 1-bedroom flats should provide 20sqm of external amenity space and 2 + bedroom flats should provide 40sqm. This space should be private, useable accessible and safe. Further, this policy notes that where developments in town centre locations

and strategic regeneration sites are not able to provide external amenity space on site the applicant should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated wherever possible. Likewise, the London Plan Housing SPG states "A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant". In accordance with the Housing SPG the 1-bedroom dwelling should provide 5sqm; 2-bedroom, 3 person dwellings should provide 6sqm; 2-bedroom, 4 person dwellings should provide 7sqm and 3-bedroom, 4 person dwellings should provide 7sqm; 3-bedroom, 5 person dwellings should provide 8sqm.

- 2.44 The development provides a mix of 1-, 2- and 3-bedroom units. All units will have access to large private external balconies which exceed the requirements set out in policies. Officers believe that all units will have access to well lit, private, functional, and useable space which will support a good standard of living.
- 2.45 In addition, there is on site shared amenity to the rear of the development. Officers note that most of this area supports child play space, however, care has been taken to ensure that some amenity space has been given over for seating and use away from child's play. Further, it is noted that this is a semi-private open space accessed from within the development. Appropriate boundary treatment has been proposed to separate the public footpath from this area. Officers consider this provision to be acceptable.
- 2.46 Overall, officers consider the provision of on-site external amenity space to be acceptable and in keeping with the development policies.
- 2.47 Play Space
- 2.48 The NPPF seeks to ensure developments contribute to providing healthy and safe communities. Developments should promote social interaction, be safe and accessible and support healthy lifestyles.
- 2.49 London Plan policy S4 requires developments for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and incorporate good-quality accessible play provision for all ages for residential development, providing at least 10sqm of play space per child.
- 2.50 Policy DMNE1 of the Draft Local Plan (regulation 19 version) seeks to ensure there is sufficient access and provision to open space. Developments should contribute to enhancing the provision of publicly accessible open space. Where development will result in an increase in children sufficient play provision should be provided.
- 2.51 The GLA play space calculator yields 34.3 children on site. As such, in total 342.8sqm of play space should be provided. In line with policy provision should be made for 0–5-year-olds, 5-11 year old play and 11-18 year old play. The scheme will provide onsite play space for 0–11-year-olds. In total 309.3sqm of play space will be provided. Officers welcome the provision of on site play space for 0-11 years olds and note this exceed the requirements set by the GLA for this site. Should this application be approved it is recommended that a condition is imposed requiring the details of play space equipment to be submitted.
- 2.52 With regard to older children play (11–18-year-olds), officers acknowledge that the site is small as such the opportunities for on site play for this age group are limited. The scheme is 70sqm short of 11–18-year-old play space. As such, in line with policy a financial contribution will need to be secured to go towards improvements to offsite play. The applicant has suggested that improvements could be made to Old Dagenham Park. LBBD Parks team have been consulted. It is noted that Old Dagenham Park benefits from a £85,000 of funding from the Department of Levelling Up to go towards improvements to the park. This would cover the cost of park improvements, events, activities and maintenance and tree planting and related costs. Notwithstanding, the LBBD Parks team noted that any additional funding secured through this application could go towards improvement to the BMX Track which would fall outside of existing planned improvement. This would include essential repairs and maintenance, improvements access and gates, signage, bins, seating shelter etc. A contribution of £15,000 has been agreed with the applicant to go towards these improvements. Noting the size of the development and the fact that the scheme is only 70sqm short of play space which inline with the GLA play space calculator equates to 7 children. Officers consider this contribution to be acceptable. It is recommended that this is secured through s106 obligation.

- 2.53 It is recommended a condition is attached requiring details of play space equipment to be submitted and play provision to be implemented prior to first occupation.
- 2.54 Health and Safety
- 2.55 The application is accompanied by a Fire Safety Planning Statement. A subsequent fire statement was submitted to meet the requirements of the Health and Safety Executive (HSE). HSE were consulted who confirmed that they were content with the details submitted and therefore find the fire safety design of the building to be acceptable. Further, the Design out Crime Officer from the Met Police were consulted who raised no objections to the proposal subject to the details raised in section 3 of their response being addressed. They have recommended that a secure by design condition is attached requiring the scheme to achieve secure by design certification. Officers consider the implementation of this condition to be acceptable and ensure that the development will overcome the concerns raised by the Design Out Crime Officer.
- 2.56 Overall, subject to the inclusion of conditions officers consider the design of the scheme to provide safe and secure development which reduces the risk of crime and fire Hazards.
- 2.57 Accessible units
- 2.58 Policy D7 of the London Plan outlines that new developments should provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, as such, residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 2.59 The applicant states that 7 units have been designed to be part M4(3) Wheelchair User Dwellings. This equates to 10% of the units which is in line with policy. The remaining units will be part M4(2) 'accessible and adaptable dwellings. Officers consider the proposal to provide high quality accessible units in line with policy. It is recommended that a condition is attached to this application requiring a detailed plan showing the location of the 7 wheelchair accessible units. These should be implemented and retained prior to first occupation.
- 2.60 Noise
- 2.61 A noise impact assessment prepared by RBA Acoustics [Revision 2] dated 15.09.2023 has been submitted to accompany this application. The report concludes that internal noise levels can be achieved through the adoption of enhanced double glazing on the facades worst affected by noise and more standard double glazing on facades subject to lower noise levels. The LBBB environmental protection officer was consulted who raised no objections to the proposal. Notwithstanding they recommend that a condition requiring a scheme of acoustic protection of habitable rooms against noise is submitted prior to commencement of use of the residential units. Likewise details of noise generating mechanical services plan and noise insulation of party construction should be provided. This is to ensure that all units are appropriately protected against noise from outside the site, plant equipment and between units. Officers consider the implementation of this condition to be reasonable as this would ensure that future residents of the site are appropriately protected from noise and that the units themselves provide high quality living accommodation. Subject to the inclusion of this condition officers consider the noise impacts on future residents of the site to be acceptable and in keeping with the development policies.
- 2.62 Summary
- 2.63 Overall, subject to the inclusion of conditions and obligations officers consider the proposed development to provide 72 high quality residential units with acceptable internal and external amenity space. The proposal is considered acceptable and in keeping with the development policies.

Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes

<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 3.1 Objective 126 of the NPPF outlines that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
- 3.2 Objective 127 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 3.3 Objective 130 outlines that “planning policies and decisions should ensure that developments:
 - a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.4 Objective 133 states “local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development”.
- 3.5 Objective 134 further outlines that “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 3.6 Policy D1 of the London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the London Plan which seeks good design.
- 3.7 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the site’s context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due

regard to existing and emerging street hierarchy, building types, forms and proportions.

- 3.8 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 3.9 Policy D5 of the London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design. Policy D6 considers the importance of achieving and maintaining a high-quality design through the planning process and into delivery stage.
- 3.10 Policy D8 of the London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 3.11 Policy D9 of the London Plan has regard to tall buildings. This policy notes that tall buildings can vary in height however they should not be less than 6 storeys, or 18 metres as measured from the ground to the floor level of the uppermost storey. Nevertheless, developments should address visual impacts, functional impact, environmental impact, and cumulative impacts.
- 3.12 This is further supported by policies SP2, DMD1 and DMD2 which seek to ensure developments for tall buildings are situated in appropriate locations and contribute to providing a high-quality built environment which contributes positively to the character of the surrounding area. This is further supported by policies BP4 and BP11 of the Borough Wide DPD and policy CP3 of the Core Strategy DPD.
- 3.13 The proposal seeks permission for 72 new units comprising of 1-,2-, and 3-bedroom units. Officers acknowledge that the site is near the Dagenham Village Conservation Area and The Leys which is designated Green Belt. These are two sensitive areas as such special consideration needs to be given to how the proposal will impact these areas. Officers will therefore assess the design of the proposed development, followed by the design impact on the conservation area and green belt.
- 3.14 Height, scale, massing and design
- 3.15 As noted above policies support development which are of high-quality design which contribute to enhancing the character and appearance of the area whilst also being accessible and inclusive. The proposed development consists of two blocks. The northern most block is 6 storeys in height rising to 9 storeys at the southern block. The proposed development would be considered a tall building as set out in policy D9 of the London Plan and policy DMD2 of the Draft Local Plan. It is noted that the site is not located within a tall building location.
- 3.16 The application site is located on the junction of Ballards Road and Rainham Road South. The site sits at the edge of the Ibscott Close Estate on the site of the former Bull Pub. The site is bounded by the residential estate to the north and west. The highway and roundabout sits to the east and south of the site. The Ibscott Close Estate to the rear of the site is made of predominantly 3 storey blocks. The recently built Ley's development lies to the south of the site on the other roundabout. Officers acknowledge that the context of the site is predominantly low-density, low-rise development. This proposal would therefore introduce height at this location.
- 3.17 The site comprises of 2 blocks- 9 storey and 6 storeys. The taller block is located on the corner of Ballards Road and Rainham Road South with the smaller 6 storey block located adjacent to the existing 3 storey blocks on Rainham Road South. The buildings have been positioned to provide a visual stepping up in height as you move along Rainham Road South between the Ibscott Close Estate and the corner of Rainham Road South and Bollards Road. It is noted that the proposal is

for a tall building, however, the site is not in a tall building location as such in line with policy the development should contribute to providing high quality design.

- 3.18 It is clear from the submission that care has been taken to ensure that the architectural design and layout of the building is high quality and reflects the character and context of the surrounding area. Although the buildings are relatively tall, they have been chamfered to reduce the mass and bulk particularly along Rainham Road South and Ballards Road. These design features create clearly defined entrance points into the building which can be seen in the long-term views. Decorative patterning around the entrance also contribute to wayfinding and provides visual interest within the street scene. Further, there is a defined base to the building which differentiates it from the upper floor. This has been achieved through the use of two different brick colours which provide the building with a human scale and makes it appear grounded. The applicant considers this design feature to reflect the character of the existing building which has a clearly defined base which is of different character and appearance to the upper floor.
- 3.19 Additionally, the upper floors have taken account of design features found in the local area. As detailed in the design and access statement the applicant notes the vertical piers and horizontal banding proposed on both buildings and the balcony patterns are drawn from architectural features on St Paul's and St Peter's church. Likewise, the colour of the materials reflects the colours found on the church and throughout the Ibscott Close Estate. Officers believe the applicant has taken into consideration the architectural features found in the surrounding context and incorporated these into the design of the building. Officers consider these features to work positively and contribute to providing the building with high quality visual appearance which respects the character and appearance of the area. Should this application be approved it is recommended that a condition is attached securing details of materials, boundary treatment and hard and soft landscaping.
- 3.20 Whilst officers accept that the proposal will be introducing a 6 and 9 storey building in an area which is predominantly 2/3 storey high officers consider the proposed design to be high quality and contribute to enhancing the visual appearance of the built environment.
- 3.21 It is noted that this site will come forward ahead of the wider Ibscott Close Estate redevelopment. At present it is located on the corner, however, the Rainham Road South/ Bollards Road roundabout is included in the designation. As such, in future this site may not form a corner plot. Notwithstanding, officers believe the proposal has been designed sensitively so as not to prejudice the delivery of the future sites whilst also provide a clear legible landmark in the current context. It is noted that the recently completed Ley's development sits across the roundabout from the site. Officers consider the proposed mass and bulk to complement and respond to the emerging context on the roundabout and in the Ibscott Close Estate to the rear. Noting the high-quality architecture and design of the building, officers consider the proposed height to be acceptable at this location and consider this to set a high-quality standard for the emerging townscape to be delivered within the wider site allocation.
- 3.22 For clarity it should be noted that the height proposed here is only accepted given the high-quality design and appearance of the building. As such, to ensure that this quality is not lost or diminished over the course of construction an S106 obligation securing a design champion. This will ensure that any changes to the design are reviewed to ensure the quality and visual appearance of the building is retained.
- 3.23 Heritage
- 3.24 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 3.25 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.

- 3.26 Chapter 16 of the NPPF recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 states applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. Paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. Policy HC1 of the London Plan echo the importance of archaeological contributions, as set out in the NPPF. NPPF paragraphs 194 and 205 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.
- 3.27 The Borough Wide Development Policies DPD Policy BP3 looks to secure the conservation or enhancement of archaeological remains and their settings. This is further supported by policy CP2 of the Core Strategy DPD and policy DMD4 of the draft local plan reg 19.
- 3.28 The application site is not a listed building nor located within a conservation area. Notwithstanding, it is situated in close proximity to the Dagenham Village Conservation Area. It is noted that in recent months/ years there has been discussion on the Dagenham Village Vision and the councils long term aspirations to redevelop the area. Nevertheless, this is not grounded in policy or an adopted document, as such, this holds no material weight to the application.
- 3.29 This application must be assessed on its own merits and the impact on the neighbouring conservation area assessed independently. Several listed buildings can be found within the village including The Old Vicarage (Grade II Listed); Church of St Peter and St Paul (Grade II* Listed) and Cross Keys Inn Public House (Grade II Listed). There are also other Grade listed buildings located outside of the Dagenham Village Conservation Area but in close proximity to the site. This includes 621 Rainham Road South (Grade II Listed) and Stoneford Cottage (Grade II Listed). Officers acknowledged that there are a limited number of listed buildings and conservation areas within the Borough, as such, significant care needs to be made to ensure that the development does not have an unacceptable impact on these heritage assets.
- 3.30 A summary of the architectural and historical significance of the listed buildings as identified by Historic England is found below:
- Cross Keys Inn Public House-** Grade II listed in 1954. Historic England identify the architectural and historical significance of this building as “C15, timber framed hall house with gabled jettied cross wings. Two storeys, gable ends with exposed restored timber framing with leaded windows. Ground floor of whole of modern character with modern doors and windows. Old tile roof with central three-light casement dormer with hipped roof. Panelled room inside, C17”.
- The Old Vicarage-** Grade II listed in 1980. Historic England identify the architectural and historical significance of the building as “C17 - dated 1665. Two storeys, rendered. Two gables and central 2-storey gabled porch. Bargeboards. Three modern windows, modern tile roof. Eastern side has miscellaneous windows of different dates irregularly placed. Two flat topped C18 brick sash bays. Gable to left C19 porch. RCHM”
- Church of St Peter and St Paul-** Grade II* Listed in 1954. Historic England identify the architectural and historical significance of this building as “Mediaeval origin; part rebuilt 1800. Nave of church and western tower a good example of Strawberry Hill Gothic built in 1800 to the designs of William Mason. Signed and dated over door. Rubble, with brick dressings. Three stage tower of stock brick with angle piers, pointed belfry windows with stock brick rustications. Oval porch set in pointed recess with quadrupled pillars. Shaped battlements of Jacobean character. Chancel C13 with north aisle of late C15 with fine monument with life size statues to Sir Richard Alibon 1688 and his wife. No old fittings in nave save early C19 west gallery. Monument with brasses to Sir Thomas Urswycke of Marks Hall”.
- 621 Rainham Road South-** Grade II listed in 1981. Historic England identify the architectural and historical significance of this building as “2. Mid-C19 former Police Station. Yellow stock brick. Three window bays wide. Round headed gauged brick arches to ground floor openings contained in semi-circular headed gauged brick recesses with brick keys and raised brick impost bands. Outer bays with recessed sash windows with radiating glazing bars. Central bay with later entrance door and covered fanlight. Raised brick band at first floor level. Square headed window openings at first floor level with recessed sash windows sub-divided by glazing bars. Unusual architraves comprising raised painted stone cills and lintels linked by raised brick piers. Hipped slated roof with yellow stock brick chimney stacks”.

Stoneford Cottage- Grade II listed in 1981. Historic England identify the architectural and historical significance of this building as “Early C19 villa. Stucco. Two storeys. Three windows. Glazing bars. Ground floor with panelled shutters and central panelled door beneath plain semi-circular fanlight. Upper floor windows with ornamental cast iron window boxguards. Overhanging eaves and flat pitched hipped slated roof. Cast iron railings to front boundary wall”.

- 3.31 It is noted that the application site is located over 300 metres from 621 Rainham Road South and Stoneford Cottage. Noting the location, design and siting of these buildings’ officers do not consider the proposal to have an unacceptable impact on the historical significance of these buildings. As shown in the submitted heritage and visual impact assessment the proposal will be visible from these two sites. These are verified viewpoints. However, noting the siting of these buildings and the separation from the proposal officers are confident that the development will not have an unacceptable impact on the setting of these two listed buildings.
- 3.32 With regard to the Cross Keys Inn Public House, The Old Vicarage and The Church of St Peter and St Paul these are located within the Dagenham Village Conservation area and sit approximately 200metres from the site. In addition to these nationally designated buildings there are 2 locally listed buildings Church Hall of St Peter and St Paul, Crown Street and Petronne House. These buildings are located within the Dagenham Village Conservation Area. The site is approximately 0.3 miles from the heart of Dagenham Village Conservation Area which was designated in 1995. The LBBD Dagenham Village Conservation Area Appraisal sets out that the conservation area is due to its origins and historical associations. Dagenham Village was the main settlement in the parish, Chadwell Heath and Becontree Heath were small hamlet. The appraisal assets out the key characteristics to be preserved and enhanced. The ones of particular relevance to this development are the grade listed- St Peter and Paul’s Parish Church and Churchyard, The Old Vicarage, Cross Keys Inn Public House, locally listed- Church hall of St Peter and St Paul and Petronne House, archaeological significance of the area and key views. The key views noted are- “view along Crown Street from Church Elm Lane to the church, views across the Millennium Green to the War Memorial, church, pub and school, view from opposite the school towards the church; view from within the grounds of the pub towards the church, War Memorial and Millennium Green (also known as the Memorial Green) implemented 2000 instigated by local people”.
- 3.33 It is clear from the above that the historical significance of the conservation area is a result of its siting and historical importance. Likewise, the buildings found within it are architecturally and historically significant. The key views across the conservation area towards the locally and nationally significant buildings are of note. With regard to the proposal. Noting the distance from the conservation area and the historical assets officers do not consider the proposal to impact the architectural or historical significance of the building. Instead, the matters for consideration are limited to the impact of the proposal on the setting of the listed buildings and the impact it will have on the character and appearance of the conservation area.
- 3.34 A Heritage and Visual Impact Assessment (HVIA) has been submitted with this application. This document provides a review of the townscape character areas to identify its character. A number of viewpoints have been identified from around the site to understand the effect of the introduction of the development on the surrounding townscape. 9 viewpoints have been identified and accompanied by images to show how the proposal will impact these views. The verified viewpoints include Rainham Road South/ Baynes Crescent; Stoneford Cottage, Wantz Stream, The Leys Playing Fields, Crown Street, Church of St Peter and St Paul, Churchyard South, Manor Road and Shafter Road.
- 3.35 As noted above officers are satisfied that the verified viewpoint from Shafter Road and Stoneford Cottage demonstrate that the distance between the application site and these points mitigates the visual impact of the proposal on these designated heritage sites and its setting.
- 3.36 Further it is acknowledged that the proposal will change the visual appearance of the surrounding townscape particularly when viewed from Rainham Road South/ Baynes Crescent and Manor Road. Noting the existing building is low rise with the site being relatively undeveloped. The introduction of 2 blocks would result in a change in appearance however, the extent of the impact created is considered to be acceptable.
- 3.37 Nonetheless, as noted above the site is located in close proximity to the Dagenham Village Conservation Area which is home to a number of listed buildings. The submitted HVIA demonstrates the impact of the proposal from a number of different viewpoints from within the conservation area. Given the siting of the development from the verified viewpoint photos it is evident that the development would be visible behind the church and in the long-term views when

viewed from Crown Street and within the Church of St Peter and St Paul and Churchyard South. In line with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, developments shall have special regard to the desirability of preserving Grade listed buildings and their setting and preserving or enhancing the character and appearance of the area. The appraisal highlights the positive view points as an attribute to the conservation area.

- 3.38 Notwithstanding, it is noted that the proposed development is located 200 metres from the conservation area and heritage assets. Whilst it will be visible behind the Church of St Peter and St Paul and from within the Courtyard given its separation to these assets it is noted that the development will not be in the foreground rather sit in the background. On this basis officers consider the harm caused to the heritage assets to be mitigated by the distance. Further, it is noted the Church of St Peter and St Paul and its church yard benefits from a having a large number of trees. These provide high leaf overage which contribute to screening the development. Verified viewpoints have been provided showing the impact of the proposal in May and in the Winter months. It is evident that in the winter there will be fewer leaves as such the coverage would be less when compared to the Spring when there is high leaf coverage. Nevertheless, as noted above officers given the separation the impact on these heritage assets is already minimal. The presence of trees and the level of coverage further mitigates the impact of the long-term views. However, regardless of trees noting the development will not be prominent in the long-term view's of the Church of St Peter and St Paul and Churchyard South officers consider the heritage impacts to be acceptable.
- 3.39 Further, viewpoints have been tested from the open space- The Leys and Wantz Stream. As per above, the development will be marginally visible from this public open space area. However, there are a significant number of trees with high leaf coverage which screen the proposed development. Again, is understood that these photos were taken in May as such the appearance of these trees are different to what they may be during the winter months. As shown on google historical street view these trees do lose their leaves during the winter months as well. However, there are high number of branches which would contribute to provide screening through these months. Further, officers do not consider the introduction of the proposed development to impact the use or enjoyment of the Leys given it is set back and away from Ballards Road. Whilst it will be visible from this open space given its siting and distance from the site officers do not consider its mass, bulk or height to take away from the openness of the space or its enjoyment, have a detrimental impact on the long terms views or setting given it sits away from this area of openness.
- 3.40 The Be First Heritage Officer was consulted. They have commented on the viewpoints noting that the proposal could have a detrimental effect on several heritage/open space viewpoints. Therefore, they have recommended that additional tree planting could be used to soften the impact of the buildings on the viewpoints provided. Officers note this comment and acknowledge the importance of protecting the viewpoint from the heritage sites and open spaces. It is noted that tree planting proposed by the applicant will be limited to provision from within the redline boundary. As detailed in section 12.17 the development seeks to provide a high number of proposed trees along the boundary with Ibscott Close. Noting the separation between the application site, the heritage sites and open spaces officers do not consider an increase in the number of trees on site to result in further screening. Given the perspective additional trees would be required adjacent to the heritage sites or within the open space to have an impact on the viewpoints.
- 3.41 Notwithstanding, the comments provided and given the verified viewpoints provided it is clear that the proposal will have an acceptable impact as it will not have a prominent presence in the long term views when viewed from the conservation area, open spaces or areas of significance. Further, the proposal will provide 72 new high quality residential units including 35% affordable. Officers consider the benefits the scheme to significantly and demonstrably outweigh the harm caused to the nearby conservation area and listed buildings. On this basis officers consider the proposal to be accepted
- 3.42 Should this application be approved it is recommended that a condition is attached securing the submission of a written scheme of investigation as recommended by historic England.
- 3.43 Agent of Change
- 3.44 Policy D13 of the London Plan sets out the agent of change principles and places the responsibility for mitigating impacts from existing noise and other nuisance generating activities or uses on the proposed new sensitive development. The site is a former public house which has been in commercial use in recent year. The proposal will sit adjacent to the Ibscott Close Estate and

Rainham Road South. Officers are satisfied that the development has been constructed sensitively to ensure that any noise impacts generated from the road are appropriately mitigated. Further, the site is located within a residential area, as such, the proposal is not considered to be out of place or be impacted significantly by surrounding uses. On this basis the development is considered to have incorporated the agent of change principles in line with policies. As such, the proposal is considered to be acceptable.

3.45 Landscape and Public Realm

3.46 The development provides a strip of amenity to the rear of the site. This sits between the development plots and the existing Ibscott Close Estate and provide a number of different types of space including pocket play, social spaces and equipped play. All amenity space is semi-private, and an appropriate planting buffer has been provided between these spaces and Ballards Road and the Ibscott Close Estate to the rear. Noting the proximity to The Leys, officers consider the design and layout of this space to provide visual extension to the Leys. Overall, officers consider the design and layout of these spaces to be acceptable and in keeping with the development policies. Notwithstanding, should this application be approved it is recommended that a condition is attached securing soft and hard landscaping and boundary treatment. Further a landscape and ecological management plan will be secured by condition requiring details of the proposed management plan for this area.

3.47 Summary

3.48 Overall, subject to the imposition of conditions officers consider the development to provide high quality design which remains in keeping with the surrounding context of the site. The proposal is considered acceptable and in keeping with the development policies.

Impacts to neighbouring amenity:

- 4.1 The NPPF, The London Plan Policies GG1, GG3 and D14, all have relevance to the importance of quality development which addressing neighbouring amenity and avoiding unacceptable impacts.
- 4.2 Policy DMD1 of the Draft Local Plan Reg 19 seeks to ensure all development proposals consider the impact on neighbouring amenity with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight/sunlight). Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by policy BP8 of the Borough Wide DPD.
- 4.3 A daylight and sunlight report prepared by Waldrams dated 20.09 2023 has been submitted to accompany this application. This document provides details of the impact on daylight and sunlight the final development will have on properties immediately adjacent to the site. In particular a review of the daylight and sunlight impacts on the properties in the Ibscott Close Estate and Rainham Road South has been carried out. It is noted that the BRE Guidance on daylight and sunlight is guidance only and a degree of flexibility needs to be applied particularly for developments in an urban context.
- 4.4 Officer will review the impacts on neighbouring properties below:

716 to 720 and 730 to 734 Rainham Road South

These properties sit across Rainham Road South from the application site. VSC, NSL and APSH have been tested for these buildings. Only the windows overlooking the site have been tested. The assessment finds that there is some reduction in daylight (VSC) of over 20% to windows set back under balconies. All windows that are not set back under balconies meet the target values with BRE Guidelines. The applicant therefore considers the presence of balconies rather than the size of the proposed development to be the main factor relative to the loss of light. These properties sit to the east of the application site. There is a separation of at least 30 metres. Owing to the fact that the windows not set back under balconies meet BRE Guidelines, with only those under balconies not meeting BRE Guidelines. Officers are of the view that the development will not result in the greater

loss of daylight and sunlight than currently presented on site. Overall, the daylight and sunlight impacts are considered acceptable and in keeping with the development policies.

2 to 52 Ibscott Close Estate

These properties sit to the north of the application site. Of all the windows facing the application site the assessment concludes that 5 are likely to serve circulation space, 9 bathrooms and WCs and a further 6 serving kitchens of under 13sqm. The applicant has not reviewed the daylight and sunlight impacts of these kitchens as they do not consider these to constitute habitable rooms. Only 6 of the windows facing the closest part of the proposal are considered to serve habitable rooms.

VSC, NSL and APSH has been assessed for these 6 windows. It has been found that although 3 of these windows do not meet the BRE Guidelines all living rooms are served by windows that face the site and an additional window which faces away from the site. On this basis the assessment concludes that all habitable rooms meet the BRE guidelines for daylight in NSL terms and in VSC terms as they retain one main window that retains 27% VSC or higher. All living rooms meet the target values for sunlight.

Officers acknowledge that the proposal will result in the loss of daylight and sunlight in some of the windows at 2 to 52 Ibscott Close Estate. Notwithstanding, given most of the habitable living rooms are not reliant on the windows facing the proposal for daylight and sunlight with these rooms having windows facing in other directions. Officers are confident that these rooms will still maintain adequate access to daylight and sunlight.

Regarding, the 13sqm kitchens. The daylight and sunlight analysis found in appendix 2 of the assessment show the resultant VSC to be less than 80% of the original. Officers acknowledge that this is not in line with BRE Guidelines. Notwithstanding, noting the size of these kitchen officers believe that these units are unlikely to be able to be used for reasons other than cooking and preparing food. As detailed above the habitable rooms have been assessed and found to maintain adequate access to daylight and sunlight. On balance officers consider the impact to be acceptable and in keeping with the development policies.

53 to 80 Ibscott Close Estate

These properties sit to the west of the site and share a boundary. As detailed in the submitted assessment a number of windows on these units will be affected by the proposal with the resultant levels of daylight and sunlight not meeting BRE Guidelines.

Officers note the site currently comprises of a low rise two storey building. The context is predominantly made up of 2/3 storey buildings. As such, the introduction of a 6 and 9 storey building would result in some loss of daylight and sunlight particularly to the properties adjacent. As detailed in the assessment all living rooms meet the target values for daylight when the weighted mean of windows understood to serve each room is taken. For bedrooms in all but one case the windows retain at least 15% VSC. For NSL the assessment states that all living rooms meet the target levels with 17 of the 18 living rooms meeting the sunlight tests with the final room coming close to recommended levels. It is clear that the development will result in some loss of daylight and sunlight to these units.

Notwithstanding, it is noted that the proposal has been designed to maximise the separation between the new proposal and existing residential units. Whilst officers accept that the proposal would result in some loss of daylight and sunlight to these units. Given the proposal is for the construction of 72 new units including 21 family units and 35% affordable housing. On balance officers consider the benefits arising from the development to outweigh the harm generated by the proposal. Therefore, on balance the impact on neighbouring properties is considered acceptable and in keeping with the development policies.

81 to 97 Ibscott Close Estate

These properties sit to the southwest of the application site and share a boundary. The assessment concludes that all rooms meet the target values set out in the BRE Guidelines for daylight in terms of NSL and APSH. Living rooms will retain 80% or greater of the existing daylight in terms of VSC when the weighted mean VSC is calculated. The assessment concludes that the impact to the daylight and sunlight to these flats is considered acceptable.

Officers note that these units sit to the south of the application site. Noting the positioning officers are satisfied that the daylight and sunlight impacts of the proposal would be mitigated. Officers are therefore satisfied that the impact on these properties are acceptable and in keeping with the development policies.

4.5 It is clear from the submitted daylight and sunlight assessment that the proposal will result in the loss of daylight and sunlight to residents of neighbouring properties. Notwithstanding, the proposal seek permission for the construction of 72 1,2- and 3-bedroom units which include provision for affordable and family units. Officers consider the proposal to result in the net increase of residential units in the borough which will address the local housing need. The proposal will provide units with high quality internal and external amenity and have been designed sensitively to respond to the context of the site. On this basis officers consider the benefits of the scheme to outweigh the harm caused. On balance the proposal is considered acceptable and in keeping with the development policies.

4.6 Outlook and privacy

4.7 The Ibscott Close Estate sits to the north and west of the application site. There is a land level change between the site and the neighbouring estate. Block A sits 3.5 metres from the shared northern boundary and at its narrowest point the block will sit 5.7 metres from the shared boundary. Block B sits closer to the junction with Ballards Road and Rainham Road South. There is a separation of approximately 11.5 metres between the proposed development and Ibscott Close Estate. Officers acknowledged that windows have been proposed along the northern and western elevations of these blocks. Further, balconies sit along the western elevation and face onto Ibscott Close. It is noted that these balconies will be finished with solid patterned panelling. Likewise, trees, shrubs and herbaceous planting have been proposed along the shared boundary. Given the design features, separation distance and land level change. Officers are confident that the proposal will not result in the unacceptable loss of outlook and privacy to neighbouring resident.

4.8 Neighbour Comments

4.9 10 neighbour and 1 ward councillor comments have been received. A summary of the comments received are assessed below. Full details of the comments received can be found in appendix 4:

An assessment of the material considerations can be found below:

Loss of historical former pub- The existing building is a non-designated heritage asset. Further assessment of the loss of historical pub can be found in section 1.16 of the report.

Affordable housing- Concerns were raised regarding the affordability of the development. In particular that units will not be accessible by residents of the borough. Officers note this application seeks to provide 35% affordable housing and a mix of social rent and discount market rent. This follows the London Plan fast track route and is in line with policy. Further details of this can be found in section 2.15 of the report. Officers consider the development to provide acceptable provision of affordable housing in line with development policies.

Local infrastructure- Concerns have been raised that the proposal would result in added pressures to local infrastructure such as schools, education, hospitals, GP and dentist surgeries. Officers note as part of this application there will be a requirement to pay Community Infrastructure Levy (CIL). This is paid towards the council and used to fund additional services such as schools, medical facilities etc. Noting the development will be required to make CIL contributions officers believe the concerns raised above regarding local infrastructure will be overcome.

Parking and Traffic- Concerns have been raised regarding parking and congestions. The main concerns are:

- 4 disabled parking bays have been provided. However, there are 7 disabled units. What would happen when t
- CPZ permits will be removed. However, the CPZ restrictions in the local area only extend until 5:30pm. There is already high demand for parking at the weekends and evenings so this proposal would only add further harm to this.
- Visitor parking is reliant on the Ballards Road free car park. This is already congested when sports events take place. There will be insufficient additional capacity.
- Whilst the development is car free you cannot stop people having cars noting this is not in central London or a town centre location.
- Visitor and delivery vehicles will block the entrance way which could impact access for emergency vehicles.
- Additional congestion on the highway and the roundabout.

A full assessment of on transport can be found in section 5.

Out of keeping with the character of the area- Concerns have been raised regarding the height of the proposal and the impact on the surrounding context particularly the Dagenham Village Conservation Area. Further details and a full assessment can be found in section 3.

Loss of light- Concerns have been raised that the proposal will have an unacceptable impact on neighbouring residents at Ibscott Close. A full review of the submitted daylight and sunlight assessment and the impacts on neighbouring residents has been carried out. Further, details of this can be found in section 4.1-4.5.

Flooding- Concern that the proposal will result in further unacceptable levels of flooding. A flood risk assessment has been submitted to accompany the application. Further details of this can be found in section 12.12 of this report.

Zero carbon housing- Concerns have been raised regarding the sustainability and carbon saving credentials of the scheme. It is noted that an energy statement has been submitted. This demonstrates how the site will achieve a minimum of 78% on site carbon reduction with the remaining being offset through a financial contribution to achieve net zero carbon housing. This is inline with planning policy. Further details of this can be found in section 11.1-11.9.

Amenity- Concerns have been raised that the proposed amenity provision on site will attract anti-social behaviour. Officers note that the areas of soft landscaping and amenity to the rear of the site have been designed sensitively to ensure there is adequate passive surveillance and overlooking from flats. Further, 2 conditions securing external lighting and design out crime have been imposed. Officers are therefore confident that the proposal has been designed sensitively to mitigate anti-social behaviour and the risk of crime.

Fire Safety- Officers acknowledge the concerns raised regarding the fire safety of the scheme. Officers note that 9 storey blocks have been designed with 2 staircases whilst the smaller 6 storey block only has 1. The Health and Safety Executive (HSE) was consulted who were content with the details provided. On this basis officers consider the fire strategy and statement submitted to be sufficient and in keeping with the development policies. Further details of this can be found in section 2.53-2.56.

Bat Activity- Concerns that the bat and bird activity registered is not reflective of the activity on site. Officers have reviewed the submitted survey. Further details of this can be found in section 12.8-12.12.

Play Space- Concerns that the development falls short of required play and fails to put play facilities outside of the recommended and statutory expectation. Further details of this can be found in section 2.14. It is noted that play provision is provided on site for 0–11-year-old play. This provision

far exceeds the requirements set out by local policy. Noting the size of the site 11–18-year-old play will be provided offsite. A contribution of £15,000 has been agreed with the applicant and this will go towards play improvements at Old Dagenham Park. This will be secured by s106 legal agreement.

Comments received which are non-material can be found below. Noting these are not material to the application officers have no further comments to make.

- Relationship between LBBD Planning Department and Be First.
- Social Issues- concerns over social cleansing

4.10 Noise

4.11 Policy D14 of the London Plan requires developments to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposal by avoiding significant adverse noise impacts on health and quality of life; reflect the Agent of Change principle set out in policy D13 of the London Plan; mitigate and minimise the existing and potential noise on, from, within the site; and improving and enhancing the acoustic environments and promoting appropriate soundscapes.

4.12 Policy D13 of the London Plan outlines the agent of change principles. These principles place the responsibility for mitigating impacts from existing noise and other nuisance- generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain Viable and can continue to grow without unreasonable restrictions being placed on them.

4.13 Policy BR13 of the Borough Wide DPD requires any new development likely to generate harmful levels of noise to be directed away from existing noise sensitive locations, or areas allocated for noise sensitive developments. Where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level.

4.14 Policy DMS13 of the draft local plan states that all major development must submit a noise and vibration assessment to reduce any adverse impact to an acceptable level using the most appropriate layouts, orientation, design and use of the building.

4.15 The application site is located the junction of Ballards Road and Rainham Road South. The Ibscott Close Estate sits adjacent to the site. The proposal is for a new residential scheme. It is noted that the site sits on the roundabout directly adjacent to Bollards Road and Rainham Road South which are both busy roads. With regards to the agent of change principles set out in policy D13 the London Plan. It is the applicant's responsibility to ensure that existing noise and other nuisances are sufficiently mitigated. A noise assessment has been submitted with this application which assessed the existing noise impacts on the proposed development. Mitigation measures have been proposed to ensure that future residents are adequately protected from existing noise. The environmental protection officer was consulted who advised that conditions securing a scheme of acoustic protection, noise generating mechanical services plant and noise insulation of part construction is secured by condition. Subject to the development being constructed in line with the submitted noise assessment and with the imposition of conditions officers are satisfied that future residents will be adequately protected from noise.

4.16 In terms of the noise impacts on existing residents. It is noted that the Ibscott Close Estate sits adjacent to the site. Officers consider the introduction of a residential scheme at this location to be in keeping with the surrounding context of the site. It is accepted that the scheme will introduce 72 new units, however, noting the proposed use of the site, its location next to the main road, the separation with the residential blocks in Ibscott Close and its pedestrian and vehicle access points being only via Ballards Road and Rainham Road South. Officers do not consider the proposal to result in unacceptable levels of noise or comings and goings to Ibscott Close or surrounding neighbouring residents.

4.17 Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

4.18 Contaminated Land

- 4.19 The NPPF sets out at paragraph 174 that policies and decisions should contribute to and enhance the natural and local environment by remediation and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Policy SI10 of the London Plan seeks to ensure steps are taken to reduce the environmental impact of aggregate sites and facilities by ensuring that potential impacts, in particular to the natural and historic environment and to human health, are assessed and effectively controlled. Policy BR5 of the Borough Wide DPD further supports this states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where appropriate site investigation and risk assessment has been carried out and if contamination is found suitable remediation measures have been carried out. This is supported by policy DMSI5 of the draft local plan reg 19.
- 4.20 A contaminated land assessment: desk study [Revision 1] prepared by GEA dated 22.09.2023 has been submitted with this application. The environmental protection officer was consulted, they recommended that details of contaminated land are submitted prior to commencement of the development to minimise to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised. Likewise, they advised that details of Construction Environmental Management and Site Waste Management are submitted prior to commencement in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents. It therefore recommended that both these requirements are conditioned.
- 4.21 Lighting.
- 4.22 No details of external lighting have been submitted with this application. Notwithstanding, officers do not consider this to warrant a reason for refusal. It is recommended that a condition securing the submission of external lighting is attached to this application. Subject to the imposition of condition officers consider the details to be acceptable and in keeping with the development policies.
- 4.23 Summary
- 4.24 Overall, subject to the imposition of conditions officers consider the proposed development to have an acceptable impact on the highway.

Sustainable Transport:

- 5.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.2 This is echoed by the London Plan (2021) through policies T6, T6.1 and T5 of and further supported by policies DMT 2 and DMT3 of the Draft Local Plan Reg 19 and policies BR9, BR10 and BR11 of the Borough Wide DPD.
- 5.3 The application site has a PTAL of 3 which represents good access to public transport. The site is an 8-minute walk from Dagenham East Tube Station which provides District Line services approximately every 5-7 minutes. The site is also served by several bus route- the number 364 and 103 bus services stop immediately outside. The number 364 runs from Ballards Road to Hainault Street via Ilford and Goodmayes Station. The number 103 runs between Chase Cross and Rainham Station via Romford Station.
- 5.4 Trips Generated
- 5.5 The submitted transport assessment provides an assessment of the number of trips generated by the scheme. The submitted TRICS assessment identifies that the number of trips generated by the current supermarket use could generate up to 1099 2-way vehicle movements over a typical weekday and circa 824 two-way vehicle movements during the peak hours. In comparison the TRICS

output for the proposed residential use comprising of 72 flats indicates a total of 234 2-way movements during a typical weekday for non-car modes including foot and by bicycle. In terms of vehicle movements, the assessment finds the development could generate 6 x 2-way movements over the course of a typical day. The transport assessment submitted is accompanied by a study of residential servicing in London. Based on similar site a review of delivery frequencies has been carried out. This assessment notes “discounting bicycles and motorcycles, a peak weekday trip of 0.32 two-way daily trips by car/LGVs is generated per household (i.e. 0.16 deliveries per unit per day). The proportion of trips reduces over the weekend” Based on this the Steer review calculates the development will generate a worst-case two-way daily flow of 32 vehicles broken down into 24 light vehicles movements and 8 larger vehicle movements. This is calculated as 6 daily movements from blue badge spaces and based on RGP daily vehicle servicing trip rate of 0.32 per unit- 24 delivery vehicles would be generated comprising 18 small vehicles (light vans/transit vans) and 6 larger vehicle movements (box and panel vans). On refuse collection day, 2 refuse vehicles movements will be generated. It is noted the transport assessment for this scheme was prepared by RGP, however, Be First transport officers raised some concerns regarding the proposed design and layout. Due to some discrepancies in professional opinion Steer were brought in to provide an additional transport opinion.

- 5.6 Based on the evidence provided officers believe the proposed development would result in a significant net reduction in vehicle trips over the day. This is also in part due to the car free nature of the scheme and the reliance on walking, public transport and cycling to access the site. It is acknowledged that an introduction of 72 new units into the area will result in an increase in pedestrian and cycling foot fall.
- 5.7 Within the RGP transport assessment in terms of trips generated by servicing and delivery the applicant notes “that give the majority of deliveries to residential premises are ‘linked’ trips they envisage a typical average of 8 vehicles per day, rising to 11 vehicles on a peak day. The worst-case hour could lead to 1.2 and 1.6 deliveries per hours. Based on the anticipated number of servicing vehicles it is unlikely that 2 service vehicles would approve at the same time. Consequently, there is considered to be no requirement for a loading bay to serve the development”. No loading bay has been proposed as the applicant considers the number of trips generated to be low.
- 5.8 Notwithstanding, Officers note the figures here are slightly different to what have been calculated based on the worst-case RGP daily vehicle servicing trip rate of 0.32 per unit (discounting bicycles and motorcycles). The Steer review consider the number of trips generated by servicing and delivery to be acceptable given this will be managed. Noting the quantum of proposed movements, whilst it is acknowledged that the likelihood of more than 2 vehicles arriving at the site at the same time is low. In the event that this does happen officers need to be sure that vehicles are not stopping/parking at the entrance of the site and would not result in additional safety concerns. This was a concern raised by Be First Transport Officer. It is acknowledged that servicing and delivery will be intended to be managed. However, no details of the proposed strategy to enable this has been submitted. It is recommended that a condition is included requiring details of servicing and delivery to be submitted this should include details of how car parking and deliveries will be managed. This detail has been requested by transport officers to provide further details on how this will be managed. It is recommended that this is conditioned.
- 5.9 TfL were consulted who stated “Whilst the proposed trip generation assessment is not entirely in accordance with TfL’s best practice guidance, a more robust uplift in trips generated by this development is unlikely to have a significant impact on the strategic road network or the public transport network”. Officers do not consider the proposal to have an adverse impact on existing public transport services. The applicant should ensure care is taken so that the construction of the development does not result in delays to the running of the service.
- 5.10 Further details of this will be provided below. Based on trips generated officers are confident that the proposal will result in fewer vehicle trips than the existing use of the site. Whilst there will be more pedestrian and cycling trips officers do not consider the proposal to result in unacceptable impacts on the highway or public transport greater than what currently exists. Should this application be approved it is recommended a condition is attached securing details of servicing and delivery.

5.11 Access

- 5.12 Be First transport officer previously raised concerns with regard to the access arrangements into the site and across the strip of unregistered land which sits between the sites redline boundary and the highway. The applicant has submitted evidence to demonstrate that they have the prescriptive right

of way across the strip of unregistered land to access the site which is accepted by officers. The Be First Transport Officer has previously raised concerns with regard to the access arrangements into the site. TfL were consulted who noted the layout, functionalist and safety of pedestrian and cyclists should be considered.

- 5.13 The applicant has submitted an illustrative general arrangement plan which shows a scheme of highway and landscape works proposed to the strip of unregistered land. Steer and Be First Officers have reviewed the revised design. It is noted that the revised design is an improvement to the existing access and design arrangements found across the strip. Noting the previous concerns raised by Be First Officers on the access arrangements of the site, Officers consider the implementation of these highway works to be necessary to make the access arrangements for vehicles, pedestrians, and cyclists safe.
- 5.14 Noting the proposed works to the site entrance are considered necessary to make access to the site safe, this will be secured by s106 obligation requiring works to take place prior to commencement of the development. It is noted that all works to the area of unregistered land will be carried out at the expense of the Developer Hollybrook rather than the Council. Should this application be approved it is recommended that these works are carried out prior to implementation of the development. This will be secured by s106 Obligation.
- 5.15 As submitted the applicant has proposed a Copenhagen Crossing across the site entrance. Whilst the Steer consider this to be appropriate in this location because of the number of pedestrians and cyclists and the designated shared surface. Be First transport officers have raised concerns and consider a traditional speed reduction table to be more appropriate in this location. This would differ slightly in design, signage, and markings to the Copenhagen Crossing, however, it would differentiate the priorities for all road users connected with the principal road and development as well as minimise impact to through traffic at peak times on Rainham Road South. Officers note the changes are small but will ensure the safe access into the site. The applicant has subsequently submitted drawings showing the proposed raised speed table. Should this application be approved it is recommended a condition is attached requiring details of all hard and soft landscaping to be used to carry out the works detailed in drawings TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024; 7392-RGP-ZZ-0B-DR-C-0701 Pavement and Kerbing Construction Layout [Revision P6] dated 09.05.2024. This detail should including all materials to be used on the pavement and kerbing, planting, planting specification and management and maintenance work.
- 5.16 Hollybrook have confirmed they will remain responsible for the maintenance of the strip of unregistered land for the lifetime of the development. They will be responsible for covering all costs. Officers note this is welcomed. Drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 has been submitted which shows the area of maintenance and responsibilities. This has been secured by obligation. Maintenance responsibility should be carried out in accordance with the above drawing for the lifetime of the development..
- 5.17 Officers note some of these works will overlap with the s.278 highway works namely the guardrails and speed reduction table. Notwithstanding, in the case of the speed reduction table half of this will be within the public highway whilst the remaining rear element will be within the strip of unregistered land. As a result, all works to the strip of unregistered land should be carried out to adoptable standards and maintained to this level throughout the lifetime of the development. This sits on the sites prescriptive right of way; officers consider this to be necessary to make the site acceptable. This will be secured by S106 obligation.
- 5.18 Overall, subject to the proposed s106 obligations and condition. Officers consider the proposed access arrangements to the site to be acceptable and in keeping with the development policies.
- 5.19 S.278 Agreement
- 5.20 An in-principle plan has been submitted which shows the intended works to the highway to be carried out in connection with the application. Officers have reviewed these and consider these to be acceptable in principle. Should this application be approved it is recommended that this is secured by s106 obligation.
- 5.21 Car Parking
- 5.22 The proposed development is car free with provision for blue badge parking spaces only. Given the sites location and proximity to local transport services officers welcome the provision of a car free development. It would be expected that residents and visitors to the site arrive via public transport.

To ensure no additional pressure on surrounding CPZ a S106 obligation will be attached restricting future residents expect disabled residents from being able to access parking permits.

5.23 Notwithstanding, it is acknowledged that the CPZ Zone HW2 only operates Monday to Saturday 8:30am-5:30pm and CPZ Zone DE only operated Monday to Friday 8:30am -5:30pm. Noting the parking restriction time and dates concerns have been raised that a car free development could result in unacceptable impact on existing local parking amenity. This concern was raised by LBBD transport who note “there are concerns that there will be added parking pressure to the area, especially into those roads that currently have no parking restrictions in place. Residents and their visitors will have no access to parking within this development therefore causing them to have to find alternative parking which will be in the nearby roads adding further pressure to parking”. Officers acknowledge this concerns. It is noted a contribution of £40,000 has been secured to go towards the cost of expanding the CPZ. Whilst it is understood that this contribution is unlikely to cover the cost of new CPZ’s officers are confident that this contribution will be substantial to overcome and mitigate the impacts of the proposal.

5.24 Car Club

5.25 No details of car clubs have been provided. Officers note the provision of a car club near the site would reduce reliance on private car ownership as it will give future residents the opportunity to rent a car ad hoc as and when is needed. It is acknowledged that no car club provision can be placed on site given the space constraints. However, it would be expected that provision is made in proximity to the site.

5.26 It is the applicant’s responsibility to provide details of where this car club space could be provided. It is noted that a contribution of £10,000 has been secure to go toward the cost of implementing the car club. Notwithstanding, the applicant will need to provide details of where this could be located. Should the application be approved it is recommended that the car club contribution is secured by s106 obligation. In addition, details of the location of the proposed car club should be submitted prior to first occupation of the site. This will be secured by s106 obligation as well.

5.27 Officers consider the proposed car club contribution to further contribute to mitigate any impacts arising from the introduction of a car free development in this location.

5.28 Travel Plan

5.29 Being a car free development, we would expect the applicant promotes the use of more sustainable modes of transport. A travel plan has been submitted to accompany this application. The Be First transport officer reviewed this and note these should be in accordance with TfL guidance and secured by s106 obligation. Noting the aspirations of a car free scheme officers consider it to be reasonable to impose this obligation. Should this application be approved it is recommended a s106 obligation is secured requiring the submission of a travel plan along with an updated plan within the 1st, 3rd and 5th year of occupation. A £2,500 monitoring fee will be secured to cover the cost of the review.

5.30 Blue Badge Parking

5.31 Policy T6.1 of the London Plan sets out that disabled parking should be provided for new residential developments. 3% of dwellings should be provided with at least 1 designated disabled parking bay from onset. The applicant should demonstrate how an additional 7% of dwellings could be provided in future upon request. At submission the scheme was proposed to deliver 4 disabled parking bays which equated to 5.5% on onsite. Notwithstanding, Be First transport officers raised concerns that 3 of the 4 spaces would not comply with design guidance. Since then, the provision of blue badge parking has been reviewed. Due to concerns over safety and access into the site the 4th disabled parking space has been removed. This has enabled the required landscape and highway works to take place at the entrance of the site. With 3 blue badge spaces there is provision for 4% of dwellings to have access to 1 disabled parking space at onset which complies with policy.

5.32 Policy T6.1 requires a Parking Design Management Plan to be submitted which set out how an additional 7% (or in this case 6%) of spaces could be provided to achieve on request to enable 10% of dwellings to have access to disabled parking. It is noted no further parking is proposed on site and the applicant has not provided details of where this additional space could be provided offsite.

5.33 Officers acknowledge the site constraints and the limited space available for the additional blue badge spaces to be located. It is also noted that the site is in close proximity to bus services and tube services. Whilst it is accepted that the nearest tube station is Dagenham East which is not accessible (Officers note there is an inaccuracy in the submitted transport assessment which states

this station is) there are direct buses from the site to Dagenham Heathway located 12 minutes away which is step free from street to train. Officers are therefore confident that the development is accessible via public transport for those less mobile.

5.34 The scheme proposes to provide 7 wheelchair accessible units. It is acknowledged that only 3 disabled parking spaces have been provided. However, in policy terms all major developments have to provide 10% of units as wheelchair accessible units. Similarly, policy only requires 3% of dwellings to have access to disabled parking spaces at onset with provision for an additional 7% of dwellings to have access to disabled spaces on request to achieve a maximum of 10%. The scheme fulfils policy requirements and overdelivers on disabled parking provision at onset delivering 4%. It is accepted that there is no provision to safeguard the provision of the additional 6%. Notwithstanding, noting the sites proximity to public transport and the existing accessible arrangements which are in place to access these. Given the additional benefits arising from the scheme including the proposed tenure and size mix which aligns with policy requirements. Officers consider the benefits arising from the proposal to outweigh the harm caused by the shortfall of future proofed disabled parking provision. On balance officers consider the proposal to be acceptable and in keeping with the development policies. Should this application be approved it is recommended a condition is attached secured disabled parking.

5.35 Road Safety Audit

5.36 Comments received by LBBT transport and the submitted road safety audit highlights concerns with regard to parking within the site if this is not appropriately managed and enforced. Noting the internal road will remain private it will be managed by a private car parking management company. Should this application be approved it is recommended that a car parking management plan is secured by condition. This will ensure full details of parking restrictions are in place prior to occupation of the site.

5.37 The applicant notes all disabled bays will also have electric parking provision. This is supported by TFL. Noting these will be privately managed officers consider the dual use of bays to be acceptable. Details of the charging provision should be submitted in the car parking management plan.

5.38 Visitor Parking

5.39 No visitor parking has been provided on site. The applicant states “visitor parking demand can easily be accommodated within the free Ballards Road public car park 550m southwest of the site and as such there is no requirement, due to the site’s location, for specific parking provision on site”. BeFirst transport officers have shared significant concerns over the reliance on the Ballards Road car park. In particular, how this could result in reliance on residents of the proposed development parking their cars in this location. Officers acknowledge that this car park is free and currently used by nearby residents and for sport events. Any additional demand for space in this area could result in impact on the highway by adding more vehicle onto the street. These concerns are noted. Notwithstanding, officers note that that the site is in close proximity to public transport links therefore it is likely residents and visitors will access the site via public transport. Additionally, a travel plan and car club will be secured by obligation which make provision for ad hoc car rental in the immediate area. Officers consider this to mitigate any need for car ownership to run short term trips. Further, the travel plan will seek to encourage the use of more sustainable modes of transport.

5.40 Whilst officers accept the concerns with the use of the existing free car parking in Ballard’s Road officers consider sufficient mitigation has been imposed to ensure the development does not result in an adverse impact on the highway.

5.41 Cycle Parking

5.42 Policy T5 of the London Plan sets out developments should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

5.43 In line with policy T5 – in terms of long stay provision there should be 1 x cycle parking space for 1 bedroom, 1 person dwellings; 1.5 x cycle parking spaces for 2 person, 1 bedroom dwellings and 2 x cycle parking spaces for all other dwellings. Short stay provision there should be 2 spaces for 5 to 40 dwellings with 1 space per 40 dwellings thereafter.

5.44 The development will provide 72 units including 19 x 1-bedroom dwellings, 32 x 2-bedroom dwellings, and 21 x 3-bedroom dwellings. In line with policy there is a requirement for 135 long stay cycle parking spaces and 3 short stay parking spaces. The proposal will provide 136 long stay cycle parking spaces and 4 short stay cycle parking spaces. This provision is welcomed and considered

in line with policy. Cycle parking will be located within the ground floor of Blocks A and B as well as within an external store to the rear of the site. The submitted drawings show the location of cycle parking, however, no details of the design and security measures have been provided. Should this application be approved it is recommended that a condition is secured requiring the detailed design of all cycle parking to be submitted.

5.45 Summary

5.46 Overall, subject to the imposition of condition and s106 obligations securing s.278 agreement, travel plan, improvements to strip of unregistered land and car club. Officers consider the proposal to be acceptable and in keeping with the development policies.

Employment:

- 6.1 The NPPF seeks to ensure that the size and location of developments support sustainable communities with sufficient access to services and employment opportunities.
- 6.2 Policy E11 of the London Plan seeks to ensure development proposals support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end use phases including through S106 obligations where appropriate.
- 6.3 Policy SD1 Opportunity Areas of the London Plan states boroughs should support development which inter alia creates employment opportunities, support wider regeneration, and ensure that development proposals integrate into the surrounding areas.
- 6.4 Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions. Core Strategy Policy CM1 states that development should meet the needs of new and existing communities and that a sustainable balance should be sought between housing, jobs and social infrastructure. Strategic Policy SP5 of the Draft Local Plan (Regulation 19) sets out that the Council will support businesses who seek to evolve, diversify and contribute to a more thriving and more inclusive local economy, including through the provision of employment and training opportunities for local people. Draft local plan (regulation 19 version) policy DMM1 notes that the Council may request planning obligations to achieve construction-phase and occupation-stage employment and procurement targets.
- 6.5 The proposal is for the construction of residential units, as such, employment and skills requirements will be limited to the construction phase only. The LBB Employment and Skills officer was consulted who recommended that an Employment, Skills and Suppliers Plan (ESSP) is submitted 6 months prior to commencement of the development. The ESSP should set out how a minimum of 25% of labour and suppliers required for the construction of the development will be drawn from within the Borough. The 6-month lead in time is to allow substantial time to prepare local residents for these roles. The intension of the ESPP is to maximise opportunities for local residents and businesses and to secure end-use jobs. Officers consider this to be in line with policies. Should this application be approved it is recommended that a S106 obligation is attached requiring an ESSP to be submitted.
- 6.6 Subject to the imposition of S106 obligation officers consider the proposal to be acceptable and in keeping with the development policies.

Impact to existing Education Provision:

- 7.1 The development is for the construction of 72 dwellings. Officers do not consider the additional population generated from this scheme to have an unacceptable impact on existing educational facilities. It is noted the development is CIL liable. Any CIL contributions made by the development can be used to fund improvements, replacements, operations or maintenance of educational facilities. On this basis officers consider the proposal to be acceptable and in keeping with the development policies.

Accessibility and Inclusion:

- 8.1 London Plan Objective GG1 highlights the diverse nature of London's population and underscores the importance of building inclusive communities to guarantee equal opportunities for all, through removing barriers to, and protecting and enhancing, facilities that meet the needs to specific groups and communities. More generally, the 2010 Equality Act places a duty on public bodies, including the GLA, in the exercise of their functions to have due regard to the need to removing or minimising disadvantages, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not. The Act defines protected characteristics, which includes age, disability, gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 8.2 Policy D5 of the London Plan outlines that developments should achieve accessible and inclusive design which takes into account London's diverse population. This policy sets out five priorities- consider London's diverse population; high quality spaces which are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, be able to be entered, used and exited safely, easily and with dignity, be designed to incorporate safe and dignified emergency. This is supported by policy DMT 1 of the draft local plan.
- 8.3 The proposal seeks to provide dwellings of a range of sizes and tenure to meet the needs of local residents. The proposal will provide 35% affordable and a high proportion of family units as such it is clear that the scheme will contribute to addressing the housing need within the borough. Further, the scheme will provide new onsite accessible amenity space and play provision for residents. This will provide opportunities for playing, sitting, meeting and interacting which officers welcome. 7 units (10%) will be designed to be fully wheelchair adaptable in line with part M4(3) Building Regulations. The remaining units will be Accessible and Adaptable part M4(2) Building Regulations. All floors will be accessible by lift with entrances being designed at street level to provide adequate access. The chamfered edges and external design of the building provides clarity on the entrance points. The distinct entrance design provides legibility and wayfinding within the street.
- 8.4 The development is car free. 4 disabled parking spaces are provided on site. This equates to 5.5% of units. It is noted that this meets the 3% disabled parking provision from onset required by the development policies. It is acknowledged that provision of up 10% of units is not available due to the space constraints of the site. Notwithstanding, the site is in close proximity to a number of public transport links 8-minute walk/ 5 min bus from Dagenham East Station and 21-minute walk/10-minute bus from Dagenham Heathway Station. A bus stop sit immediately outside the site which is served by number 103 and 364. It is noted that buses are designed to be fully accessible. Whilst it is acknowledged that Dagenham East Station is not accessible. Dagenham Heathway is step free from platform to street level. The number 364 bus goes from Heathway to immediately outside the site. It is clear that the public transport options to the development are accessible.
- 8.5 Officers therefore believe that the development has been designed in a way to enable safe access and exiting with dignity for all whilst also encouraging interaction and independence for all future residents. This is evident through the provision of lifts, level access, distinct building entrances and proposed tenure mix and sized of dwellings. To this end officers consider the development to meet the needs of London's diverse population and bolsters equity for all future residents. It is recommended that a condition is attached requiring 10% of units to be Part M4(3) 'Wheelchair Accessible' with the remaining 90% being 'Accessible and Adaptable'.
- 8.6 Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

Waste management:

- 10.1 The NPPF and policy SI7 of the London Plan outlines that waste planning authorities should encourage waste minimisation and waste prevention through the reuse of material and using fewer resources in the production and distribution of products. Likewise, developments should be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum the separate collection of dry recyclables and food.

- 10.2 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Regulation 19) through Strategic Policy SP7 and Policy DMS18.
- 10.3 It is noted that all refuse and waste provisions should be designed in line with the LBBD Planning Advice Note: Waste and Recycling Provisions in New and Refurbished Residential Development dated 20.05.2021. In line with this guidance provision should be calculated on a 70L per bedroom per week basis for general waste. Based on an approximate 50% recycling rate provision for recycling should be calculated on a 70L per bedroom per fortnight. The LBBD waste officer confirmed that the standard collection offered across the Borough is once a week for general waste and fortnightly for recycling. On this basis for Block A: 8 x 1100L Eurobins are required (4 General Waste and 4 Recycling) and for Block B: 12 x 1100L Eurobins are required (6 General Waste and 6 Recycling).
- 10.4 It is noted that as submitted the proposed refuse and waste provision has been designed on the basis that recycling and general waste would be collected weekly. Following discussion with the applicant the ground floor level of both blocks has been amended to accommodate the increased provision. Officers welcome this and consider the refuse and waste provision to be acceptable.
- 10.5 Further, it is noted that the LBBD waste and refuse officer raised concerns with regard to the bin drag distance. As shown in the submitted delivery and servicing plan for Block A the drag distance is 14 metres and Block B its 10 metres. Nevertheless, that this is a result of drawing showing the rear end of the collection truck being at the closest point to the refuse store in Block B and at the furthest point to the refuse store in Block A. It is noted that the layout of the development would allow the truck to manoeuvre so that both collections drag distances are within 10 metres. On this basis officers consider this to be acceptable. A condition will be imposed requiring the approved refuse and waste provision to be installed prior to first use.
- 10.6 Notwithstanding, no details of bulk waste storage have been provided. For a development of this size, it is likely that bulk waste will be generated. Without sufficient storage this could result in fly tipping or accumulation of rubbish being placed around the bins and refuse store. This would have a significant impact on the visual quality and appearance of the amenity area and could impinge on the use of the hammerhead. Whilst officers do not consider this to warrant a reason for refusal it is recommended that a condition is imposed requiring details of the bulk waste store to be provided. This should be implemented prior to first use of the site and permanently retained thereafter.
- 10.7 Subject to the imposition of conditions officers consider the details submitted to be acceptable and in keeping with the development policies.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):	
<i>BREEAM Rating</i>	N/A
<i>Renewable Energy Source / %</i>	78%
<i>Proposed CO₂ Reduction</i>	62%

- 11.1 Energy Efficiency
- 11.2 The NPPF emphasises at paragraph 152 that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 11.3 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 'minimising greenhouse gas emissions' directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the Be Lean, Be Clean, Be Green, Be Seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough. Policy SI 3 states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. The heat source for the communal heating system should be selected in

accordance with the following heating hierarchy: a) connect to local existing or planned heat networks b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network) d) use ultra-low NOx gas boilers. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.

- 11.4 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR2 'Energy and on-site renewable of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMSI2 'Energy, heat and carbon emissions' sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 11.5 An Energy Statement prepared by Whitecode Consulting dated 10.09.2023 has been submitted with this application. This assessment confirms how the development meets the energy hierarchy as set out in policy SI2 of the London Plan. In line with policy the development will achieve a 78% on site carbon reduction through the implementation of a number of energy efficient measures 'Be Lean' to achieve a 16% on site carbon reduction and the installation of Exhaust Air Heat Pumps (EAHP) and Photovoltaic (PV) Panels 'Be Green'. It is noted that the site achieves a 62% on site carbon reduction through renewable resources- PV Panels. The 'Be Clean' seeks to ensure development exploit local energy resources and supply energy efficiently and cleanly. Policy SI3 of the London Plan sets out the heating hierarchy. The energy assessment covers how the application meets the heating hierarchy. It has been confirmed that there are no existing or future district heating scheme that the proposal connects to. Similarly, there is limited availability for use of zero emissions and/or local secondary heat sources. The development therefore does not meet the 'Be Clean' stage of the energy hierarchy.
- 11.6 Notwithstanding, the development achieves an overall on-site carbon reduction of 78% through the Be Lean and Be Green stages of the hierarchy. 16% of this has been achieved through energy efficiency measures. Whilst it is acknowledged that the application does not meet the 'Be Clean' stage of the hierarchy. It is noted that the development exceeds the minimum policy requirements for on-site carbon reduction. Should this application be approved it is recommended that a condition is imposed requiring the development to achieve a minimum of 78% on site carbon reduction. Likewise, a condition will be attached requiring the details of the location and layout of the PV panels to be submitted. The installation of renewable energy infrastructure to achieve a 62% CO2 reduction should be implemented prior to first occupation of the dwelling. This will also be conditioned. Further an obligation will be attached requiring details of how the development could connect to district heating network in the future should the opportunity arise.
- 11.7 Further, policies require major development to achieve net zero carbon. It is noted that to achieve net zero the remaining emissions will need to be offset by a financial contribution. The submitted energy assessment confirms that to achieve carbon neutral a cash in-lieu contribution of £38,017 will be required. This will be secured by s106 Legal Agreement.
- 11.8 The final stage of the energy hierarchy is Be Seen required for post construction monitoring, verifying, and reporting on energy performance. It is therefore recommended that a S106 obligation securing Be Seen is attached to this proposal.
- 11.9 Overall, subject to the imposition of conditions and obligations officers consider the proposal to provide net zero carbon development which is acceptable and in keeping with the development policies.

11.10 Overheating

11.11 Policy SI4 of the London Plan requires major development to demonstrate how developments will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

11.12 Policy SP7 of the Draft Local Plan seeks to ensure all development minimise the risk of internal overheating in line with policy SI4 of the London Plan.

11.13 A sample overheating assessment prepared by Whitecode consulting dated September 2023 has been submitted. This document sets out how the development meets the requirements of policy SI4 of the London Plan and concludes that the scheme will comply with the requirements of policy SI2 of the London Plan. Officers welcome this. Should this application be approved, it is recommended that a condition is attached requiring a revised overheating assessment to be submitted. This should confirm that the development meets the relevant policies in terms of overheating.

11.14 Air Quality

11.15 The NPPF sets out at paragraph 186 that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants taking into account the presence of AQMAs and the cumulative impacts from individual sites in local areas.

11.16 Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum. This is supported by Policy DMSI4 of the draft Local Plan (Regulation 19 version). Core Strategy CR1 sets a policy requirement to protect air quality.

11.17 An Air Quality Assessment prepared by Tetra Tech dated 10.07.2023 was submitted. As detailed above policies seek to ensure developments contribute air quality neutral dwellings as a minimum. This document concludes that the development would be air quality neutral subject to the imposition of mitigation measures. Section 8.0 discusses the mitigation measures. For the construction phase it is noted that there is a 'medium risk' of dust emissions associated with the construction phase. A number of mitigation measures specifically relating to demolition, earthworks, construction and track out have been proposed. Subject to the imposition of these measures, the assessment confirms that the air quality impact of the development would be acceptable during the construction phase. Further, the modelling confirms that the air quality impacts during the operational phase are negligible, therefore no further mitigation is required.

11.18 The LBBD Environmental Protection Officer was consulted. They reviewed the submitted documents and whilst they raise no objection to the findings of the assessment, they have recommended that a condition is attached to this application securing an air quality and dust management plan (AQDMP), Construction Environmental Management Plan (CEMP) and Non-Road Mobile Machinery (NRMM) Condition. This is to ensure that the environmental impacts of the development are acceptable. It is noted that the AQDMP can form part of the Construction Environmental Management Plan (CEMP). Therefore, should this application be approved it is recommended that a condition securing the submission of a CEMP and details of any NRMM is attached. An informative will be included highlighting the fact that the AQDMP can form part of the CEMP.

11.19 Policies require all new development to be air quality neutral. Where developments exceed the benchmark value a financial contribution at a rate of £29,000/tonne over the benchmark should be sought and secured by S106 legal agreement. Officers acknowledge that the proposed development will be air quality neutral. Notwithstanding, a condition will be attached requiring a certificate of compliance to be submitted on practical completion of the development. Should the development no longer be air quality neutral a financial contribution must be made at a rate of £29,000 per tonne of NOx over the benchmark. This will be secured by planning obligation.

11.20 Circular Economy

- 11.21 Policy SI7 of the London Plan has regard to resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste to support the circular economy. In particular the policy encourages developments to be net zero-waste. Policy SP2 and SP7 of the Draft Local Plan Regulation 19 version seeks to ensure that development adopt the Circular Economy principles in design development in line with policy SI7 of the London Plan.
- 11.22 A circular economy statement prepared by Whitecode consulting dated 20.09.2023 has been submitted to accompany this application. This statement set out how the development meets the requirements of policy SI7 of the London Plan and follows the circular economy principles. The statement concludes that the scheme will implement a pre-demolition audit to maximise the reuse of materials from the existing building on site with the aim for this to be reused on site with at least 95% being for beneficial use. There is also a commitment to reduce the amount of site waste with the aim for 95% of this to be diverted from landfill through to reuse and recycling. The applicant noted this will be supported through a resource waste management plan and onsite monitoring energy and water use throughout the build process. Finally, sufficient quantum of general waste and recycling bins have been provided to support the new development. Recycling will be promoted to residents through the resident's manual. Compositing caddy's will be provided in each unit to ensure biodegradable waste is not added to the refuse.
- 11.23 Officers believe that the applicant seeks to carry out a pre-demolition audit and implement a resource waste management plan and monitoring throughout the construction phase to reuse materials where possible and encourage a reduction in waste going into landfill. Officers welcome this and note that should this application be approved a condition is secured securing the submission of a site waste management plan.
- 11.24 Further, officers believe that once constructed recycling facilities have been provided for all units. Likewise, there is ample space within units for the provision of compositing caddies for biodegradable waste. Officers consider the provision of recycling facilities to be acceptable and in keeping with LBBB guidance. Further details of this can be found in section 10.1 to 10.7 of this report. Notwithstanding, whilst officers welcome the provision of compositing caddies within each flat. It is unclear from the submission where residents will deposit this waste for collection. It is noted that 2 refuse stores have been provided in Blocks A and B. At present these only make provision for general waste and recycling. Whilst it is accepted that LBBB do not currently collect food waste. It is noted that should this become available in the future provision should be made on site. Therefore, prior to first use of the site details of where a food collection bin could be provided in the future should be submitted. Officers consider the imposition of this condition to futureproof the development and ensure that it continues to meet the circular economy principles. A post construction monitoring condition will be attached to this application.
- 11.25 Subject to the imposition of conditions officers are confident that the development meets the circular economy principles and the requirements of policy SI7. The proposal is considered to be acceptable and in keeping with the development policies.

11.26 Digital Connectivity

- 11.27 Policy SI6 of the London Plan seeks to secure digital connectivity infrastructure to ensure London's global competitiveness now and in the future. Developments should ensure sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new development, meet expected demand for mobile connectivity generated by the development, take appropriate measures to avoid reducing mobile connectivity in surrounding areas, support the effective use of rooftops and the public realm to accommodate well-design and suitably located mobile digital infrastructure. This is supported by policy DMSI 9 of the Draft Local Plan (reg 19) which states

development policies should accord with policy SI6 of the London plan and will support where they directly provide and demonstrate in their design and flexibility and adaptability to incorporate smart utilities.

11.28 No details of ducting space for connectivity infrastructure has been provided. Officers consider the provision of these details to be materials to the scheme given it is essential that the proposal provides ample smart utilities to support the provision of smart technologies. Notwithstanding, officers believe this can be adequately addressed through a condition. Therefore, should this application be approved it is recommended the details of duct spacing and built digital connectivity design is submitted prior to above ground works.

11.29 Summary

11.30 Subject to the imposition of S106 legal obligations securing a carbon offset and air quality neutral contribution and the implementation of conditions officers consider the proposal to provide high quality sustainable development. The proposal is considered to be acceptable and in keeping with the development plans.

Biodiversity & Sustainable drainage:

12.1 Urban Greening Factor

12.2 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policy G5 of the London Plan requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Boroughs should develop and Urban Greening Factor (UGF) to identify the appropriate amount or urban greening required. The Mayor recommends a UGF target of 0.4 for residential developments and 0.3 for commercial developments. Policy D8 encourages the incorporation of green infrastructure to the public realm to support rainwater management. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging Local Plan (Regulation 19 stage). Emerging policy DMNE2 of the draft local plan supports developments that maximise opportunities for urban greening. This polices requires developments to calculate their UGF in line with policy G5 of the London Plan. Policy DMNE3 of the draft local plan seeks to enhance nature conservation and biodiversity within scheme, as such, all development proposals are required to minimise the impact of development on biodiversity and nature in accordance with policy G6 of the London Plan.

12.3 As noted above policies support developments which maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage. In line with policy G5 of the London Plan a target score of 0.4 should be achieve for developments that are predominantly residential and a target score of 0.3 should be achieved for commercial developments.

12.4 The site as existing is made up of large areas of poor quality hard and soft landscaping. As existing large areas of the site are given over to car parking with soft landscaped areas being low quality and positioned next to the road. As part of the redevelopment of the site, the proposal seeks to improve the quality and provision of biodiversity enhancements and high-quality open space on site.

12.5 As detailed in the submitted Design and Access Statement, the enhancements on site include the introduction of a green sedum roof on both blocks, ground cover planting, hedges flower-rich perennial planting, trees, and permeable paving. The enhancements proposed will result in an Urban Greening Factor score of 0.40 which exceeds the requirements of the London Plan. Officers consider the proposal to contribute to enhancing the quality of biodiversity on site. The interventions present an approach which integrates green infrastructure and urban greening across the site.

- 12.6 Overall, officers consider the urban greening strategy to be acceptable and in keeping with the development policies. It is recommended that details of green roof systems are secured by condition.
- 12.7 London City Airport were consulted who raised no objections to the proposal.
- 12.8 Bat and Birds
- 12.9 A Bat Emergence Survey prepared by 4 Acre Ecology Limited dated 22.09.2023 has been submitted to accompany this application. The survey documents the outcomes of the two emergency surveys which were carried out on 24.06.2023 and 07.07.2023. During both surveys found that no bats were observed emerging from the Bull, however, commuting bats were recorded around the site. Officers acknowledged that the site has a low suitability for roosting bats. As demonstrated by the surveyed there are no observed bats entering or emerging from the building. Officers are confident that there is currently no presence of bats on site. Notwithstanding, this survey was carried out prior to the submission of the application. Should this application be approved, it would be subject to a 3-year time limit from the date of determination. Officers raise concerns that the condition of the site may change throughout the assessment process and the three years which follow whereby the result of this survey are no longer accurate. Noting bats are protected species. It is therefore recommended that a condition is attached to this application requiring an updated bat survey to be submitted should commencement of the development begin two years after the date of the submitted bat emergence survey.
- 12.10 Regarding birds, both surveys found birds emerging from the site. The assessment finds that these are likely to be the common swift or house martin. Noting these birds are on the Conservation Concern 5 red list the assessment recommends that eight integrated Swift bricks are placed on site within the proposed development to mitigate for the loss of existing nest sites and enhance the opportunity for nesting birds. Should this application be approved it is recommended that this condition is included requiring these bricks to be installed prior to first occupation of the site. Given the presence of nesting birds, it is advised that all works to remove building, scrub or trees will need to take place outside the bird nesting period of March to September. Should this not be possible a nesting bird survey and working method statement will need to be submitted prior to commencement. It is recommended that this is condition.
- 12.11 Subject to the imposition of conditions, officers consider the proposal to have an acceptable impact on roosting birds and bats.
- 12.12 Sustainable Drainage
- 12.13 The NPPF states that new development should be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. Paragraph 167 highlights that inappropriate development in areas at risk of flooding should be avoided, and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 12.14 London Plan policy S113 supports sustainable drainage. This policy states that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to the source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy Drainage should be designed and implemented to promote benefits including urban greening, improved water quality and water efficiency. Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMS16 of the emerging Local plan (Regulation 19 stage), set out the local policy position.
- 12.15 As per the flood map for planning the application site is located in flood zone 1 which has less than 0.1% chance of flooding in any year. The application is accompanied by a Civil Engineering Infrastructure Report (Planning Submission) prepared by Barrett Mahony Consulting Engineers [Issue PL3] dated 19.09.2023. This document sets out how surface water will be managed on site. As detailed in the strategy is proposed that surface water will discharge into the existing Thames Water surface water sewer. Thames Water were consulted who confirmed that they raised no objections if the sequential approach has been applied. The site is located in flood zone 1. This presents low risk of flooding. Noting the LBBD Flood Officer raised no concerns on this basis officers consider the flood impacts of the scheme to be acceptable. The proposed sustainable drainage design includes the inclusion of a green roof, permeable paving, soft landscaping and attenuation tanks with vortex flow control. Thames Water was consulted who recommended the inclusion of a piling method statement and informative requesting ground water risk management.

These have been secured. In terms of surface water drainage this is proposed to run into the public sewer. As per comments received by Thames Water prior approval will need to be sought from Thames Water Developer Services. This will be included as an informative.

12.16 The LBBF Flood Risk Manager was consulted who confirmed that they found the drainage strategy to be acceptable. Notwithstanding, they advised that should this application be approved all surface water drainage works should be carried out prior to occupation and managed and maintained thereafter for the lifetime of the development. It is recommended that should this application be approved that a condition is imposed securing this requirement.

12.17 Trees

12.18 An Arboricultural Impact Assessment & Method Statement prepared by Tamla Trees dated September 2023 has been submitted with this application. There are 5 category C trees in immediately outside the site boundary. There are no existing trees found on site. The applicant states all existing trees and shrubs will be protected during construction which is welcomed. These are proposed to be retained and a tree protection plan submitted. Officers have reviewed the proposed protection plan and note this demonstrated that all tree works proposed will be undertaken in accordance with BS 3998:210 ('Tree work- Recommendations'). Likewise, all fencing specifications will accord with advice and guidance found within the provisions of BS5837:2012 (Trees in relation to design, demolition, and construction – Recommendations). It is recommended that a condition is attached requiring the proposed development to be constructed in accordance with the submitted tree protection plan.

12.19 Further, the proposal seeks to introduce 36 new trees on site. 9 varieties of tree will be provided on site which is welcomed. Officers consider the introduction of trees to be a welcome improvement to the site's current appearance. It is recommended that a condition is attached requiring a tree planting strategy and maintenance plan to be submitted prior to above ground works.

12.20 Subject to the inclusion of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

12.21 Summary

12.22 Taking into consideration the points raised above and subject to the imposition of conditions and obligations. Officers consider the proposed development to have an acceptable impact on biodiversity and support the use of sustainable drainage. To this end the proposal is considered acceptable and in keeping with the development policies.

Conclusions:

The proposed development seeks permission for the construction of 72 residential units. It is acknowledged that the site is a non-designated heritage asset and would result in the loss of retail units. Notwithstanding, noting the site is in an out-of-town centre location and there is ample retail provision in the local area. With regard to the non-designation, it is accepted that the historical and architectural significance of the building is limited. This is supported by the fact that the building has never been listed nationally or locally. On this basis officers consider the benefits of the introduction of 72 homes to outweigh any harm arising from the loss of retail units or a non-designated heritage asset. On balance the principle of development is supported.

Further, the scheme will provide 72 good quality homes which all have acceptable internal space standards and access to balconies. The scheme will meet the GLA requirements for 'Fast Track' and provide 35% affordable homes at a tenure split of 50% discount market rent and 50% London Affordable Rent. At ground level the scheme delivers well safe, accessible and useable amenity space with adequate provision for 0–11-year-old play on site. A contribution has been secured to go towards upgrades for 11–18-year-old play off site. In terms of design, the scheme has been designed to reflect and respect that character of the area whilst having an acceptable impact on the nearby Grade listed heritage assets and conservation area. The set back of this development from these assets and the existing screening in place further reduces the impact on the area. Officers consider the design of the scheme to acceptable.

It is accepted that the scheme will result in some loss of daylight and sunlight to neighbouring sites. Nevertheless, noting the benefits arising from the proposed scheme on balance officers consider the benefits of the scheme to outweigh any harm caused to neighbouring residents. It is noted conditions relating to noise and external lighting have been secured.

The scheme will be car free providing 3 blue badge spaces on site. This meets policy requirements of 3% of dwellings to have access to blue badge space from onset. It is noted that no further provision has been provided. Notwithstanding, given the site proximity to public transport links of which there are accessible options in the local area officers welcome the introduction of a car free development in this location to be supported. It is noted S106 Obligations securing removal of CPZ, Car Club Contributions and CPZ Contributions have been secured to mitigate any transport impacts from the development. Ample cycle parking provision has been provided on site to encourage the use of more sustainable modes of transport.

The site is reliant on the existing prescriptive right of way across the strip of unregistered land. Necessary works to the access point have been agreed and secured by s106 Obligation. Officers are satisfied that the development will deliver safe access and egress for all pedestrians, cyclists, and vehicles. In addition, the Developer/Owner has agreed to a scheme of improvement works across the strip of unregistered land to improve overall visual appearance of the site and visibility at access and egress. The Developer/Owner will be responsible for the maintenance of this works for the lifetime of the development this too will be secured by s106 Obligation. Noting the proposed works officers are satisfied that the scheme will have an acceptable impact on transport and enable safe access and egress onto the highway for all modes of transport.

The scheme will deliver sustainable development which also contributes to enhancing urban greening, ecology and diversity in the area.

Overall, officers consider the benefits arising from the scheme to outweigh any harms caused by the development. On balance the proposal is considered acceptable and in keeping with the development policies. It is recommended that planning permission is granted.

Appendix 1:

Development Plan Context:	
The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:	
<i>National Planning Policy Framework (NPPF) (DLUHC, 2023)</i>	
<i>The London Plan (March 2021)</i>	<ul style="list-style-type: none"> Policy SD1 Opportunity Areas Policy GG4 Delivering the homes Londoners Need Policy H1 Increasing Housing Supply Policy H2 Small Sites Policy HC1 Heritage Conservation and Growth Policy SD7 Town Centres: Development principles and Development Plan Documents Policy GG2 Making the Best use of Land Policy D2 Infrastructure requirements for sustainable densities Policy D3 Optimising site capacity through the design-led approach. Policy H10 Housing size mix Policy H4 Delivering affordable housing Policy H5 Threshold approach to applications Policy H6 Affordable housing tenure Policy H7 Monitoring of affordable housing Policy D4 Delivering good design Policy D6 Housing quality and standards Policy D5 Inclusive Design Policy D7 Accessible Housing Policy S4 Play and Informal Recreation Policy D1 London's form, character and capacity for growth Policy D8 Public realm Policy D9 Tall Buildings Policy D13 Agent of Change Policy GG1 Building strong and inclusive communities Policy GG3 Creating a healthy city Policy D14 Noise Policy SI10 Aggregates Policy E11 Skills and Opportunities for All Policy SI7 Reducing Waste and Supporting the Circular Economy Policy SI2 Minimising Greenhouse Gas Emissions Policy SI3 Energy Infrastructure Policy SI4 Managing Heat Risk Policy SI1 Improving Air Quality Policy SI6 Digital Connectivity Infrastructure Policy G6 Biodiversity and Access to Nature Policy G5 Urban Greening Policy SI13 Sustainable Drainage
<i>Local Development Framework (LDF) Core Strategy (July 2010)</i>	<ul style="list-style-type: none"> Policy CM1 General Principles for Development Policy CM2 Managing Housing Growth Policy CC1 Family Housing Policy CP2 Protecting and Promoting our Historic Environment Policy CM5 Town Centre Hierarchy Policy CM1 General Principles for Development Policy CP3 High Quality Built Environment

	<p>Policy CP2 Protecting and Promoting our Historic Environment</p> <p>Policy CC3 Achieving Community Benefits through Developer Contributions</p> <p>Policy CM1 General Principles for Development</p> <p>Policy CR3 Sustainable Waste Management</p> <p>Policy CR1 Climate Change and Environmental Management</p> <p>Policy CR2 Preserving and Enhancing the Natural Environment</p> <p>Policy CR4 Flood Management</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP2 Conservation Areas and Listed Buildings</p> <p>Policy BE3 Retail Outside or on the Edge of Town Centres</p> <p>Policy BP5 External Amenity Space</p> <p>Policy BP4 Tall Buildings</p> <p>Policy BP11 Urban Design</p> <p>Policy BP3 Archaeology</p> <p>Policy BP8 Protecting Residential Amenity</p> <p>Policy BR13 Noise Mitigation</p> <p>Policy BR5 Contaminated Land</p> <p>Policy BR15 Sustainable Waste Management</p> <p>Policy BR2 Energy and On-site Renewables</p> <p>Policy BR3 Greening the Urban Environment</p> <p>Policy BR4 Water Resource Management.</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an "advanced" stage of preparation, having gone through Local Plan Examination in Public in November 2023. Having regard to NPPF paragraph 48, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, December 2021)</i></p>	<p>Policy SPDG1 Delivering growth in Barking and Dagenham</p> <p>Policy SP3 Delivering homes that meet peoples needs</p> <p>Policy SPP5 Dagenham East</p> <p>Policy SP2 Delivering a high quality and resilient built environment</p> <p>Policy DMD4 Heritage assets and archaeological remains</p> <p>Policy DME3 Encouraging vibrant, resilient, and characterful town centres</p> <p>Policy DMH2 Housing Mix</p> <p>Policy DMH1 Affordable Housing</p> <p>Policy DMH3 Specialist Housing</p> <p>Policy DMNE1 Parks, Open spaces and Play Space</p> <p>Policy DMD1 Securing high quality design</p> <p>Policy DMD2 Tall Buildings</p> <p>Policy DMD4 Heritage Assets and Archaeological Remains</p> <p>Policy DMS13 Nuisance</p> <p>Policy DMS15 Land Contamination</p> <p>Policy SP5 Promoting Inclusive Economic Growth</p> <p>Policy DMM1 Planning Obligations (Section 106)</p> <p>Policy DMT1 Making better connected neighbourhoods.</p> <p>Policy SP7 Securing a clean, green and sustainable borough.</p> <p>Policy DMSI 8 Demolition, Construction and Operational Waste</p>

	Policy DMS12 Energy, heat and carbon emissions Policy DMS19 Smart Utilities Policy SP6 Green and Blue Infrastructure Policy DMNE2 Urban Greening Policy DMNE3 Nature Conservation and Biodiversity Policy DMS16 Flood risk and defences
<i>Supplementary Planning Documents</i>	DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equality's obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	21/00356/FULL	<i>Status:</i>	Approve
<i>Description:</i>	Construction of an open coffee shop, including Caravan and outside sitting		
<i>Application Number:</i>	20/01593/FULL	<i>Status:</i>	Refuse
<i>Description:</i>	Change of Use a portion of the existing Car Park into Automobile Sales in the forecourt under a Sui Generis use category		

Appendix 3:

The following consultations have been undertaken:

-
- Village Ward Councillors
- LBBB My Place
- LBBB Inclusive Growth
- LBBB Education
- LBBB Heritage and Culture
- LBBB Social Care
- LBBB Public Health
- LBBB Employment and Skills
- LBBB Housing Strategy
- LBBB Trees
- LBBB Environmental Protection
- LBBB Refuse Services
- LBBB Access
- LBBB Local Flood Authority
- Essex and Suffolk Water Company
- National Grid
- UKPN
- London Fire Brigade
- Thames Water
- Historic England Archaeology
- Historic England Buildings
- TfL Underground
- TfL Planning
- London City Airport
- Be First Transport
- Design Out Crime
- Be First Heritage
- LBBB Street Lighting
- HSE
- LBBB Highways
- LBBB Parking and Enforcement

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
London City Airport Dated 03.11.2023	<ul style="list-style-type: none"> • We have assessed the details for the above application against safeguarding criteria and can confirm that London City Airport have no objections to the proposed development. 	Comment is noted.
LBBB Waste and Recycling Officer Dated 23.11.2023	<ul style="list-style-type: none"> • The required number of bins as per the accommodation schedule provided are as below Block A- 8 x 1100L (4 General Waste and 4 Recycling) Block B- 12 x 1100 L (6 General Waste and 6 Recycling) • The RCV reversing distance in any circumstance should not exceed 15 metres. 	<p>The refuse strategy for the scheme has been revised to take account of comments.</p> <p>This is assessed in section 10 of this report.</p>

	<ul style="list-style-type: none"> The minimum radius at the point of turning for the RCV should be 4 metres. The bin pull distance from the bin store to the RCV collection layby should not exceed 10 metres. 	
LBBB Flood Risk Manager Dated 19.10.2023	<ul style="list-style-type: none"> It is recommended that a condition is included requiring the approved surface drainage works to be carried out prior to occupation. 	Comments noted and condition included.
Thames Water Dated 23.09.2023	<ul style="list-style-type: none"> It is recommended that a condition securing piling method statement and informative relating to groundwater risk management permits is included. In terms of surface water- Thames water advise if the developer follows the sequential approach there will be no objection. Should the developer propose to discharge to a public sewer prior approval from Thames Water Developer Services will be required. 	Recommended conditions and informative included. This is assessed in section 12.12 of this report.
London Underground/ DLR Infrastructure Protection Dated 29 September 2023	<ul style="list-style-type: none"> I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application. 	Comments noted
TfL Spatial Planning Dated 16.10.2023	<ul style="list-style-type: none"> Agent of Change- noting the proximity to bus stop, mitigation should be put in place to ensure the impact of existing noise, vibrations and other nuisances are mitigated. The operation of the bus should not be affected during construction of end state of the development. Car free scheme is welcomed- all spaces should be EVCP Restrictions should apply for parking permits Consideration to the specific layout, functionality and safety of pedestrians and cyclists should be incorporated. 	<p>Comments noted, conditions relating to noise have been secured.</p> <p>All blue badge spaces will be EVCP</p> <p>Obligation has been attached removing CPZ permits.</p> <p>Design, layout and access to scheme has been amended to ensure safety of pedestrian and cyclists.</p>
Historic England GLAAS Dated 17.10.2023	<ul style="list-style-type: none"> A pre- commencement condition securing the submission of Archaeological WSI is recommended 	Condition noted and secured.
LBBB Parks Dated 03.10.2023	<ul style="list-style-type: none"> It is recommended a contribution of £15,000 would be appropriate 	Noted and secured by s106 Obligation

	to cover the short fall of 11–18-year-old play	
Employment and Skills Dated 11.10.2023	<ul style="list-style-type: none"> The standard employment and skills targets should be attached, and an Employment and Skills Plan (ESSP) submitted 6 months prior to work starting 	This is noted and obligation has been attached.
Design Out Crime Dated 2.10.2023	<ul style="list-style-type: none"> No objections subject to the concerns raised in section 3 being addressed. A condition is recommended 	Comments noted and addressed in section 2.54 and 2.55 of this report. Condition has been included.
LBBD Access Officer Dated 11.10.2023	<ul style="list-style-type: none"> I recommend having the accessible units with wet rooms instead of baths. Play equipment and street furniture needs to take account of the needs of disabled people. Some benches should have backs and handrails. Play equipment should be inclusive. Entrance doors can be heavy, I recommend automatic doors with appropriate manifestation. 	10% of units will have to be designed to comply with M4(3) Wheelchair accessible. This has been conditioned. Officers are confident through the detailed design all wheelchair units will be fully accessible. Play space has been conditioned requiring details of play equipment to be submitted. Regarding the entrance doors this will be picked up through the detailed design.
Historic England (Buildings) dated 05.10.2023	<ul style="list-style-type: none"> No comments to be made. It is advised Historic England GLAAS are consulted 	Noted
LBBD Parking, Enforcement and Design Services Dated 02.10.2023	<ul style="list-style-type: none"> Parking will be managed by Car Park Management Company, as such, the area will not be adopted public highway. LBBD will not carry out parking enforcement as this is private Residents should not be eligible for CPZ Concerns over impact of the development on parking pressure in the area. Especially into those roads which currently have no restrictions. Residents and visitors have no access to parking, which will require them to look elsewhere. 	Noted and assessed in section 5 of this report. The applicant has agreed a package of contributions including £10,000 for a car club, £40,000 to go towards expansion of CPZ and removal of CPZ permits for all proposed residents. Officers consider the package of contributions to mitigate any parking pressures in the area.
Be First Heritage Officer Dated 25.10.2023	<ul style="list-style-type: none"> Viewpoints should be reviewed to ensure development enhances the characters. The introduction of additional planting should be explored as a way to soften the impact of the building on the viewpoints. Additional trees could further reduce the harm to the conservation area The building has never been listed nationally or locally to that extent its removal is difficult to challenge. 	Comments noted and assessed in section 3.23 of this report.

	<ul style="list-style-type: none"> Naming of the site should consider its long history. Buildings should ensure its use of materials and architecture are in keeping with the character of the conservation area. 	
National Grid Electricity Dated 15.10.23	<ul style="list-style-type: none"> There are no existing national Grid Electricity Transmission assets affected in the area 	Noted
Health and Safety Executive Dated 09.11.23	<ul style="list-style-type: none"> HSE confirm they are content 	Noted and discussed in section 2.55 of this report.
National Gas Assets Dated 02.10.23	<ul style="list-style-type: none"> No National Gas Assets affect in this area 	Noted
Be First Transport Dated	<ul style="list-style-type: none"> Trips generated by the development will be lower than existing use. Acknowledge low risk of vehicles arriving at the same time. Proposed highway and landscape works to the access reduce safety concerns. Explanation of the system to be deployed for managing deliveries should be submitted The current raised table is outside the highways boundary. Confirmation that the application will take responsibility for maintaining this part of the road will be needed. The guardrails on the radius kerb line of Rainham Road South should be replaced as its near to surpassing its design life. The applicant should enter into a s106 obligation to remove/reduce the vegetation and brick walls and generally keep the height of vegetation to 0.6 metres. This scheme of highway and landscape works proposed to the areas of unregistered land should be secured by s106 obligation. Condition should secure the detailed design. A traditional speed table should be put in across the entrance of the site. The applicant has confirmed they will be responsible for maintenance. A maintenance and ownership plan should be submitted to show areas of responsibility in terms of future ongoing maintenance and any 	<ul style="list-style-type: none"> Delivery and service has been conditioned. It will be expected that details of how deliveries will be managed is provided here is provided here. Applicant has confirmed they will remain responsible for the maintenance of the area of unregistered land for the lifetime of the development. This has been secured by s106 obligations. This will also require all highway works within this land to be maintained to an adoptable standard at all times. The guardrails sit within the public highway. Further discussions will be had throughout the s.278 process. Condition has been included requiring details design of the highway and landscape works to be submitted prior to commencements. S106 obligation securing all works to the unregistered land prior to implementation of the development. S106 obligation secured requiring the Developer/Owner to maintain the area of unregistered land for the lifetime of the development. All conditions and s106 obligations recommended have been secured. Full assessment has been carried out in section 5 of this report.

	<p>potential liabilities. This should be secured by s106 obligation.</p> <ul style="list-style-type: none">• The proposed works to the access, prescriptive right of way and strip of unregistered land provide comfort that the development will provide safe pedestrian, cyclist and vehicle access. This should be secured by s106 obligation.• Car Parking Management Plan should be secured which sets out how car parking within the site will be managed.• Car club should be provided the proposed £10,000 contribution is welcomed.• Proposed £40,000 contribution to go towards the expansion of CPZ is welcomed.• CPZ permits should be removed for all proposed residents except blue badge holders.• Cycle parking is adequate and should be conditioned.• Travel Plan, CLP and delivery and servicing management plan should be secured by condition and s106 obligations.	
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Appendix 4:

Neighbour Notification:	
Date Site Notice Erected:	11 October 2023
Date of Press Advertisement:	03 October 2023
Number of neighbouring properties consulted:	529
Number of responses:	11
Address	Summary of Response:
Barking and Dagenham Heritage Conservation Group (14 Arundel Gardens)	<ul style="list-style-type: none"> • Loss of historic former pub that has been a local landmark for years. • Congestion and pollution in an already busy neighbourhood. • Unlikely to be genuinely affordable and will not properly address housing demand.
656 Rainham Road South	<ul style="list-style-type: none"> • No capacity for an increased demand for parking, road use, childcare, schools, GPs, Dentists and other healthcare.
118 Bastable Avenue	<ul style="list-style-type: none"> • Insufficient provision of NHS hospitals and GP surgeries to accommodate the additional number of residents. • Not enough health and wellbeing, parks, and green spaces to accommodate new residents. • Residents are squeezed onto small sites with insufficient
14 Baynes Crescent	<ul style="list-style-type: none"> • The proposal will result in overcrowding. • Parking is limited and this will add pressure to existing parking. • Traffic- the roundabout is traffic jammed every morning and this will be made worse with more people around.
11 Cadiz Road	<ul style="list-style-type: none"> • Car parking- there will only be 4 bays for disabled residents. Where will residents and visitor's park. • Car parking in surrounding streets is already very congested at weekends and evenings. The council cannot stop residents from having cars nor stop them from applying for parking permits. • Not in keeping with the Old Dagenham Village • Block out natural light.

20 Cadiz Road	<ul style="list-style-type: none"> • Dagenham East Station is not step-free and operation is unattended. Details provided in the transport statement are not correct. • Parking- No onsite parking and reliance on free parking area on Ballard Road and outside of CPZ times will make streets very congested. • Pressure on local health services will be worse with increasing population. • Height and massing is out of context. • Dominate in the surrounding context including village conservation area, beam parkland and area east of Rainham Road South. • No Community provision
12 Ibscott Close	<ul style="list-style-type: none"> • Amenity- the proposal will impact the overall quality of life in the village. Size and scale of the development would alter the character of the village in an undesirable manner. • Architectural Appropriateness- Out of character with the village's current architectural style. • Parking- there are already congestion issues, and the additional buildings will exacerbate the problem. • Conflict of interest- Relationship between LBBD Planning Department and Be First. • Disruption of bus stop- impact the accessibility and convenience of public transport. • Affordability of units. • Social Issues • Light level measurements. • Local amenity • Access to information
23A Manor Road	<ul style="list-style-type: none"> • Unacceptable demand on local services such as access to GP surgeries and healthcare in general. • Access for LFB, LAS and MPS is not properly provision. • Parking • Loss of local landmark.
12 Cadiz Road	<ul style="list-style-type: none"> • 9 storey height will be out of context.

	<ul style="list-style-type: none"> • Parking- there are only 4 disabled bays. Where will visitors, care workers, emergency services park. • Parking permits will be removed, however, after 5:30pm, weekdays and at the weekends there are no restrictions. • Loss of light to neighbouring residents. • Traffic- roundabout is already busy and always congested at bust times. • Land should be used for a social centre of some type for Local Residents. • Local facilities such as hospitals, schools, GP's, Dentists are already stretched.
15 Cadiz Road	<ul style="list-style-type: none"> • Too many flats with no parking. • Insufficient provision of doctors, schools, hospital and dentists. • More traffic around the Bull roundabout. • Height will block light
Village Ward Councillors	<ul style="list-style-type: none"> • Height of proposal is out of Character. • The site and local residents would benefit from high quality community facilities. • Design and architecture – the existing context is mainly low rise. The proposal would disrupt the current character of the village. • Development would not be a landmark in the positive sense. • Consultation Outcome- fundamental opposition to plans, however, applicant has consequently changed them to suit local views and requirements. • Redevelopment of the Ibscott Close is unlikely to come forward due to financial concerns. Using this to justify a high rise on the Bull Site is not an acceptable argument. • Daylight/Sunlight- concerns with the conclusions of the submitted report. • Health Issues- proposal will have a detrimental impact on health particularly the mental health of Ibscott residents. • Limited Parking Opportunities and Transport Issues- not in a city centre location or inner London

area. There is a much greater car-based dynamic that exists here.

- 7 flats catering for those with disability but provision of only 4 disabled parking spaces. Not sufficient provision to meet possible need.
- Lack parking for new residents is a concern. Concerns for nearby residents. Parking is already at capacity any additional demand would have a significant impact on existing provision.
- Dagenham East Station is not accessible as described in the submitted transport assessment.
- Transport assessment does not provide sufficient justification for the lack of parking.
- Visitor parking in the free Ballard Road car park does not take into account that the car park is used for sporting events. There is already insufficient room let alone adding more cars from flats 10 minutes up the road.
- Rent and affordability of the units is not in the best interest of the Dagenham Community
- Landscaped Areas- new secluded areas which could encourage anti-social behaviour and unlikely to be seen as safe areas for young children to play.
- Concerns that play space is not safe and unlikely that residents will let their children play there.
- Report states that there is a shortfall of play space provision on site.
- Failure to build zero carbon housing.
- Increased flooding in the area.
- Fire safety issues and concerns that delivery and visitors will block entrance restricting access for emergency services.
- Bat activity on site.

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

Appendix 5:

Conditions & Informatives:

Conditions:

1. Time Limit

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Drawings and Documents

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- D1000 Site Location Plan Existing [Revision 00] dated 14.07.2023
- D6100 Ground Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6101 First to Fifth Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6106 Sixth Floor Plan [Revision 00] dated 14.09.2023
- D6107 Seventh and Eight Floor Plan Proposed [Revision 00] dated 14.09.2023
- D6150 Roof Plan [Revision 00] dated 14.09.2023
- D6500 Sections AA and BB Proposed [Revision 01] dated 22.09.2023
- D6501 Section CC Proposed [Revision 01] dated 22.09.2023
- D6700 East and West Elevations Proposed [Revision 01] dated 22.09.2023
- D6701 Block A North and South Elevations Proposed [Revision 01] dated 22.09.2023
- D6702 Block B North and South Elevations Proposed [Revision 01] dated 22.09.2023

Other documents

- Preliminary Ecological Appraisal and Biodiversity Net Gain Calculation [Issue 2] dated 22.09.2023
- Planning Statement dated September 2023
- Noise Impact Assessment prepared by RBA Acoustics [Revision 2] dated 14.09.2023
- Desk Study [Revision 1] dated September 2023 prepared by Geotechnical & Environmental Associates Limited (GEA)
- Written Scheme of Investigation for an Archaeological Evaluation dated September 2023 prepared by RPS.
- BS5837 Arboricultural Impact Assessment & Method Statement dated September 2023 prepared by Tamla Trees
- Air Quality Assessment [Issue 2] dated 10.07.2023 prepared by Tetra Tech
- 11436-WCL-ZZ-ZZ-RP-Y-0-002 Sustainability Statement [Revision 2] dated September 2023
- 22761-IR-01 Civil Engineering Infrastructure Report (Planning Submission) [Issue PL3] dated 19.09.2023
- 2022/6602/TA02 Transport Assessment [Issue 3] dated 11.07.2023 prepared by RGP
- Bat Emergence Surveys [Issue 1] dated 22.09.2023
- 11436-WCL-ZZ-ZZ-RP-SS-0007 Circular Economy Statement prepared by Whitecode Consulting dated 20.09.2023
- Daylight and Sunlight Report prepared by Waldrams dated 20.09.2023
- 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement prepared by Whitecode Consulting dated 20.09.2023
- Design and Access Statement, The Bull, Dagenham [Revision 03] prepared by Formation Architects dated September 2023.
- Heritage & Townscape Visual Impact Assessment dated September 2023

- ADO Noise Assessment [Revision 1] dated 14.09.2023 prepared by RBA Acoustics
- TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024 prepared by TurkingtonMartin

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

3. Contaminated Land

No development shall commence until:

- a. an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
 - (i) a survey of the extent, scale, and nature of contamination;
 - (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and
- b. A detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings, and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- c. The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.
- d. 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority.

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

Reason: 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.

4. Written Scheme of Investigation

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

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

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To safeguard the archaeological interest on this site.

5. Scheme of Acoustic Protection

Prior to commencement of residential units (excluding demolition), full details of a scheme of acoustic protection of habitable rooms against noise shall be 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:

- (a) 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- (b) 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 to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the Acoustic Ventilation and Overheating Residential Design

Guide January 2020. The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

External space noise levels shall be assessed in accordance with BS8233.

Reason: To ensure that the proposed residential units are adequately protected from noise.

6. Air Quality and Dust Management Plan (AQDMP)

No demolition or development shall commence until full details of the proposed mitigation measures for impact on air quality and dust emissions, in the form of an Air Quality and Dust Management Plan (AQDMP), have been submitted to and approved in writing by the local planning authority. In preparing the AQMDP the applicant should follow the guidance on

mitigation measures for sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG 2014. Both 'highly recommended' and 'desirable' measures should be

included. If the development is located in or near an air quality focus area the applicant should follow the guidance on mitigation measures for Medium Risk as a minimum.

Reason: To manage and mitigate the impact of the development on the air quality and dust emissions in the area and London as a whole, and to avoid irreversible and unacceptable damage to the environment.

7. Non-Road Mobile Machinery (NRMM)

- (a) No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
- (b) An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced, and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: In the interest of protecting local air quality.

8. Construction Environmental Management and Site Waste Management

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

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

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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.

Once approved the Plans shall be adhered to throughout the construction period for the development.

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

9. Construction Logistics Plan

Prior to commencement of the development, a CLP in line with the TfL guidelines shall be submitted to and approved in writing by the Council. The details shall include the numbers, size and routes of construction vehicles, provisions within/around the site to ensure that all vehicles associated with the construction works are properly managed to prevent any unwanted disruption to other highway users, and other matters relating to traffic management to be agreed with the licencing officers of the council. Approved details shall be implemented throughout the project period and any changes to the document must be reported back to the council's planning and highways department.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the operation of the public highway, the amenities of local residents and the area generally.

10. Landscape Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior to the commencement of the development. The approved plan will be implemented in accordance with the approved details. The content of the LEMP shall include the following:

Standard LEMP information, including:

- I. Description and evaluation of features to be managed.
- II. Ecological trends and constraints on site that might influence management.
- III. Aims and objectives of management.
- IV. Appropriate management options for achieving aims and objectives.
- V. Prescriptions for management actions.
- VI. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- VII. Details of the body or organization responsible for implementation of the plan.
- VIII. Ongoing monitoring and remedial measures.
- IX. The funding mechanism by which the long-term implementation of the plan will be secured.

Reason: To preserve and enhance the Borough's natural environment.

11. Works to unregistered land.

Prior to commencement of the development details of all hard and soft landscaping to be used to carry out the works detailed in drawings TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024; 7392-RGP-ZZ-0B-DR-C-0701 Pavement and Kerbing Construction Layout [Revision P6] dated 09.05.2024 shall be submitted to and approved by the Local Planning Authority. Details shall include all materials to be used on the pavements and kerbing, planting, planting specification and a management and maintenance plan No planting should exceed a height of 0.6 meters at any time.

Any 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

Reason: To ensure safe access into the site for pedestrian's, cyclists, and vehicles.

12. External Lighting

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

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity.

13. Overheating

No above ground new development shall commence until a detailed overheating analysis assessment and overheating mitigation strategy is submitted and approved in writing by the Local Planning Authority. Once approved the strategy shall be implemented and permanently retained thereafter.

Reason: To protect the amenity of residents.

14. Bat survey

An updated bat survey should be submitted prior to commencement of the development should development commence after 22.09.2025:

- (a) A climbing survey of trees/ buildings on site to determine presence, potential presence or likely absence of roosting birds shall be submitted to and approved in writing by the local planning authority. Features with potential to support roosting bats should be subject to both internal and external inspection. External inspection should comprise aerial endoscope inspection by a licensed bat ecologist with climbing skills but may not be feasible as a method of survey for all buildings. External inspections can be undertaken at any time of year but most conclusive in the autumn and winter.

If the climbing survey cannot be taken or are not feasible, dusk emergence and dawn re-entry surveys will be required. Dusk emergence/ dawn re-entry surveys must be undertaken between May and September and are optimal between May and August.

The survey shall identify if bats are present on site.

- (b) Should bats be present in buildings or trees a mitigation strategy including details of replacement roost spaces (either built into buildings or bat boxes placed on trees) and working methodology/ management plan to ensure no bats are injured or disturbed both during the construction and operation phase of the development shall be prepared and submitted to the local planning authority for written approval.
- (c) A bat mitigating licence will need to be acquired from Natural England prior to the demolition commencing.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as bats may be present on the site

Prior to Above Ground Works Conditions

15. Tree Planting Strategy and Maintenance Plan

Prior to above ground works of the development a Tree Planting Strategy and Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The strategy and maintenance plan shall include details of the existing trees proposed to be removed and demonstrate that there will be adequate replacement based on the existing value of the benefits of the trees removed. This should be determined using i-tree or CAVAT or another appropriate valuation system and demonstrate the value of the replacement trees is of sufficient value to compensate for the loss of trees on site. A comparison should be providing to demonstrate the value between the trees proposed for removal and their replacement. The development must be implemented in accordance with the approved strategy and maintenance plan and thereafter permanently retained.

Reason: To secure the provision of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

16. Digital Connectivity

Prior to above ground works detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development shall be submitted to and approved in writing by the local planning authority. The plans should include details of the digital connectivity aspects built into the design such as service access points, duct laying around the development, internal network cabling, ICT systems/ equipment and battery backup. The development shall be carried out in accordance with the approved plans and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

17. Green Roof Systems

Prior to commencement of above ground details of a maintenance plan of the green roof systems shall be submitted and approved by the Local Planning Authority. Once approved the maintenance plan shall be implemented and thereafter permanently retained.

Reason: To promote biodiversity on the site and to prevent an increased risk of flooding.

18. Materials

No above ground new development shall take place until details of balconies and 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 and balcony details.

Reason: To protect and enhance the character and amenity of the area

19. Hard and Soft Landscaping

- a) No above ground new development shall commence until details of soft and hard landscaping are submitted to and approved in writing by the Local Planning Authority.

Any plants which within a period of 5 year 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.

- b) Prior to first use of the site the approved details shall be implemented and permanently retained thereafter for the lifetime of the development.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

20. Boundary Treatment

Prior to first occupation or use a plan indicating the position, design, materials, and type of boundary treatment to be erected must be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment 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

21. M4(3) Accessible Units

Prior to above ground works a final layout of all the M4(3) units shall be submitted to and approved in writing by the Local Planning Authority. The final layout shall identify that a minimum of 10% of the units hereby approved conform with the requirements of Category M4(3) 'Wheelchair User Dwellings' of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Prior to first occupation of the development the approved layout shall be implemented and retained for the lifetime of the development.

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

22. Noise Insulation of Party Construction

No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the ground floor internal plant rooms has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the residential unit(s) to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise

23. Bird Bricks

Prior to the occupation of the development details and locations of the following:

- 10 x Bird bricks

must be submitted to the Local Planning Authority and agreed in writing. Once approved the bricks shall be installed within each phase and permanently retained thereafter.

Reason: In the interest of promoting and enhancing biodiversity on the site.

24. Surface Water Drainage

Prior to first occupation, the surface water drainage works shall be carried out in line with Sustainable Drainage Strategy detailed in document number 22761-IR-01 Civil Engineering Infrastructure Report [Revision PL3] dated 19.09.2023. The approved drainage system shall thereafter be managed and maintained in line with the approved document for the lifetime of the development.

Reason: To reduce the risk of flooding and to prevent pollution of the water environment.

25. Energy and Sustainability

Prior to first occupation the development hereby permitted shall be constructed in accordance with the submitted document 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement prepared by Whitecode dated 20.09.2023 to achieve a minimum 78% reduction in carbon dioxide emissions over Part L of the Building Regulations (2021).

Reason: In the interests of safeguarding the environment and providing sustainable development and to ensure measures are implemented to reduce carbon emissions.

26. M4(2) Accessible Units

Prior to first occupation of the site 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

27. Play Space

Prior to the first occupation of the development, details of child play space strategy and equipment found in document TM561-RE05 Landscape Design Statement [Revision A] dated November 2023 shall be submitted to and approved in writing by the Local Planning Authority. The approved children's play space strategy and associated equipment shall be permanently retained thereafter.

Reason: To ensure suitable provision for children's play.

28. Renewable Energy

- a) Prior to above ground works a strategy for the location of photovoltaics including a drawing of the roof layout must be submitted to and approved in writing by the local planning authority.
- b) The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance with document 11436-WCL-ZZ-ZZ-RP-ST-0001 Energy Statement dated 20.09.2023 delivering a 62% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

29. Waste and Refuse

- a) Prior to above ground works details of the bulk waste stores and prospective food waste collection including drag distances for each block shall be submitted to and approved in writing by the Local Planning Authority.
- b) The approved bulk waste store details along with the refuse and waste provision shown in drawing number TM561-LA01 Landscape round Floor GA [Revision C] dated 21.11.2023 to provide 20 x 1100L Eurobins (10 x General Waste and 10 x Recycling) for each block) shall be implemented for each block prior to first occupation of the development and permanently retained thereafter.

Reason: To provide satisfactory refuse and recycling storage provision in the interests of the appearance of the site and locality.

30. Car Parking Management Plan

Prior to first occupation of the development, a Car Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall detail:

- a) Number and layout of blue badge car parking bays;
- b) Details of all active and passive electrical vehicle charging points;
- c) How blue badge bays will be allocated;
- d) Details of parking restrictions to be imposed;
- e) Management strategy for all bays including details of who will be responsible for enforcing spaces. Including how any unlawful parking in the unregistered land will be enforced against and managed.
- f) Drawing showing the management and enforcement responsibilities across the site and area of unregistered land. Strategy for additional blue badge bays to be created should demand required this.

All bays must be designed in line with the Traffic Signs Regulations and General Directions (TSRGDs).

The approved car parking areas shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers to the premises and not used for any other purpose. The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees.

All blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

The approved car parking design and management plan shall thereafter be retained for the lifetime of the development.

Reason: In the interest of sustainable methods of transport.

31. Disabled Parking

The proposed blue badge car parking spaces detailed within drawing XXXX shall be constructed and marked out prior to the first occupation of each relevant phase as accessible parking bays (to be clearly marked with a British Standard disabled symbol). The spaces must be retained as disabled car parking spaces and not used for any other use.

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, to ensure and promote easier access for disabled persons.

32. Communal Television and Satellite System

Prior to occupation details of a communal television and satellite system for each block shall be submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of each block and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the building.

33. Delivery and Servicing Plan

Prior to first occupation of development, a Delivery and Servicing Plan in line with TfL Guidelines shall be submitted to an approved in writing by the local planning authority. The approved details shall be fully implemented before the first occupation of all residential units and shall thereafter be permanently retained in an efficient manner.

The delivery and servicing plan shall provide details of the intended systems to be used to manage car parking and deliveries.

Reason: In order to ensure the design has suitably considered the transport needs of the development in the interests of highway safety.

34. Cycle Parking

Prior to first use of the site detailed design of the 136 long stay cycle parking spaces and 4 short stay cycle parking spaces shown on drawing number D6100 Ground Floor Plan Proposed [Revision 00] dated 14.09.2023 shall be submitted to and approved in writing by the Local Planning Authority. All cycle storage shall be designed in accordance with the London Cycle Design Guidance.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport

35. Noise Generating Mechanical Services Plan

Prior to first use of any mechanical services plant including heating, ventilation, and air conditioning (HVAC), to which the application refers, is used at the premises, a scheme shall be submitted to and approved in writing by the LPA which demonstrates that the following noise design requirements can be complied with and shall thereafter be retained as approved.

- (a) The Cumulative measured or calculated rating level of noise emitted from the mechanical services plant to which the application refers, shall be lower than the existing background noise level by 5dB at all times when the plant is in operation.
- (b) The plant shall be supported on adequate proprietary anti-vibration mounts to reduce the structural transmission of vibration and regenerated noise within adjoining premises, and these shall be so maintained thereafter.
- (c) A commissioning acoustic test and report shall be undertaken within 28 days of mechanical services commissioning in order to demonstrate that condition a above has been achieved. The results of the test shall be submitted to and approved in writing by the LPA.

Reason: To ensure that the proposed residential premises are adequately protected from noise.

36. Piling Method Statement

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

37. Secure by Design

The proposed development shall achieve Secured by design certification to the satisfaction of the local authority & Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

Reason: To ensure safe and secure development and reduce crime.

38. Nesting Bird Survey

No demolition or hedge clearance shall take place between March and September inclusive without a nesting bird survey including a working method statement being carried out by a qualified ecologist no more than 24 hours prior to works commencing.

If nesting birds are found works must be delayed until the young have fledged. A strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by 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.

39. Tree Management Strategy and Protection through construction.

All existing on site trees and any tree within 5 metres of the boundary of the site shall be protected in accordance with document BS5837 Arboricultural Impact Assessment & Method Statement prepared by Tamla Trees Consulting Arborists dated September 2023 prior to the commencement of all works and be maintained in full until the development has been completed.

Reason: Arboricultural assets are present on the site. The planning authority wishes to secure the protection and future health of the Arboricultural assets. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

40. Unit Numbers

The development hereby approved shall comprise of 72 residential units.

Reason: To ensure that the development is undertaken in accordance with the approved drawings(s) and document(s).

41. Air Quality

The development shall meet the air quality neutral standards as set out in the approved Air Quality Assessment by WSP dated October 2021. Certification confirming compliance with the approved document shall be submitted and approved by the Council post completion of the development. Should the completed development not result in not being air quality neutral the development will be subject to the off-setting contribution payment at the rate of £29k per tonne of NO_x (or the equivalent figure at the time of reassessment) over the benchmark (or the equivalent figure at the time of reassessment).

Reasons: In the interests of reducing air pollution.

42. Circular Economy – Post Construction Assessment

Prior to the first occupation of the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of a satisfactory submission to the GLA shall be

submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within each Phase.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Informative(s):

1. The AQDMP can form part of the Construction Environmental Management Plan (CEMP). The AQDMP shall include the following for each relevant phase of work (demolition, earthworks, construction and track out):
 - (a) A summary of work to be carried out;
 - (b) Proposed haul routes, location of site equipment including supply of water for damping down, source of water, drainage and enclosed areas to prevent contaminated water leaving the site.
 - (c) Inventory and timetable of all dust and NOx air pollutant generating activities;
 - (d) List of all dust and emission control methods to be employed and how they relate to the Air Quality (Dust) Risk Assessment;
 - (e) Details of any fuel stored on-site;
 - (f) Details of a trained and responsible person on-site for air quality (with knowledge of pollution monitoring and control methods, and vehicle emissions);
 - (g) Summary of monitoring protocols and agreed procedure of notification to the local authority; and
 - (h) A log book for action taken in response to incidents or dust-causing episodes and the mitigation measure taken to remedy any harm caused, and measures employed to prevent a similar incident reoccurring. Developments assessed to be medium risk or greater for any of the steps required in an Air Quality and Dust Risk Assessment (AQDRA) regular or continuous PM10 monitoring should be carried out on site. Baseline monitoring should commence at least 6 months before the commencement of works and continue throughout all construction phases. Details of the equipment to be used, its positioning, additional mitigation to be employed during high pollution episodes and a proposed alert system should be submitted to the Council for approval.

No demolition or development shall commence until all necessary pre-commencement measures described in the AQDMP have been put in place and set out on site. The demolition and development shall thereafter be carried out and monitored in accordance with the details and measures approved in the AQDMP. The IAQM "Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites" details appropriate monitoring for the scale of the site or project.

 - (i) Engine emissions from non-road mobile and fixed plant used on site must as a minimum meet the Stage 111B emission standards set in EU Directive 97/68/EC.
2. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
3. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk .

Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

4. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
5. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes>

Appendix 6:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Schedule 1- Administrative

- Payment of the Council's professional and legal costs, whether or not the deed completes;
- Payment of the Council's reasonable fees of £21,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Schedule 2- Residential Management Plan

- Submission of a Residential Management Plan for approval by LBBD, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

Schedule 3- Affordable Housing

- Affordable Housing Provision

Secure 35% affordable housing on a unit basis as shown on drawings D6200 Ground Floor Plan Proposed [Revision 00] dated 09.10.2023; D6201 First to Second Floor Plan Proposed [Revision 00] dated 09.10.2023; D6203 Third to Fourth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6205 Fifth Floor Plan Proposed [Revision 00] dated 09.10.2023; D6206 Sixth Floor Plan Proposed [Revision 00] dated 09.10.2023 and D6207 Seventh and Eight Floor Plan Proposed [Revision 00] dated 09.10.2023

13 no. units provided at Social Rent. Unit numbers:

A.G.1; A.1.1; A.1.2; A.1.3; A.1.4; A.1.5; A.1.6; A.2.1; A.2.2; A.2.3; A.2.4; A.2.5 and A.2.6

12 no. units provided as Discount Market Rent. Unit numbers:

A.3.1; A.3.2; A.3.3; A.3.4; A.3.5; A.3.6; A.4.1; A.4.2; A.4.3; A.4.4; A.4.5 and A.4.6.

- Early- Stage Viability Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

Schedule 4- Play Space

- Play Space

A sum of £15,000 to be paid on completion of the deed to go towards improvements to Old Dagenham Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed.

Schedule 5- Design

- Design Champion

The owner will secure Design Champions consisting of Architects and Landscape Architects who will be design advisors and oversight executive architects throughout the discharge of the Planning Conditions,

post planning amendments made through s.96a or s.73 and until the practical completion of the Development unless otherwise agreed in writing with the Council, in order to secure exemplary design quality as promoted in this application. The Design Champion shall be approved by the Council prior to appointment.

The owner will secure the retention of the Design Champions on such terms that ensure that the Development is constructed in reliance upon the exemplary design qualities that have informed the Planning Permission.

Schedule 6- Transport

- Travel Plan

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 1st, 3rd and 5th anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

- Car Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

- Car Club Details

On commencement of the development the Developer shall submit to the council and agree a scheme of car club works. The car club works shall include a detailed plan showing the location of the proposed car club space and details of the scheme of works required to enable this space to be implemented.

- Car Club Contribution

On commencement of the development the Developer shall pay in full to the council £10,000 (BCIS Index Link) to go towards the cost of implementing the car club.

- S.278 Agreement

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works based on the 'in Principle plan' drawing 2022/6602/016 Potential Highway Improvements [Revision P3] dated 25.04.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024 which shall be updated to include a speed table and replacement of all visibility railings along Rainham Road South prior to commencement, and b) implement all off-site highway works to an agreed schedule prior to occupation.

The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

- Works to unregistered land-

Prior to commencement of the development the Developer/Owner shall undertake a scheme of highway and landscape works to be carried out to the strip of unregistered land to be approved by the council. The scheme of works shall be carried out based on the principles set out in drawing TM561-LA02 Landscape Ground Floor Illustrative GA [Revision A] dated 26.04.2024; and 7392-RGP-ZZ-0B-DR-X-0701 Pavement and Kerb Construction Layout [Revision P6] dated 09.05.2024 and 7392-RGP-ZZ-0B-DR-C-0110 General Arrangement [Revision P5] dated 09.05.2024

All works shall be carried out to adoptable standards and retained thereafter for the lifetime of the development.

The applicant is responsible for covering the cost of all works.

- Unregistered land works - Maintenance

- d) The Developer/ Owner of the sites shall be responsible for covering the cost of all maintenance required to the area of unregistered land for the lifetime of the development. Vegetation at all times shall be retained to a height of no more than 0.6 metres.
- e) Should the council be required to carry out works to the strip of unregistered land as a result of its statutory duty to maintain the adjoining adopted highway. The Developer/Owner will be responsible for covering the cost of any maintenance works required to the land as a result of these works.
- f) The works to the area of unregistered land shall be maintained at all times to an adoptable standard.

The Developer/Owners shall remain responsible for the maintenance of all land outline in blue and marked 'Area of Maintenance' on drawing 7392-RGP-ZZ-08-DR-C-0101 Ownership/Maintenance Plan [Revision P4] dated 09.05.2024 for the lifetime of the development.

- CPZ Contribution

On commencement of the development the Developer shall pay to the council £40,000 (BCIS Index Linked) to go towards the cost of the expansion of any Controlled Parking Zone (CPZ) in the area immediately surrounding the site.

Schedule 7- Carbon Offset

- Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 78% reduction over Part L of the Building Regulations 2021 through on-site provisions.

- Carbon Offset Financial Contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (expected contribution of £38,017).

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 8- Air Quality

- Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

Schedule 9- Connect to District Heat Network (DHN)

- Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN. The requirement to connect to the DHN will be subject to the heat network being delivered and operational to supply the development, and the DHN having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

Schedule 10- Be Seen

- Be Seen Hierarchy- post construction monitoring.
- e. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).
 - f. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).
 - g. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.
 - h. In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting

webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Schedule 11- Employment and Skills

- Local employment, training and supply chain plans

Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

- Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

- Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

- Supply chain development during Construction

The Owner will use reasonable endeavours to:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);

- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.
- Monitoring
 - Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
 - This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
 - Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
 - Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);
 - Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.

The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.