

Notice of Meeting

PLANNING COMMITTEE

Tuesday, 16 February 2021 - 6:00 pm
Meeting to be held virtually

Members: Cllr Muhammad Saleem (Chair), Cllr John Dulwich (Deputy Chair), Cllr Sanchia Alasia, Cllr Faruk Choudhury, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Mohammed Khan, Cllr Olawale Martins, Cllr Foyzur Rahman and Cllr Dominic Twomey

Date of publication: 8 February 2021

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Acting Chief Executive

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Please note that this meeting will be webcast, which is a transmission of audio and video over the internet. To view the webcast click [here](#) and select the relevant meeting (the weblink will be available at least 24-hours before the meeting).

AGENDA

- 1. Apologies for Absence**
- 2. Declaration of Members' Interests**

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.

- 3. Minutes - To confirm as correct the minutes of the meeting held on 21 December 2020 (Pages 7 - 12)**

New Planning Applications

Ward

- | | |
|------------------------------------------------------------------------------------------|-----------|
| 4. Fels Farm (Pages 13 - 61) | Eastbrook |
| 5. Unit A, Creek Road, Barking. (Former Remploy site) (Pages 63 - 111) | Thames |
| 6. Application for Prior Approval - 36 Curzon Crescent, Barking (Pages 113 - 125) | Thames |
| 7. BRL S96 Deed of Variation update (Page 127) | Thames |

8. **Any other public items which the Chair decides are urgent**
9. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

Private Business

The public and press have a legal right to attend Council meetings such as the Planning Committee, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant legislation (the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 as amended). ***There are no such items at the time of preparing this agenda.***

10. **Any confidential or exempt items which the Chair decides are urgent**

Our Vision for Barking and Dagenham

ONE BOROUGH; ONE COMMUNITY; NO-ONE LEFT BEHIND

Our Priorities

Participation and Engagement

- To collaboratively build the foundations, platforms and networks that enable greater participation by:
 - Building capacity in and with the social sector to improve cross-sector collaboration
 - Developing opportunities to meaningfully participate across the Borough to improve individual agency and social networks
 - Facilitating democratic participation to create a more engaged, trusted and responsive democracy
- To design relational practices into the Council's activity and to focus that activity on the root causes of poverty and deprivation by:
 - Embedding our participatory principles across the Council's activity
 - Focusing our participatory activity on some of the root causes of poverty

Prevention, Independence and Resilience

- Working together with partners to deliver improved outcomes for children, families and adults
- Providing safe, innovative, strength-based and sustainable practice in all preventative and statutory services
- Every child gets the best start in life
- All children can attend and achieve in inclusive, good quality local schools
- More young people are supported to achieve success in adulthood through higher, further education and access to employment
- More children and young people in care find permanent, safe and stable homes
- All care leavers can access a good, enhanced local offer that meets their health, education, housing and employment needs
- Young people and vulnerable adults are safeguarded in the context of their families, peers, schools and communities

- Our children, young people, and their communities' benefit from a whole systems approach to tackling the impact of knife crime
- Zero tolerance to domestic abuse drives local action that tackles underlying causes, challenges perpetrators and empowers survivors
- All residents with a disability can access from birth, transition to, and in adulthood support that is seamless, personalised and enables them to thrive and contribute to their communities. Families with children who have Special Educational Needs or Disabilities (SEND) can access a good local offer in their communities that enables them independence and to live their lives to the full
- Children, young people and adults can better access social, emotional and mental wellbeing support - including loneliness reduction - in their communities
- All vulnerable adults are supported to access good quality, sustainable care that enables safety, independence, choice and control
- All vulnerable older people can access timely, purposeful integrated care in their communities that helps keep them safe and independent for longer, and in their own homes
- Effective use of public health interventions to reduce health inequalities

Inclusive Growth

- Homes: For local people and other working Londoners
- Jobs: A thriving and inclusive local economy
- Places: Aspirational and resilient places
- Environment: Becoming the green capital of the capital

Well Run Organisation

- Delivers value for money for the taxpayer
- Employs capable and values-driven staff, demonstrating excellent people management
- Enables democratic participation, works relationally and is transparent
- Puts the customer at the heart of what it does
- Is equipped and has the capability to deliver its vision

Use Classes Order 1987 (as amended)		
Use Class	Use/Description of Development	Permitted Change
A1 Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.	State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 . A1 plus two flats above C3 residential use - see footnote 5 Bank, building society, credit union or friendly society (A2) but not for other purposes falling within A2 – see footnote 6 A2 A3 (up to 150 m2) see footnote 9 D2 (up to 200 m2) see footnote 10
A2 Financial and professional services	Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies.	A1 (where this is a ground floor display window) plus two flats above A2 plus two flats above State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 . C3 residential use - see footnote 5 A3 (up to 150 m2) – see footnote 9 . D2 (up to 200 m2) see footnote 10
A3 Restaurants and cafés	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.	A1 or A2 State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
A4 Drinking establishments	Public houses, wine bars or other drinking establishments (but not night clubs).	A1, A2 or A3 unless listed as an Asset of Community Value State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
A5 Hot food takeaways	For the sale of hot food for consumption off the premises.	A1, A2 or A3 State funded school for single academic year – see footnote 2 . Some temporary uses – see footnote 4 .
B1 Business	a) Offices, other than a use within Class A2 (Financial Services) b) Research and development of products or processes c) Light industry appropriate in a residential area	B8 (where no more than 500 sqm) B1a - C3 subject to prior approval - see footnote 1 . State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3 Some temporary uses – see footnote 4 .
B2 General industrial	General industry: use for the carrying out of an industrial process other than one falling in class B1. (excluding incineration purposes, chemical treatment or landfill or hazardous waste).	B1 or B8 (B8 limited to 500 sqm) State funded school for single academic year – see footnote 2 .
B8 Storage and distribution	Storage or distribution centre. This class includes open air storage.	B1 (where no more than 500 sqm) State funded school for single academic year – see footnote 2 . C3 (where no more than 500 sqm) see footnote 7 .
C1 Hotels	Hotel, boarding house or guesthouse, where no significant element of care is provided. (Excludes hostels).	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C2 Residential institutions	Hospital, nursing home or residential school, college or training centre where they provide residential accommodation or care to people in need of care (other than those within C3 dwelling houses).	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C2A Secure residential institution	Secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.	State funded school for single academic year – see footnote 2 . State funded school or registered nursery subject to prior approval - see footnote 3
C3 Dwelling houses	Use as a dwelling house by a single person or by people living together as a family or by not more than 6 residents living together as a single household	Article 4 direction removes permitted development right to convert to C4 House in Multiple Occupation. State funded school for single academic year – see footnote 2

C4 Houses in multiple occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.	C3 (dwelling houses) State funded school for single academic year – <u>see footnote 2</u>
D1 Non-Residential Institutions	Clinics & health centres, crèches, day nurseries & day centres, museums, public libraries, art galleries & exhibition halls, law court, non-residential education & training centres. Places of worship, religious instruction & church halls.	Some temporary uses – <u>see footnote 4</u> . State funded school for single academic year – <u>see footnote 2</u> .
D2 Assembly & Leisure	Cinema, concert hall, bingo hall, dance hall, swimming bath, skating rink, gymnasium, or area for indoor or outdoor sports or recreations, not involving motor vehicles or firearms.	State funded school for single academic year – <u>see footnote 2</u> . State funded school or registered nursery subject to prior approval - <u>see footnote 3</u> Some temporary uses – <u>see footnote 4</u> .
Sui – Generis	A use on its own, for which any change of use will require planning permission. Includes, theatres, nightclubs, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, casinos, taxi businesses, waste management facilities, motor car showrooms, betting offices and pay day loan.	Casino to Class D2 Amusement arcades/centres and casinos to C3 (up to 150 m2) <u>See footnote 8</u> Betting offices and pay day loan to A1 and A2 plus two flats above Betting offices and pay day loan plus two flats above Betting offices, pay day loan and casinos to A3 (up to 150 m2) <u>See footnote 9</u> . Betting offices and pay day loan to D2 (up to 200m2) – <u>see footnote 10</u> . Betting offices and payday loan to C3 residential use - <u>see footnote 5</u>

Footnotes	
1	B1a (Offices) can change use to C3 (Dwelling houses) provided development commenced before 30/06/16. Need to apply to Council for prior approval to confirm no significant transport and highway impacts, contamination risks and flood risks.
2	State funded schools can open without planning permission for a single academic year without planning permission from any existing use within the Use Classes Order. School must be approved by Secretary of State and school must notify Council before they open. School must revert to its previous use at end of year. Does not apply to listed buildings.
3	B1 (business), C1 (hotel), C2 (residential institution), C2A (secured residential institution) and D2 (assembly and leisure) can convert to a state funded school or registered nursery providing early years childcare without planning permission. Need to apply to Council for prior approval to confirm no significant transport and highways impact, noise impacts and contamination risks. D2 uses that have changed use from A1 or A2 using permitted development right (see footnote 10) cannot then change use to state funded school or registered nursery under this permitted development right
4	A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (pubs), A5 (takeaways), B1a (offices), B1b (light industry), B1c (R&D), D1 (non-residential institutions) and D2 (assembly and leisure) can change to A1, A2, A3, B1a,b & c without planning permission. Change of use must be less than or equal to 150 square metres. Applies for single continuous period of two years. Can change to other permitted use within two year period. Must revert to original use at end of two year period and notify Council before use begins.
5	A1 (shops) and A2 (financial and professional services) can change to C3 (residential). Building operations and partial demolition works that are “reasonable necessary” are also permitted. Prior approval required for transport and highways impact, contamination, flooding, the design and external appearance of the building and undesirable impacts on shopping facilities. This right only applies to buildings of 150 square metres or less and does not apply in Conservation Area or to listed buildings.
6	Does apply in Conservation Areas but not to listed buildings.
7	B8 (storage of distribution) to C3 (residential). Prior approval required for transport and highways impact, air quality impacts on intended occupiers, noise impacts of the developments, risks of contamination, flooding and the impact the changer of use would have on existing industrial uses and or storage or distribution uses. Right only applies to buildings in B8 use on or before 19 March 2015 and development must be begun before 15 April 2018. Building must have been in B8 use for four years.
8	Prior approval required for transport and highways impact, flooding, contamination and where building works are to be carried out under the permitted development right, design.
9	A1 (shops), A2 (financial and professional services) and betting offices and pay day loans to A3 (restaurants and cafes). Prior approval required for noise, smell/odours, transport and highways, hours of opening as well as siting and design in relation to extraction, ventilation, waste management, storage and undesirable impacts on shopping facilities.
10	A1 (shops) and A2 (financial and professional services) can change to D2. Applies to premises in A1 or A2 use on 5 December 2013. Prior approval required for transport and highways impact, hours of opening, noise impacts of the development and undesirable impacts on shopping facilities. Does not apply to listed buildings.

Planning Application Procedure

1. The Chair introduces the Planning Officer who will present the item.
2. The Planning Officer presents the report to the Committee and advises on any relevant additional information received after the completion of the report. The Planning Officer will also refer to the recommendation (it is assumed that Members will have read the report).
3. Registered objectors may speak for up to three minutes.
4. Councillors who are not members of the Planning Committee may address the Committee with the Chair's permission. They are not permitted to take part in the discussions or question objectors, supporters, applicants or applicants' representatives.
5. Registered supporters, applicants or applicants' representatives for the application may speak for up to three minutes.
6. Committee Members may, through the Chair, seek clarification from Council officers or any other speakers on any relevant planning issue that may have arisen.
7. The Committee shall debate the item. Where the application is considered to be straightforward and there are no speakers present, the Committee may make a decision based on the report and without any debate.
8. The Committee will vote on the matter (including any proposed supplementary conditions or recommendations). In the event that the Committee's decision is to refuse or allow an application contrary to the report's recommendation, Committee Members must give valid reasons for the decision based on relevant planning policies.
9. The Chair shall announce the Committee's final decision.

Notes

- The opportunity to ask questions may not be used to make general or specific comments or observations. General comments can be raised at the discussion point of the proceedings.
- Committee Members must be present during the entire debate on an application in order to be allowed to participate in the deliberations and vote on the matter. Any Committee Member who is not present at the beginning of the consideration of an application, or who leaves the room at any stage during the consideration of the application, shall be excluded from participating and voting on the application.
- If a Committee Member needs to leave during consideration of an application and wishes to take part in the deliberations and vote, they should seek the permission of the Chair for a short adjournment.
- Members should avoid expressing a view about an application until after the applicant has spoken to avoid the impression of bias.
- If there is a substantial point which needs to be clarified before a vote can take place, the Committee may agree to defer the application.
- The Chair may ask members of the public and press to leave the room to enable the Committee to consider information which is confidential or exempt (in accordance with Schedule 12A of the Local Government Act 1972).

**MINUTES OF
PLANNING COMMITTEE**

Monday, 21 December 2020
(6:00 - 7:45 pm)

Present: Cllr Muhammad Saleem (Chair), Cllr John Dulwich (Deputy Chair), Cllr Sanchia Alasia, Cllr Faruk Choudhury, Cllr Cameron Geddes, Cllr Olawale Martins and Cllr Dominic Twomey

Also Present:

Apologies: Cllr Irma Freeborn and Cllr Foyzur Rahman

30. Declaration of Members' Interests

There were no declarations of interest.

31. Minutes (30 November 2020)

The minutes of the meeting held on 30 November were confirmed as correct.

32. 12 Thames Road, Barking

The Principal Development Management Officer (PDMO), Be First Development Management Team, introduced a report on an application from LBBD for the construction of up to 5,086 sqm (GEA) of industrial floorspace (Classes B1c, B2 and B8); up to 156 residential units; up to 185 sqm (GIA) of cafe (Class A3); and associated works at 12 Thames Road, Barking.

Following the publication of the agenda an addendum report was subsequently published and presented, and which provided:

1. An update on the London Plan (Intend to Publish Version)
2. Further representations on the planning application
3. Further information submitted to the GLA in response to the Stage 1 response by the applicant, and
4. Changes to a condition and a Section 106 obligation arising partly from point 3 above the above.

In addition to internal and internal consultations, a total of 364 letters were sent to neighbouring properties together with the requisite statutory site and press notices. Four representations were received of which three objected and one supported the application. The material planning considerations concerning the representations were contained in the planning assessment detailed in the reports.

Two representations were made at the meeting, the first of which from Mr Andrew Boff, a local resident, objected to the application on the following basis:

- Absence of a masterplan to support tall residential buildings,

- Overcrowding and the absence of a plan in the application to encourage downsizers,
- The overall development and lack of tenure to support families was out of character with the adjacent Barking Riverside,
- Lack of easily assessable play areas for children, and the
- Extreme embodied carbon content of the development

Supporting the application Mr Mehmet Sogut explained his interest in the site as the owner of a café in Thames Road, who had been temporarily relocated. He placed on record his thanks for the support of Be First in helping to maintain his business during this difficult time of the pandemic and he welcomed the new development which included a new large space for his café.

Responding to the objections officers from Be First Planning Consultancy (on behalf of the applicant) addressed each of the principle points raised, providing a summary of evidence and supportive documentation which was set out in full in the reports as presented. This included reference to the designation of Thames Road as a transformation area in the emerging Local Plan and published supplementary planning document (SPD) which had identified the area for mixed-use residential and light industrial development.

The heights of the buildings had followed London Plan policies to optimise site capacity and was in accordance with the draft SPD. A full sunlight and daylight assessment had been carried out to assess the effect on neighbouring properties, the results of which were positive. The proposed homes would be connected to a sustainable heating system, and were considered to be of high quality with ample internal space and access to private and communal open space, including both on site child play space and off site recreation space along with soft landscaping at both podium and roof levels. The draft SPD set out a wider framework for the development of public open space in other locations along Thames Road.

It was concluded that bringing forward a 100% affordable housing scheme on this site alongside a modern fit for purpose light industrial space was acceptable in principle.

In response to a questions about the provision of open space and transportation, Be First Consultancy pointed out that the area was rapidly changing with existing spaces in both Barking Riverside and in Thames View to the north, and that the Masterplan supported the development of future open space provision in the area.

Turning to public transport the new Riverside rail link due to open in 2022 was a 10/12 minute walk away, and that a bus stop was located opposite the site with routes to Barking Town Centre.

It was noted that there had been ongoing correspondence between Be First and Thames ward councillors, the concerns of whom regarding aspects of the application included massing and height, had to some extent been addressed.

It was acknowledged that so as to reduce traffic congestion in the area it was necessary to limit car parking to the development and that this had to be considered in the context of better public transport provision generally in the locality.

Referencing Mr Boff's objections, the definition as to so called "overcrowding" was questioned although it was acknowledged that this proposal as well as the wider Riverside developments necessitated further infrastructural investment.

Taking all the above into account and following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations, the proposal was seen as acceptable. Officers were satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement, and therefore,

The Committee **resolved to:**

1. Agree the reasons for approval as set out in this report,
2. Delegate authority to the Director of Inclusive Growth (or other authorised Officer) in consultation with LBB Legal Services, to grant planning permission subject to any direction from the Mayor of London, the completion of a Unilateral Undertaking under S106 of the Town and Country Planning Act 1990 (as amended), based on the Heads of Terms identified at Appendix 7 of the report, and the Conditions listed at Appendix 6 of the report, as amended in the addendum report; and
3. That, if by 22 June 2021 the legal agreement has not been completed, the Director of Inclusive Growth (or other authorised Officer) had delegated authority to refuse planning permission or extend this timeframe to grant approval.

33. Welbeck Wharf

The Principal Development Management Officer (PDMO) introduced a report on an application from LBB seeking a planning permission for a change of

use of the entire site from Class B8 (storage and distribution) to flexible Class B2 (general industrial), Class B8 (storage and distribution) and Use Class E(g) (iii) (light industrial) at Welbeck Wharf, 8 River Road, Barking.

In addition to internal and internal consultations, a total of 632 letters were sent to neighbouring properties together with the requisite site and press notices. Two objections were received concerning traffic pollution and movements in the area, loss of privacy and overlooking in Waverley Gardens and increased noise and air pollution. The officer comments on the objections were contained in the planning assessment detailed in the report. Following the publication of the agenda an addendum report was subsequently published and presented, and which provided details of a further neighbour representation, and the response to such.

Following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations, officers concluded that the proposed change of use would introduce flexible industrial uses to an existing industrial site, thus supporting the longevity of this SIL location. Therefore, the principle of the development was considered to be acceptable, and the mix of uses would contribute towards an uplift in employment opportunities at the site, to be secured by way of a Section 106 contribution.

Responding to a question from the Chair, regard has been had to the amenity of residential neighbours as a result of the introduction of alternative industrial uses at the site, and the transport, noise and air impacts, and subject to the recommended conditions, officers felt that there would be no adverse impacts in these respects. The conditions and planning obligations as recommended would ensure that the proposal would be a sustainable and suitable use of the site. Accordingly,

The Committee **resolved to:**

1. Agree the reasons for approval as set out in the report,
2. Delegate authority to the Director of Inclusive Growth (or other authorised Officer) in consultation with LBD 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 and the Conditions listed in Appendix 5 of the report, and
3. That, if by 21 May 2021 the legal agreement has not been completed, the Director of Inclusive Growth (or other authorised Officer) had delegated authority to refuse planning permission or extend this timeframe to grant approval.

34. 2A Cranborne Road, Barking

The Principal Development Management Officer (PDMO) introduced a report on an application from Mr J Broom seeking a planning permission for the demolition of existing buildings and the erection of a three-storey building to provide 12 flats, together with access, disabled car parking spaces, amenity space and landscaping at 2a Cranborne Road and land adjoining, Barking. This application followed a previous application for a similar development which was refused on the grounds of design, impacts on neighbouring amenity, lack of landscaping provision to offset the loss of existing green space and a failure to provide affordable housing.

In addition to internal and internal consultations, a total of 28 letters were sent to neighbouring properties together with the requisite site and press notices. A petition containing 39 signatures from residents in Cranborne Road was received which questioned the validity of the consultation process and objected to the application on the grounds of the loss of privacy and light/overshadowing, adequacy of parking provision, impact on highway safety, noise and disturbance, crime, anti-social behaviour and disruption from the associated works. The officer comments on the petition grounds were contained in the planning assessment detailed in the report.

Mr Jeff Watson, the applicant and Mr Ian Phillips, planning consultant made brief statements to the Committee about their involvement in this proposal and their desire to bring forward a high quality scheme for the benefit of the Borough and its residents, including a significant financial contribution to the provision of affordable housing.

In response to the officer presentation clarification was sought as to the change in this application to that previously refused in relation specifically to scale and massing. The PDMO explained that the building lines of that part of the new development adjacent to existing properties in Cranborne Road had been stepped back to ensure that the overbearing nature of the structure on existing properties was reduced overall.

A question was also raised as to the affordable housing element of the new application. The PDMO stated that in negotiations with the applicant agreement had been reached to provide a financial contribution for affordable housing over and above the minimum requirement of the equivalent cost of two units, based on an independent financial viability review. Officers had on balance decided that given its limitations, rather than provide the units on this site it would be preferable to use the monies to support that affordable element elsewhere in the Borough.

Following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations, the proposal was seen as acceptable. Officers were

satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement, and therefore,

The Committee **resolved to:**

1. Agree the reasons for approval as set out in this report,
2. Delegate authority to the Director of Inclusive Growth (or other authorised Officer) in consultation with LBBD 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 7 and the Conditions listed at Appendix 6 of the report, and
3. That, if by 21 June 2021 the legal agreement has not been completed, the Director of Inclusive Growth (or other authorised Officer) had delegated authority to refuse planning permission or extend this timeframe to grant approval.

Working in partnership


**Barking &
Dagenham**
LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
16th February 2021
Application for Planning Permission

Case Officer:	Kathryn McAllister	Valid Date:	03.11.2020
Applicant:	D Darby (Cedarmill Development Ltd.)	Expiry Date:	29.12.2020
Application Number:	20/02167/FULL	Ward:	Eastbrook
Address:	Fels Farm, Dagenham Road, Rush Green, Romford, Barking and Dagenham, RM7 0NT		

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 Fels Farm.

Proposal:

Demolition of existing buildings and erection of new residential scheme comprising 7 new dwellings (3 x 4-bedroom and 4 x 3-bedroom) and utilisation of existing vehicular access.

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 Head of Planning and Assurance to grant planning permission based on the Conditions & Informative listed in Appendix 5 and summarised below.

Conditions Summary:
Mandatory conditions

- Time
- Approved Drawings & Documents

Prior to all works/commencement Conditions

- Contaminated Land and Remediation Scheme
- Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP)
- Arboricultural Assets
- S.278 Agreement
- Surface Water Drainage Scheme
- Marketing Strategy

Prior to above ground works Conditions

- Materials
- Boundary Treatment
- Soft and Hard Landscaping
- Lighting
- Refuse Store
- Scheme of Acoustic Protection

Prior to first occupation and/or use Conditions

- Cycle Parking Facilities

Monitoring & Management Conditions

- Removing PD Rights
- Boundary Fences
- Secure by Design

OFFICER REPORT

Planning Constraints:

Green Belt

Site, Situation, and relevant background information:

The application site is known as Fels Farm and situated off Dagenham Road. A previous application was submitted for the demolition of existing buildings and erection of a mixed-use scheme comprising 9 new dwellings (5x4 bedroom and 4 x 3- bedroom) and a 3- storey office block (Use Class B1(a)) including basement; and utilisation of existing vehicular access (20/00282/FUL) and was withdrawn.

This application seeks permission for the demolition of existing buildings and erection of new residential scheme comprising 7 new dwellings (3 x 4-bedroom and 4 x 3-bedroom) and utilisation of existing vehicular access. It is different to application 20/00282/FUL as they have reduced the number of dwellinghouses proposed on site and removed the office block.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity.
- Sustainable Transport

Planning Assessment:

1.0 Principle of the development:

1.1 Development within the Green Belt

1.1.1 Section 133 of the National Planning Policy Framework (NPPF) states that the government attaches great importance to Green Belts whereby the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. This is further supported by policy 7.16 of the London Plan, policy G2 of the Draft London Plan, policy CM3 of the Core Strategy DPD and policy SP6 of the Draft Local Plan reg 19 which denote the Green Belt will be protected and maintained in accordance with national policy.

1.1.2 Barking and Dagenham has 531.25 hectares of designated green belt land which equates to 14% of the boroughs total land area. The boroughs green belt was last reviewed and modified in 1996. Since then, the borough has witnessed significant change. As such the council carried out a Green Belt Review (October 2015) in order to make sure that the green belt is still fit for purpose. The aim of this review is to explore if the green belt still fulfils a planning purpose, and secondly, if boundaries can be changed to create a more effective and defensive green belt. The review uses a set scoring system whereby green belt parcels are assessed against all national green belt priorities, as such, if a parcel works against one of the five national planning policy green belt criteria it is denoted with a score of 1. If a green belt receives at least one mark it is deduced that the parcel is undertaking a green belt function in principle. The 5 green belt priorities are as follows:

1. To check the unrestricted sprawl of large built-up areas.
2. To prevent neighbouring towns (neighbourhoods) merging into one another
3. To assist in safeguarding the countryside from encroachment
4. To preserve the setting and special character of historic towns
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land

1.1.3 The application site is located within green belt land designated within the councils 2015 review as GB05: Eastbrook Park and the Chase. This parcel has an area of 135.17 hectares and formed of three different areas which are distinctive in their own right: The Chase Nature Reserve, Eastbrook Grove and Eastbrookend Country Park. The review states that this parcel should be seen as part of a wider green belt whereby the green belts sites help to resist and check the unrestricted sprawl of the two neighbouring areas of Dagenham to the west and Elm Park to the east. As such the parcel performs the duty of resisting unrestricted sprawl which could lead to the coalescence to the two neighbouring areas. It therefore prevents coalescence of neighbouring areas; thus, it is denoted with a score of 1 for priority 2. As such, it is evident that this parcel provides a green belt purpose. Consequently, the review recommended that this parcel of green belt is retained in full.

1.1.4 It is evident from the above review that the green belt of which the application site forms a part of plays an important role in preventing urban sprawl and keeping the land permanently open. As such, it would be expected that the land at this location is kept open where possible. Therefore, a thorough assessment in line with the NPPF's Green Belt policies must be carried out to determine whether the proposed development is considered appropriate at this location. The GLA was consulted with regard to this scheme, however, they have chosen not to provide any comments.

1.2 Exceptions to Inappropriate Development

Section 143 of the (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Inappropriate developments include the construction of new buildings within the Green Belt. However, as set out in section 145 there are exceptions which are defined in sections 145(a) through to 145(g). Developments which do not sit within one of these categories are considered inappropriate. Nonetheless, given the sites current existing use officers consider Section 145(g) to be relevant. Section 145(g) states that developments which seek limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development or not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified housing need within the area of the local planning authority are considered appropriate development.

1.3 Previously Developed Land

The NPPF defines previously developed land (PDL) as land which is or was occupied by a permanent structure, including the curtilage of the developed land. The application site is occupied by two permanent structures with several smaller storage units and is currently used as a storage and skip hire depot. Therefore, it is evident that a large part of the site is covered by a yard with open storage for skips which forms the curtilage of the developed land. Hence, officers consider the application site to be previously developed land. Nonetheless, it remains to be assessed whether the proposed development would meet the relevant exceptions to inappropriate development, namely, whether or not the proposal would have a greater impact on the openness of the Green Belt.

1.4 Impact on the Openness of the Green Belt

1.4.1 Having determined that the application site is previously developed land officers now turn to Part 1 of Section 145(g) which states that development should not have a greater impact on the openness of the Green Belt than the existing development. Prior to assessing this impact officers refer back to section 145(g) highlighting in particular that previously developed land excludes land covered by temporary buildings.

1.4.2 The application site was granted a certificate of lawfulness for the existing use of the site as a storage and skip hire depot whereby a height limitation of 7 skips was imposed (18/01493/CLU_E & 17/00630/CLU_E) existing use of the site was deemed lawful following an application for a

certificate of lawfulness whereby a height limitation of 7 skips was imposed. The submitted planning statement outlines the applicants view that given a certificate of lawfulness was granted for the use of the site as skip storage up to the height of 7 bins the height and volume of the stacked skips should, therefore, be considered when establishing the existing floorspace, height and volume of the development. Notwithstanding, officers do not consider stacked skips to be permanent development but temporary structures as their presence on site fluctuates overtime. This is evidenced by the photographs submitted with the certificate of lawfulness: existing use application as proof to verify the lawful use of the site. These photos clearly show fluctuations in the presence of skips whereby some photos show more skips present on site whilst others show fewer. In addition, virtual images of the site found today show no skips present on site. Therefore, officers contend that the presence of stacked skips fluctuate on a day-to-day basis, as such they would be classified as temporary development. Hence, their volume and height will not be included as part of the built form of the site.

- 1.4.3 As shown on the existing plans there are three existing buildings. The following table illustrates the footprint, floorspace and volume of the existing and proposed development as shown within the design and access statement and include the stacked skips.

Feature	Existing	Proposed	Change
Footprint	1,180m ²	491m ²	-689 m ²
Floorspace	356.8 m ²	854.8m ²	+498 m ²
Volume	9,400 m ³	3,303 m ³	- 6097 m ³

It is evident from the above table that the applicant has considered the stacked skips to be permanent development, and as such the proposed development would result in a significant reduction in the footprint and volume of the site. Notwithstanding, as noted previously given the presence of stacked skips fluctuating on a day-to-day basis officers do not consider these to be permanent structures and hence, they should not be included as part of the built form of the existing site. Hence, the footprint, floorspace and volume of the existing and proposed development should be denoted as follows:

Feature	Existing	Proposed	Change
Footprint	356.8 m ²	491m ²	+134.2 m ²
Floorspace	356.8 m ²	854.8m ²	+498 m ²
Volume	Approx. 1,773 m ³	3,303 m ³	+1530 m ³

It is evident that the proposed development will result in an increase in the footprint, floorspace and volume of the built form on site, hence, officers consider the massing and volume of the proposed development to have a greater impact on the openness of the green belt. Therefore, the proposal is considered inappropriate development as defined in section 145 of the NPPF.

1.5 Harm to the Openness and Affordable Housing

- 1.5.1 Part 2 of section 145.g seeks to ensure that the proposed development does not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting and identified affordable housing need within the area of the local planning authority. Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan and policies H1 and H5 of the draft London plan states that the strategic target is for 50% of all new homes delivered across London to be genuinely affordable. Policy BC1 of the Borough Wide DPD and policy DMH1 of the Draft Local Plan Regulation 19 supports this noting that all development with the capacity to provide 10 or more self-contained units or have a gross internal residential floorspace of more than 1,000sqm will be required to provide affordable housing.

- 1.5.2 The proposal seeks permission for 7 new dwellinghouses. As such, in accordance with the development policies, the proposal is not required to provide affordable housing. Notwithstanding, discussion with the applicant has confirmed that “the proposed dwellings will be initially marketed

locally for a minimum of 6 months before releasing them to the national market; should that be necessary after this period prior to being accessed by a wider market". Given the size of the development does not have a planning requirement to provide affordable housing officers consider this to be acceptable and as such the proposal is considered to comply with part 2 of section 145(g). Nevertheless, a condition will be placed on this application securing this matter.

1.5.3 Nonetheless, whilst the proposal is considered to satisfy part 2 of section 145(g) officers do not consider the proposal to satisfy part 1 of this section, as such, the proposed development fails to comply with section 145(g) of the NPPF in full hence it is considered to be inappropriate development. Therefore, in line with section 143 an assessment as to whether the proposal is considered to provide very special circumstances will be assessed.

1.6 Very Special Circumstances

1.6.1 The applicant has put forward 4 very special circumstances for this application which officers will assess:

1.6.2 *VSC1: Floorspace and Volume Comparison*

1.6.3 The applicant states "if paragraphs 145(g) are not accepted it still, nonetheless, remains the case that there is a significant amount of built form on the site and this will be replaced by a 7-unit residential scheme which in the opinion of the appellant is clearly preferable in terms of openness. The pre-existence of what is on site currently and its loss is clearly a foundation to our very special circumstance case."

1.6.4 As noted previously the proposal will result in an increase in footprint, floorspace and volume of the site given the stacked skips do not constitute existing built form of the site. Nonetheless, it is evident from the figures which include the stacked skips as permanent development that should the site be used at maximum skip capacity the site would have a significant impact on the openness of the site than the proposed development. Therefore, the impact on the openness of the green belt would be greater.

1.6.5 Further, as shown on google maps and as stated on the design and access statement "the site is almost completely hard surfaced with a small area of planting along the front boundary. This hard surfacing of approximately 2941.8sqm equates to around 97% of the site". As noted within the council's green belt review this parcel of green belt performs the duty of resisting unrestricted sprawl which has been designed to be an unmanaged and therefore is has countryside like features. The applicant states "the new proposal aims to return 1540 sqm or approximately 51% of the site back to soft landscaping". Hence, it is evident that a greater proportion of the floorspace of the proposed development will be more in keeping with the design and character of the Green Belt than the existing use of the site, as such, the impact on the Green Belt is considered to be minimised as the visual appearance of the site will be more akin to that of the surrounding area.

1.6.6 Therefore, it is evident from the two points raised above the site has the potential to cause greater harm to the openness of the green belt than the proposed scheme should there be the maximum number of skips on site. Additionally, considering the site is almost completely hard surfaced it appears at odds with the green belt surrounding. As such, whilst officers acknowledge that the volume, footprint and floorspace of the proposed development would exceed that of what is considered existing permanent development, as the proposal will stabilise the sites impact on the openness of the green belt and return the majority of the site back to soft landscaping, on balance officers consider the proposal to cause lesser harm to the green belt than the existing use of the site, hence, officers consider this to be a very special circumstance as denoted in section 143 of the NPPF.

1.6.7 *VSC2: Loss of Non-Conforming Use*

- 1.6.8 The application site is located adjacent to Eastbrookend Country Park and situated within a predominately residential area. As noted previously the existing use of the site as a storage and skip hire depot was deemed lawful with the understanding that the height of the skips does not exceed 7 bins following an application for a certificate of lawfulness. As such the site has an existing open industrial use whereby the applicant states “there is no control over house of operation due to it having been achieved via the effluxion of time and lorries will be coming and going opposite residential properties”. Officers believe that the existing site could lawfully be in operation 24 hours a day producing significant levels of noise, comings and goings and general disturbances at all times. Therefore, by nature of use officers do not consider this to be compliant with the surrounding residential use.
- 1.6.9 The proposal seeks to demolish all the existing buildings and construct 7 new dwellinghouses. AS such, the proposed use is considered to be compliant with the surrounding residential use as the noise, comings and goings, general disturbances, and impact on neighbouring amenity caused by the proposal is more harmonious with that of the predominately residential surrounding. Hence, given the sites existing use and its location officers consider this to be a very special circumstance as denoted in section 143 of the NPPF.

1.6.10 VSC3: Aesthetic Improvements

- 1.6.11 The applicant states “the scheme relates positively to the road and introduces a residential scheme which is complementary to what is seen locally... There is quite clearly an enhancement and both the character and amenity of the area are enhancing. This is a positive matter which arises from the scheme to which a significant amount of weight should be attributed as this is the public face of the site”. As noted in VSC1 and VSC2 officers consider the existing use of the site to generate more noise, comings and goings and fluctuation in the impact on the openness of the site as a result of stacked skips. As such, officers agree with the applicant as they believe the proposal will provide aesthetic improvements.
- 1.6.12 Firstly, as mentioned in VSC1 the proposal seeks to return the majority of the site back to soft landscaping and planting as each property will have a large rear garden and there will be planting situated around the site which would be more in keeping with the character and appearance of the surrounding green belts, hence, officers consider the visual appearance of the proposed site will be an improvement to the existing site whereby the development will look more consistent with the appearance of the surrounding green belt area.
- 1.6.13 Secondly, as stated in the design and access statements “the proposal will use a wide palette of materials which can be found in the local vernacular. Likewise, the decision to use cladding with elements of facing brickwork attempts to reflect the barn-like nature of the existing buildings within the site, without challenging the existing vernacular of the wider surrounding”. Therefore, it is clear to officers that the applicant has provided a bespoke design to the proposal whereby extra effort has been placed to ensure that the character and visual appearance of the proposed dwellings respects and reflect that of the existing buildings found on site. Hence, officers consider the proposal to respect, reflect and enhance the character and appearance of the existing site. As such, improving the character and appearance of the street scene and the surrounding local area.
- 1.6.14 Lastly, the proposal will result in an active frontage along Dagenham Road. As stated on the application form “proposed plots 1-4 have been positioned along the front boundary of the site in a comparable location to the existing storage barn which is to be removed”. From virtual images of the site, it is evident that whilst there is an existing building at this location it does not provide an active frontage along Dagenham Road, nonetheless, the proposed 3-bedroom properties will be accessed directly from Dagenham Road as such providing an active frontage which officers welcome at this location as the proposal will be consistent with the patterns of development and appear congruous with the character and appearance of the surrounding area.
- 1.6.15 Overall, officers consider the proposal to improve the visual appearance of the site and as such it will appear more coherent with the character and appearance of the surrounding green belt area.

Therefore, this matter is considered to represent a very special circumstance as set out in section 143.

1.6.16 VSC4: *The Additional Housing*

1.6.17 The proposal seeks permission for the construction of 7 new family sized homes which the applicant states are clearly a benefit to the borough. The proposal will provide 100% 3 + bedroom properties which is the type of housing in high demand within the borough which policies seek to provide. In addition, developments within the Town Centre often face a shortfall in the provision of family sized housing, as such, this proposal will help make this up and contribute to a wider mix of family sized housing across the borough. Notwithstanding, whilst officers welcome the construction of new family sized houses as it will contribute to the Boroughs housing mix and remains in keeping with the development policies as outlined below, they do not consider the construction of new houses within the green belt to be a very special circumstance.

1.6.18 Overall, officers consider points VSC1, VSC2 and VSC3 to be very special circumstances. Notwithstanding, in line with section 144 of the NPPF very special circumstances will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations.

1.7 Very Special Circumstances > Impact on Openness

1.7.1 As noted above the proposed development would result in an increase in volume and massing onsite whereby the proposed volume, floorspace and footprint will be greater than the volume, footprint and floorspace of the existing permanent development. Nonetheless, the proposal seeks to reintroduce soft landscaping to the majority of the site, introduce a use which conforms to the surrounding uses and improve the visual amenity of the site. On balance, whilst the openness of the site may be compromised officers consider the proposed development to be more compatible with the character and appearance of the surrounding green belt and the use of the surrounding local area. Hence, officers consider the very special circumstances to outweigh the harm caused to the openness of the Green Belt. As such, the principle of development is considered acceptable at this location and in keeping with the development policies. Regarding, the construction of new dwellinghouses the policies relating to this are outlined below.

1.8 Construction of new dwellinghouses

1.8.1 At a national level, the National Planning Policy Framework (NPPF) at Chapter 5 has specific regard to housing stating that 'to determine the minimum number of homes needed, strategic policies should be informed by a local 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.

1.8.2 The London Plan outlines through Policies 3.3, 3.5 and 3.8 that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures in accordance with Local Development Frameworks. Policy 3.8 requires that Londoners have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation. The London Strategic Housing Market Assessment (SHMA) which formed the evidence base for London Plan policy 3.8 denotes that new developments are failing to provide enough affordable and family sized homes for London's growing population. To this end, this policy requires LPA's to take account of their housing requirements to identify the range of needs likely to arise within their areas. Policy 3.14 of the London Plan states that the loss of housing should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floor space. The Housing SPG supports the London Plan on such matters.

1.8.3 The Draft London Plan Objective GG4 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. The policies outlined in Chapter 4 (Housing) further acknowledges the stress on housing demand and provides increased targets for Local Authorities and revised policies in respect of ensuring additional housing contribution according to local needs. Policy H1 and H2 echoes existing policy 3.3 reinforcing the need to increase the housing supply to promote opportunity and provide real choice for all Londoners. In particular policy H2 seeks to ensure Borough's pro-actively support well-designed homes on small sites.

- 1.84 Policy SPDG1 of the Draft Local Plan Reg 19 seek 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. Policy SP3 emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need. This is further supported by policies CM1 and CM2 of the Core Strategy DPD and policy BP10 of the Borough Wide DPD.
- 1.85 As noted in the above policies there is a clear need for additional family sized homes. This proposal seeks to demolish the existing buildings and construct 7 new dwellinghouses 3x 4-bedroom and 4 x 3-bedroom properties which are all considered family sized homes. Furthermore, the proposal will result in the net increase of 7 dwellings to the Borough's existing housing stock. Overall, the principle of development is considered acceptable and in keeping with the NPPF, policies 3.3, 3.5 and 3.8 of the London Plan, policy GG4, H1 and H2 of the Draft London Plan, polices SPDG1 and SP3 of the Draft Local Plan Reg 19, policies CM1 and CM2 of the Core Strategy DPD and policy BP10 of the Borough Wide DPD.

2.0 Dwelling mix and Quality of accommodation:

2.1 Internal Space Standards

- 2.1.1 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. London Plan Policy 3.5 and Draft London Plan Policy D6 seek for new housing to achieve the space standards in line with those set at national level. The Local Plan also reiterates the need for housing developments to conform to these requirements.
- 2.1.2 Policy D4 of the Draft London Plan also sets out the importance for homes across London to be designed to a high quality – 'New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners over their lifetimes. Particular account should be taken of the needs of children, disabled and older people'. Further policy GG3 seeks to ensure that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold.
- 2.1.3 Policy 3.8 of the London Plan and Policy D5 of the Draft London Plan also outline that 90% of new build homes should meet requirement M4(2) (accessible and adaptable dwellings) of Building Regulations Approved Document M and that 10% should meet requirement M4(3) (wheelchair user dwellings). This target is reflected at local level by Policy DMH3 of the Draft Local Plan Reg 19.
- 2.1.4 The technical housing standards- nationally described space standards state that properties that are 3 bedroom, 6-person, 2- storey should provide 93 sqm of gross internal floor area and 2.5 sqm of built-in storage; 4-bedroom, 8-person, 2 storey properties should provide 124sqm of gross internal area and 3.0 sqm of built-in storage. In addition, double bedrooms should have a floor area of at least 11.5 sqm and a width of 2.75 metres; single bedrooms should have a floor area of at least 7.5 sqm and a width of 2.15 metres. The space standards for the proposed dwellinghouse as shown on the proposed plans are set out below:

Property 1 (3 -bedroom, 6 -person, 2-storey)

Gross Internal Area: 101.5sqm **Complies**
Bedroom 1: 11.7sqm **Complies**
Bedroom 2: 11.6sqm **Complies**
Bedroom 3: 9.8 sqm **Complies**
Storage: 2.15sqm **Fails to comply.**

Property 2 (3 -bedroom, 6 -person, 2-storey)

Gross Internal Area: 101.5sqm **Complies**
Bedroom 1: 11.7sqm **Complies**
Bedroom 2: 11.6sqm **Complies**
Bedroom 3: 9.8 sqm **Complies**
Storage: 2.15sqm **Fails to comply.**

Property 3 (3 -bedroom, 6 -person, 2-storey)

Gross Internal Area: 101.5sqm **Complies**
Bedroom 1: 11.7sqm **Complies**
Bedroom 2: 11.6sqm **Complies**
Bedroom 3: 9.8 sqm **Complies**
Storage: 2.15sqm **Fails to comply.**

Property 4 (3 -bedroom, 6 -person, 2-storey)

Gross Internal Area: 101.5sqm **Complies**
Bedroom 1: 11.7sqm **Complies**
Bedroom 2: 11.6sqm **Complies**
Bedroom 3: 9.8 sqm **Complies**
Storage: 2.15sqm **Fails to comply.**

Property 5 (4 -bedroom, 8 -person, 2-storey)

Gross Internal Area: 149.6sqm **Complies**
Bedroom 1: 16.4sqm **Complies**
Bedroom 2: 13.0sqm **Complies**
Bedroom 3: 11.5sqm **Complies**
Bedroom 4: 11.5sqm **Complies**
Storage: 2.29sqm **Fails to comply.**

Property 6 (4 -bedroom, 8 -person, 2-storey)

Gross Internal Area: 149.6sqm **Complies**
Bedroom 1: 16.4sqm **Complies**
Bedroom 2: 13.0sqm **Complies**
Bedroom 3: 11.5sqm **Complies**
Bedroom 4: 11.5sqm **Complies**
Storage: 2.29sqm **Fails to comply.**

Property 7 (4 -bedroom, 8 -person, 2-storey)

Gross Internal Area: 149.6sqm **Complies**
Bedroom 1: 16.4sqm **Complies**
Bedroom 2: 13.0sqm **Complies**
Bedroom 3: 11.5sqm **Complies**
Bedroom 4: 11.5sqm **Complies**
Storage: 2.29sqm **Fails to comply.**

2.1.5 The gross internal area and bedroom area of all 7 properties would exceed the minimum requirements set out by the technical housing standards- nationally described space standards for properties of their size. Nonetheless, all properties fail to provide the minimum required built-in storage provision expected for properties of their size, however, as all properties exceed minimum gross internal area and bedroom floor area and as an ample provision of built-in storage has been provided officers do not consider the shortfall of storage space to have a considerable impact on the quality of accommodation or the standard of living the properties will provide, as such, officers do not consider this matter to warrant a reason for refusal. Further, all rooms will be appropriately sized for their use and well-lit by daylight and naturally ventilated by open windows as such officers consider the proposal to provide high quality accommodation which will support an adequate standard of living. The proposal is therefore considered acceptable and in keeping with the development policies. Notwithstanding, a condition will be placed on the proposal requiring details of contaminated land and a scheme of acoustic protection so as to ensure that risks from land future users of the land and neighbouring land are minimised and proposed residential units are adequately protected from noise.

2.2 External Amenity Space

2.2.1 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 3.5 of the London Plan and policy D6 of the Draft 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.

2.2.2 Policy BP5 of the Borough Wide DPD states that 3-bedroom properties should have 60sqm of external amenity space and 4+ bedroom houses should have 75sqm of external amenity space. In addition, this area should be safe, functional, private, and useable. The external amenity space for the proposed dwellings are as follows:

Property 1: 75sqm

Property 2: 79sqm

Property 3: 78sqm

Property 4: 86sqm

Property 5: 261sqm

Property 6: 152sqm

Property 7: 104sqm

2.2.3 As detailed above all the proposed properties will provide sufficient external amenity space which meets minimum requirements for properties of their size. In addition, as shown on the proposed plans the external amenity space for the 4-bedroom properties will be located to the rear of the dwellings, as such, officers are confident that these will be private, functional, safe, and useable. Notwithstanding, as the development has been designed so that the 3-bedroom properties sit in front of the 4-bedroom properties as a result whilst the external amenity space for these properties sit behind the dwellinghouse, a road runs to the rear of them to provide access to the 4-bedroom properties and off-street parking for the 3-bedroom properties. Consequently, it is clear from the proposed block plan that the rear gardens for the 3-bedroom properties may be used as an access

route to the dwelling given residents will park to the rear and access the property from the rear. Nonetheless, as this layout has allowed for an active frontage along Dagenham Road whereby the front entrances which will be used for deliveries, visitors etc will be off the main road officers consider the use of the rear entrance to be exclusive to residents of the property, as such, on balance officers consider this area to be private, safe, functional, and useable.

- 2.2.4 Further, it is noted that the amenity space for the property at plot 1 will be located adjacent to the primary access route into the site, as such, to ensure that the proposed garden space remains private, safe, functional, and useable it is paramount that suitable boundary treatment is installed at this location to protect the amenity of residents. Therefore, a condition will be placed on this application requiring details of boundary treatment.
- 2.2.5 In addition, the application site is located adjacent to Eastbrookend Park and a 3-minute walk from its entrance. This is a large green space which resident can use for recreation.
- 2.2.6 Overall, officers consider the proposal to provide ample provision and access to external amenity space both on and off site. As such, the proposal is considered acceptable and in keeping with the development policies.

3.0 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 Paragraphs 127 and 128 of the NPPF (2019) outline that planning policies and decisions should aim to ensure that developments function well and add to the overall quality of an area not just for the short-term, but over the lifetime of the development. Paragraph 130 advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 3.2 London Plan (2016) Policy 7.1 stated that the design of new developments and the spaces they create should help reinforce the character of the neighbourhood. Policy 7.4 requires development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings and other forms of development. It is required that in areas of poor, or ill-defined, character, new development should build on the positive existing elements that can contribute to establishing an enhanced character for the future function of the area. Policy 7.6 seeks the highest quality materials and design appropriate to its context. It is advised that the buildings and structures should be of the highest architectural quality and comprise details and materials that complement the local architectural character. Draft London Plan (2019) Policy D4 discusses the need for good design to be thoroughly scrutinised at application stage, including elements relating to layout, scale, density, land-uses, materials, detailing and landscaping.
- 3.3 This is further supported by policies SP2, SP4 and DMD1 which seek to ensure developments contribute to providing a high-quality built environment which contributes positively to the character of the surrounding area. This is further supported by policy BP11 of the Borough Wide DPD and policy CP3 of the Core Strategy DPD.
- 3.4 Mass, Bulk, Size and Scale
- 3.4.1 The area surrounding Fels Farm is made up predominately by residential properties which are characterised by being low rise 2 storey detached, semi-detached and terraced properties, as such,

it would be expected that the proposed residential development respects and reflects the built form and character of the area.

- 3.4.2 The proposed residential development covers a 3,029 sqm area and seeks to construct 2-storey detached and semi-detached dwellings occupying generous sized plots. The proposed site layout consists of the 4 x 3-bedroom semi-detached properties which sit long Dagenham Road and form an active frontage. The 3 x 4-bedroom properties sit behind the 3-bedroom properties. The urban design officer was consulted and was in support of the proposed layout of the scheme noting in particular the support for the active street frontage that the development will provide.
- 3.4.3 Furthermore, each 3-bedroom property (plots 1-4) will be 'L-shaped' and have a depth of 11.85 metres. The 2.63 metres of depth closest to the front elevation will have a width of 3.15 metres and the remaining will have a width of 5.41 metres at both levels. Nevertheless, on the ground floor there is a set-in porch measuring 1.67 metres in width and 0.55 metres in depth. The property will have a pitched roof with a hipped end whereby the height of the eaves will be 5.01 metres and the maximum height 8.85 metres. The semi-detached pair will measure 11.85 metres in depth whereby the bulk will be 11.11 metres wide and the narrow part to the front of the property will be 6.60 metres wide and share a single roof scape.
- 3.4.4 The proposed 4-bedroom properties (plots 5-7) will be detached 'L-shaped' properties. Each property will have a depth of 11.22 metres whereby the 2.78 metres of depth at the front elevation of the property will have a width of 4.20 metres and the remaining part will have a width of 8.58 metres at both levels. The property will have a set-in porch at ground floor level measuring 1.13 metres in width and 0.84 metres in depth. The property will have a pitched roof with a gabled end whereby the height of the eaves will be 5.0 metres and the maximum height 8.65 metres.
- 3.4.5 Overall, officers consider the mass, bulk, size, and scale of the proposed development to be acceptable, notwithstanding an assessment as to the impact on the openness of the green belt will be carried out below.

3.5 Impact on Openness of Green Belt

- 3.5.1 As noted previously in the section which explores development within the green belt the application site currently comprises of hardstanding to facilitate the existing uses. Therefore, at present the site is considered to appear at odds with the surrounding Green Belt and nearby residential areas. Further, as highlighted previously the proposed volume, footprint and floorspace of the proposal will be greater than that of the existing development officers note that given the development will be in the form of 2 storey detached and semi-detached dwellings the proposed layout, scale and massing is not considered to have a detrimental impact on the green belt. The urban design officer was consulted and agreed with the points raised above noting that the overall appearance and layout of the scheme would be more congruous with the character and appearance of the surrounding area, as such, the impact on the openness of the green belt is considered to be negligible. The proposal is therefore considered to be acceptable and in keeping with the development policies. Notwithstanding, a condition will be placed on this application removing permitted development rights so as to prevent the overdevelopment of the site, maintain visibility lines and ensure the openness of the green belt is preserved.

3.6 Materials

- 3.6.1 Regarding, materials the urban design officer was consulted who noted that the quality of materials and architectural detailing and the extent to which they derive from and reference local/site context is key as such it would be expected that a high-quality brick/timber cladding, aluminium/ timber composite window and high-quality architectural detailing is proposed. As stated in the design and access statement "the size and shape of each dwelling have been designed to reflect the positioning within the site and the relationship with adjoining properties. This design approach has resulted in two different house types; however, the decision has been taken to use complementing materials to add a cohesiveness to the site as a whole". The proposed materials include cedar lap

cladding ('pewter' colour) and takeley facing red brickwork for the walls and marley modern 'anthracite' coloured roof tiles for the roof to reflect the barn-like nature of the existing buildings. The urban design officer considers the architectural approach comprising of a limited palette of materials namely brickwork facing and timber cladding to reference the original agricultural barn-like structure/ local Essex vernacular to be acceptable as it reflects the origins of the site and its use of materiality will help create a distinctive character and identity to the proposed development. Notwithstanding, they do not consider the proposed choice of brick and the use of UPVC windows indicated on the plans to reflect the level of quality that is expected. Consequently, they do not consider this element to reference the local/ site context. Officers have revised this and agree with the points raised above and as such consider the proposed materials to be unacceptable. Therefore, a condition requiring the applicant to submit details of the proposed materials prior to construction will be placed on this proposal so as to ensure the finished development reflects and respects the character and appearance of the surrounding local area.

3.7 Landscaping

3.7.1 With regard to landscaping it would be expected that the proposal integrates high-quality landscaping with natural sustainable drainage measures. Likewise, the design, maintenance and management of the proposed soft landscaping areas should be carefully considered to avoid neglected 'left over' spaces". The applicant seeks to return the majority of the site back to soft landscaping to improve the visual outlook from the surrounding area and reduce the current impact of the barren site on the surrounding greenbelt. The design and access statement outlines that "in addition to private gardens, the proposals aim to introduce planting to communal areas and around the new dwellings to improve the visual amenity of the site when viewed from outside. The introduction of native hedging and plants will also encourage biodiversity and bring the site into harmony with the aspirations of the adjacent Country Park". The urban design officer was consulted and note that the proposed soft landscaping elements including tree planning across the site is welcomed and will contribute towards creating a quality of place for future resident. Officers agree with the points raised by the urban design officer, however, as limited details have been provided as to what the soft and hard landscaping or boundary treatment is proposed for the site a condition will be placed on the application to ensure this detail is submitted to the council prior to construction to ensure it remains in keeping with the visual amenity and character of the surrounding local area. Likewise, limited details of a drainage strategy have been submitted as such a condition will be placed on the application requiring these details to be submitted for approval prior to commencement of any above ground works.

3.8 Trees

3.8.1 The proposal does not seek to remove any trees or alter the treescape from any notable public viewpoint, as such, in principle the proposal is considered acceptable. The Arboricultural officer was consulted with regard to the scheme and agree that the proposed impact on the existing trees does not warrant an objection. Nonetheless, they have raised a few points for consideration.

3.8.2 The proposal seeks to retain the existing tree line which to the south of the site which borders on to Bell House. This will act as a screen between the two plots which officers and the Arboricultural officer consider to be acceptable. Nonetheless, limited details have been provided with regard to the impact of surfaces changes where the car parking is going as this may be in the roof protection area. Likewise, no details have been provided as to the tree protection plan to prevent damage during the demolition and building stages for those trees and the county park trees to the west of the site. As such officers will place a condition on the application to ensure a tree protection plan and method statement to ground preparation and re-surfacing are submitted prior to any above ground works taking place.

3.8.3 Further, the Arboricultural officer notes that the biggest issues arising from the properties being built up against woodland is potential boundary fouling, or damage, from the parkland trees. They note that the trees on the west side are under the LBBB Ranger Service and are not managed for maintenance pruning. Whilst this is not a concern for the existing use of the site with the proposed

development being new dwellinghouses whereby gardens border these parkland trees, there is a change that this could lead to a high number of complaints and costs resulting in the crown of these trees being within falling distance of the properties. Under the current proposed plans this area will be hard to access for any parties. As such they have advised that a clear boundary of 1.5 metres is established between the new dwellings and the park tree line whereby the area of land should be under the ownership of the dwellings so they can maintain a clearance to their fences and gardens and be maintain their boundaries. Likewise, it enables the site to be inspected and access is provided for maintenance to those trees should it be necessary whereby side access and rear gates should be accessible for work at the rear of these gardens to prevent adjacent landowners from being saddled with damage claims and additional costs for maintenance not currently necessary.

- 3.8.4 Officers have reviewed this and note that from visual images it is evident that these parkland trees sit in most parts a significant distance from the site boundary. Likewise, they hold concerns that by creating a clear boundary to the rear which will be accessible via a side access and rear gate this area of land may become unsightly and poorly maintained due to potential unregulated use by future residents of the dwellings. As such a condition will be placed on this application requiring all boundary fences to be positioned at least 1.5 metres from any pre-existing tree so as to prevent the adjacent landowner from being saddled with damages claims and additional costs for maintenance not currently necessary.

3.9 Lighting

- 3.9.1 Similarly, it is evident from the proposed block plan that bollard lighting will be placed throughout the site, however, limited details of lighting provision have been provided as such officers will secure this by condition to ensure a safe environment for residents and visitors.

3.10 Setting of nearby listed and locally listed buildings.

- 3.10.1 The application site is located within the setting of a Grade II listed building Bell House and Fels Farmhouse a locally listed building, as such, heritage policies are relevant to this application.

- 3.10.2 Chapter 16 of the NPPF states that heritage assets are an irreplaceable resource and should be covered in a manner appropriate to their significance so they can be enjoyed by existing and future generations. As such proposals should set out a positive strategy is in keeping with the conservation and enjoyment of historic environments. Policies 7.8 and 7.9 of the London Plan seek to ensure that these heritage assets are identified and play a positive role in place shaping. This is further supported by policy HC1 of the draft London Plan.

- 3.10.3 Bell House and Fels Farmhouse form part of the rich local history of the area as such it is referenced in policy CP2 of the Core Strategy as forming an important symbol of the past. This policy seeks to respect the local context and reinforce local distinctiveness. Likewise, policy BP2 of the Borough Wide DPD also references this heritage value and is concerned with preserving heritage areas of their instinctive and historically important feature and ensuring developments do not detract from the heritage area's significance. This is further supported by policy DMD4 of the Draft Local Plan regulation 19.

- 3.10.4 Further, section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1991 (as amended) places a general duty on the Council with respect to listed buildings in exercising its planning functions. In considering whether to grant listed building consent for development which affects a listed building or its setting, the Local Planning Authority (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. Likewise, Section 72 of this act has special regard to conservation areas and places a duty on the council to ensure the character and appearance of the area is protected and enhanced.

- 3.10.5 Bell House is two storey symmetrical building which is characterised by being five window bays wide and represents a form of early 18th century architecture which was later altered in early 19th

century. As such, the property forms part of the rich local history and became Grade II listed in 1981. This property sits 40.70 metres south of the shared boundary with the application site.

3.10.6 Fels Farmhouse is a two-storey detached building which became a locally listed building in 2008. This property sits 27.51 metres north of the shared boundary with the application site.

3.10.7 Given the separation between the proposed development and the Grade II listed and locally listed building officers do not consider the proposal would cause harm to the setting of the nearby heritage assets. The urban design officer was consulted and agreed with the points raised by officers noting additionally that given the layout, scale, and massing of the site the impact on the heritage assets will be significantly diminished. Therefore, officers consider the proposal to be acceptable and in keeping with the development policies and section 66 and section 72 of the Town and Country Planning Act (1990).

3.11 Refuse Storage

3.11.1 No details of refuse storage have been provided showing the proposed design and materials used, as such a condition will be placed on this application requiring these details to be submitted prior to any above ground works.

3.11.2 Overall, officers consider the proposal to have an acceptable impact on the openness of the green belt and the character and appearance of the surrounding local area, as such, it is considered to be in keeping with the development policies. Notwithstanding, limited details have been provided with regard to crime prevention, as such, a condition will be placed on this application to ensure the development is compliant with a secure by design scheme.

4.0 Impacts to neighbouring amenity:

4.1 The NPPF, The London Plan Policies 7.1, 7.4 and 7.15, draft 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 DMD6 of the Draft Local Plan Reg 19 and policy BP8 of the Borough Wide DPD.

4.3 As stated in the design and access statement “the site currently contains two large industrial barns along with a number of smaller storage units. The site is almost entirely hard surfaced... Current storage and skip hire use allows skips to be stacked to 7 bins high around the site, this is a fluctuating site coverage on a day-to-day period”. The current use of the application site was deemed lawful following an application for a certificate of lawfulness: existing use based on the understanding that the skip bins do not exceed a height of 7 bins. No other restrictions apply as to the hours of operation or the number of skips permitted on site. As such, given the sites location within a largely residential setting and adjacent to Eastbrookend Country Park the current unrestricted industrial use of the site is considered to be at odd with the environment and setting of the surrounding local due through the generation of noise and visual disturbances detrimental to the amenity of neighbouring properties.

4.4 This application seeks permission for the construction of 7 family sized dwellinghouses as such increasing the number of households on site by 7 and the number of permanent residents to a maximum of 44. Whilst officers acknowledge that introducing 7 new dwellings for up to 44 residents at this location may result in an increase in noise, light, waste, comings and goings and general

disturbances. The assessment of the proposal must be made as a comparison to the amount of noise, waste, light, comings and goings and general disturbances currently produced by the site. As mentioned above the site is currently benefits from unrestricted industrial use, as such, as a comparison to the existing use officers do not consider the proposal to produce greater levels of noise, waste, comings and goings, light and general disturbances than currently produced by the site. In addition, giving the location of the site within a largely residential area officers consider the proposed development to be more suited to the setting of the application site than the existing use.

- 4.5 Further, Fels Farmhouse sits to the north of the site and shares a boundary line with the application site. The property at plot 4 offsets the boundary by 1.0 metres however, the remaining proposed works along this boundary line are ground works. In addition, Fels Farmhouse offsets the shared boundary by 31.84 metres, as such officers consider the distance to mitigate any significant levels of overshadowing and any material loss of daylight, outlook, and privacy.
- 4.6 Bell House sits to the south of the site and shares a boundary line with the application site. The property at plot 5 will offset the shared boundary by 3.24 metres and sit adjacent to the eastern corner. The property at plot 1 will offset the boundary line by 9.49 metres and sit to the western corner. In addition, Bell House is located 41 metres from the shared boundary line, as such, officers consider the distance between the proposed development and Bell House to mitigate any significant levels of overshadowing and any material loss of daylight, outlook a privacy.
- 4.7 414 and 412 Dagenham Road sit to the south and share a rear boundary line with the application site whereby the proposed dwellinghouses sit 30 metres from the boundary line. As shown on the proposed block plan the area directly behind these properties consists of plot 5's garden as such officers so not consider the proposal to result in overshadowing or the material loss of daylight and outlook.
- 4.8 The properties along Dagenham Road to the west offset the sites boundary line by 17 metres as such officers consider the distance to mitigate any overshadowing or material loss of daylight, outlook, and privacy. Likewise, Eastbrookend Country Park sits to the east and north east, as such there will be no impact on neighbouring amenity in this location.
- 4.9 Notwithstanding, objections were received from neighbouring properties with regard to the impact the proposal will have on the visual amenity and openness of the green belt namely there are concerns that the proposal will set precedence for further development on green belt land. Officers have covered these matters in the principle of development and design sections.
- 4.10 Further, significant concerns have been raised with regard to increased traffic, pedestrian, and cyclist's safety. These matters will be assessed in the sustainable transport section below.
- 4.11 Moreover, concerns were raised with regard to noise from demolition and building works. Whilst officers acknowledge that the construction of the proposal may result in the creation of more noise and general disturbances, these disturbances will only occur in the short term as they will only last the duration of construction, as such, officers do not consider this matter to warrant a reason for refusal.
- 4.12 Overall, officers consider the proposal to have an acceptable impact on neighbouring amenity in keeping with the development policies. Notwithstanding, a condition regarding construction environmental management and site waste management will be placed on this application to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

5.0 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 through Policies 6.3, 6.9 and 6.13, and policies T6.1 and T5 of the Draft London Plan and further supported by policies DMT 2 and DMT 3 of the Draft Local Plan Reg 19 and policy BR9 of the Borough Wide DPD.

5.3 Car Parking

5.3.1 The application site has a PTAL of 1b which represents poor access to public transport. Table 10.3 of policy T6.1 of the Draft London Plan states that outer London locations with this PTAL should provide no more than 1.5 parking spaces per dwelling. The proposal seeks to provide two off-street parking per dwelling whereby accessible spaces are available at 5 of the dwellings- the car parking spaces for the 4-bedroom properties will be located to the front of the dwellinghouses and for the 3-bedroom properties the spaces will be located to the rear. In addition, two visitor parking spaces will be provided. These will be located adjacent to the access road. The transport development manager was consulted and noted the car parking provision proposed does not comply with policy T6.1 of the Draft London Plan or policy DMT 2 of the Draft Local Plan as such the number should be reduced to at least 1.5 spaces per unit. Further they note that the transport technical note states "all car parking will be provided with passive provision for ECVP's from the outset with possibility of future occupiers choosing to have them fitted at a later stage". This does not comply with the London Plan which requires 20% active provision installed, the remainder passive with locations for both indicated on a plan. Officer have relayed these comments to the applicant and sought amendments. An amended block plan has been provided reducing the car parking for each property to 1 and showing the ECVP points for each space. Officers consider the amended provision of parking to be acceptable and in keeping with the development policies.

5.4 Cycle Parking

5.4.1 Further, Table 10.2 of policy T5 of the Draft London Plan states that properties with 2 or more bedrooms should provide at least 2 safe and secure cycle storage spaces per dwelling. In addition, developments which to construct between 4 and 20 dwellings should provide at least 2 short-stay cycle parking spaces for visitors. As such, it would be expected that the proposal provides sufficient long-term and short-term cycle storage. The proposal will provide 2 x safe and secure cycle storage spaces within the rear garden of each property. In addition, there will be 3 short-term cycle spaces for visitors adjacent to the access road. Overall, officers consider the proposal to provide adequate provision of safe and secure cycle storage. Notwithstanding, officers have placed a condition regarding cycling on this application to ensure the proposed cycle storage spaces are designed in accordance with London cycle design standards and relevant development policies.

5.5 Public Transport

5.5.1 Lastly, the application site is located 1minute walk from two bus stops on Dagenham Road which are served by the 174-bus route and provide regular services to Romford Station and Dagenham Heathway Station both of which are an 11-minute bus journey. Further Dagenham East Tube Station is located a 24-minute walk away. As such, it is evident that whilst public transport links are accessible, they are not convenient, hence, it is likely that residents and visitors to the site will use private cars and bicycles. Therefore, officers are in full support of the cycle and parking arrangements which are provided on site.

5.5.2 In addition, a new tabletop entrance will be installed at the vehicular entrance of the property which will prioritise the cycle path, hence, highlighting that the proposal supports more sustainable modes of transport.

5.6 Access

5.6.1 The swept path analysis submitted with the application demonstrates the road design is suitable for access by refuse and emergency vehicles to enter and leave in a forward gear. Notwithstanding, the transport development officer was consulted whilst they were satisfied with the access arrangements to the site and the shared space leading into the site, they noted that they would like to see a segregated footway between the back of the public highway and the shared surface to avoid conflict with vehicles entering or leaving. Officers sought amendments from the applicant regarding this matter, however, it was detailed in an email dated 28.01.2021 that whilst the applicant understood the reasoning behind the need for this segregation, they held concerns that by having a separate pedestrian footway this would expose pedestrians to cyclist potentially travelling at speed at the section where intervisibility of pedestrians and cyclists would be significantly restricted by neighbouring properties. As such, whilst they provided amended drawings showing a 2.0-metre-wide segregated footway connection, they requested that the final decision would be subjected to the highway safety audit related to the junction redesign. Officers have taken this matter into account and note that whilst they understand the applicants concerns that having a segregated pathway at the entrance may compromise pedestrian safety at this junction, they note that this would still be the case should the shared surface extend onto the main road, however, in addition to this there would be the additional risk of pedestrian conflict with vehicles entering and leaving the site. Therefore, on balance in agreement with the transport development officer, officers consider the segregated footway to offer greater pedestrian safety as such they consider the amended drawing to be acceptable and in keeping with the development policies.

5.6.2 Likewise, the access strategy proposes to make use of the existing entrance on Dagenham Road and via a new private road which connects all the parking areas for each plot. The transport officer notes the existing access will require modifications to make sure it is in line with the current highway design standards for this type of residential development. In addition, the forward visibility on the bend of the private access road should be safeguarded to avoid the sightline being obscured at the rear of plot 1. The applicant confirmed in an email dated 28.01.2021 and as shown on the amended proposed block plan the landscaping to the front and rear of plot 1 will consist of low-level planting and not exceed 600 mm in height to maintain visibility. Officers believe this is acceptable to avoid sightlines being obscured, nonetheless, it would be expected that details of this landscaping are submitted to discharge the condition regarding landscaping.

5.6.3 Further, it is noted highway alterations to Dagenham Road will be required to safely accommodate the developments proposed access arrangements. These will go beyond the extension of the red line boundary of the application site whereby road works will include kerb, footway, and carriageway modifications, TMO's, parking restrictions and signage. The transport officer notes this will need to be secured with the applicant separately in a section 278 agreement with the Highway Authority. As such a condition will be placed on this application requiring a section 278 agreement (Highways Act 1980) to be entered into by the applicant prior to construction taking place on site.

5.6.4 Finally, concerns were raised by neighbouring residents regarding highway, traffic, cyclists, and pedestrian safety given the site was located adjacent to a blind bend. Officers note that the private access road into and out of the site will be a private road, however, it would be expected that speeds are kept to a minimum within the site as such there are limited concerns on the impact this will have to cyclists and pedestrians within and outside the site. Likewise, as the application will have to enter a section 278 agreement with the highway's authority suitable signage and carriageway markings will be required beyond the red line boundary as such officers are satisfied that this will allow Dagenham Road to safely accommodate the new development. In addition, the transport development officer notes that there have not been any reported incidents at this junction and given the number of houses on site the number of trips made by car are not considered to be

significant. Therefore, officers consider the impact the proposal will have on the safety of the highway to be acceptable and in keeping with the development policies.

5.6.5 Overall, officers consider the proposal to have an acceptable impact on the highway, local parking amenity and promote the use of more sustainable modes of transport. The proposal is therefore considered acceptable and in keeping with the development policies.

6.0 Conclusions:

The proposed demolition of existing buildings and construction of 3 x 4-bedroom and 4x 3-bedroom dwellinghouse is considered to have an acceptable impact on the openness of the Green Belt whilst also increasing the net stock of family housing within the borough by 7 which is the type of housing in high demand. Likewise, the proposal will have an acceptable impact on the character and appearance of the Green Belt and the surrounding local area, neighbouring amenity, and the highway. The proposal is therefore considered to be acceptable and in keeping with the development policies.

Appendix 1:

<p>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:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 3.3 Increasing Housing Supply</p> <p><i>Policy 3.5 Quality and design of housing developments</i></p> <p><i>Policy 3.8 Housing Choice</i></p> <p><i>Policy 3.14 Existing Housing</i></p> <p><i>Policy 7.1 Lifetime Neighbourhoods</i></p> <p><i>Policy 7.4 Local Character</i></p> <p><i>Policy 7.6 Architecture</i></p> <p>Policy 7.8 Heritage Assets and Archaeology</p> <p><i>Policy 7.15 Reducing and managing noise, improving, and enhancing the acoustic environment and promoting appropriate soundscapes.</i></p> <p><i>Policy 7.16 Green Belt</i></p> <p><i>Policy 6.3 Assessing effects of development on transport capacity.</i></p> <p><i>Policy 6.9 Cycling</i></p> <p><i>Policy 6.13 Parking</i></p>
<p><i>The Mayor of London’s Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Policy GG4 Delivering the Homes Londoners need</p> <p>Policy H1 Increasing housing supply.</p> <p>Policy H2 Small sites</p> <p>Policy D4 Delivering good design.</p> <p>Policy D5 Inclusive design</p> <p>Policy D6 Housing quality and standards</p> <p>Policy H10 Housing size mix</p> <p>Policy H9 Ensuing the best use of stock.</p>

	<p>Policy D6 Housing quality and standards</p> <p>Policy GG1 Building strong and inclusive communities.</p> <p>Policy GG3 Creating a healthy city.</p> <p>Policy D3 Optimising site capacity through design led approach.</p> <p>Policy D8 Public realm</p> <p>Policy D14 Noise</p> <p>Policy T6.1 Parking</p> <p>Policy T5 Cycling</p> <p>Policy HC1 Heritage Conservation and Growth</p> <p>Policy G2 London's Green Belt</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 General Principles of Development</p> <p>Policy CM2 Managing Housing Growth</p> <p>Policy CP3 High Quality Built Environment</p> <p>Policy CP2 Protecting and Promoting our Historic Environment.</p> <p>Policy CM3 Green Belt and Public Open Space</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP5 External Amenity Space</p> <p>Policy BP6 Internal Amenity Space</p> <p>Policy BP11 Urban Design</p> <p>Policy BP8 Protecting Residential Amenity</p> <p>Policy BR9 Parking</p> <p>Policy BR10 Sustainable Transport</p> <p>Policy BR2 Conservation Areas and Listed Buildings</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an "advanced" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and substantial weight will be given to the emerging document in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020)</i></p>	<p>Policy SPDG1 Delivering growth in Barking and Dagenham.</p> <p>Policy SP3 Delivering homes that meet peoples' needs.</p> <p>Policy DMH3 Specialist housing</p> <p>Policy DMNE1 Parks, open spaces and play space</p>

	<p>Policy DMD4 Heritage assets and archaeological remains.</p> <p>Policy SP2 Delivering a well-designed, high-quality, and resilient built environment.</p> <p>Policy SP4 Delivering social and cultural infrastructure facilities in the right locations.</p> <p>Policy DMD1 Securing high-quality design.</p> <p>Policy DMSI3 Nuisance</p> <p>Policy DMT2 Car parking</p> <p>Policy DMT3 Cycling</p> <p>Policy SP6 Green and Blue Infrastructure</p>
<i>Supplementary Planning Documents</i>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)</p> <p>Housing Supplementary Planning Guidance (GLA, March 2016, Updated August 2017)</p> <p>LBBB Green Belt Review (October 2016)</p>

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, 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>	19/01290/PRE	<i>Status:</i>	No decision taken
<i>Description:</i>	Pre application meeting request: Mixed use of A3, B1 and C3 comprising of 8 x 3 bed; 8 x 2 bed; and 6 x 1 bed. A basement car is proposed, and the scheme frontage is to provide 240 square metres of A3 in the basement, 410 square metres of A3 at ground floor level and 350 square metres of B1 above with 4 residential units above. The rear to be a mixture of flats and houses of a total of 22 units to include the 4 units above the commercial space.		
<i>Application Number:</i>	20/00282/FUL	<i>Status:</i>	Application Withdrawn
<i>Description:</i>	Demolition of existing buildings and erection of a mixed-use scheme comprising 9 new dwellings (5 x 4-bedroom and 4 x 3-bedroom) and a 3-storey office block (Use Class B1(a)) including basement; and utilisation of existing vehicular access.		

Appendix 3:

The following consultations have been undertaken:

- Environmental Agency
- London Fire Brigade (Water Team)
- Infrastructure Deliver Manager LBBB
- Urban Design Officer
- London Fire Brigade
- TFL Planning
- TFL Underground
- Thames Water
- LBBB Inclusive Growth
- LBBB Contaminated Land
- Historic England (Archaeology)
- Historic England Buildings
- Design Out Crime Officer
- LBBB Access Officer
- Transport Development Manager
- Arboricultural Officer
- LBBB Highways
- Cllr Princess Bright (Eastbrook Ward Councillors)
- Cllr Tony Ramsay (Eastbrook Ward Councillors)
- Cllr Mick McCarthy (Eastbrook Ward Councillors)

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Stephen Knell- Access Officer Email dated: 09.11.2021	<ul style="list-style-type: none"> • A lovely scheme no objections 	N/A
Leslie Gipps- Designing out Crime Unit. Email dated: 17.11.2020	<ul style="list-style-type: none"> • Officers have not been consulted with regards to crime prevention on the project. As such it is advised that a condition is placed on the application so as to ensure the development achieves a certificate of compliance to a secure by design scheme. 	Matters have been addressed in paragraph 3.11.2 and secured by condition 7
Tracy Farrell- Environmental Protection Officer Email dated: 29.11.2020	<ul style="list-style-type: none"> • If the LPA is minded granting permission the following conditions are recommended: contaminated land, construction environmental management and site waste management and scheme of acoustic protection 	Matters have been addressed in paragraphs 4.12 and 2.1.5 and secured by conditions 8, 9 and 10
Louise Davies- GLAAS Email dated: 09.12.2020	<ul style="list-style-type: none"> • The proposal is unlikely to have a significant effect on heritage assets of archaeological. No further assessment or conditions are therefore necessary. 	N/A
Ian Drew- Urban Design Email dated: 16.12.2020	<p>Layout, Height, Scale and Massing</p> <ul style="list-style-type: none"> • The opportunity to redevelop the site and replace existing industrial buildings of little design merit on what was a former skip hire depot 	Matters have been addressed in paragraphs 3.6.1, 3.7.1 and 3.9.1 and secured by condition 3, 4, 5 and 6

	<p>bounded by residential properties is acknowledged. The principle of residential development in the form of 2 storey detached and semi-detached dwellings occupying generous sized plots with an active street frontage is supported.</p> <ul style="list-style-type: none"> • In terms of impact on the greenbelt it is noted that the site currently comprises of hardstanding to facilitate the existing industrial use. Given the proposed layout, scale and massing it is not considered that the proposed development would have a detrimental impact on the openness of the greenbelt. • It is important that any new development makes a positive contribution to the setting and has an appropriate relationship with neighbouring properties and the surrounding context. Bell House, a Grade II listed building, is located to the south of the site. Given the separation distance between the proposed development and the listed building, it is not considered that the proposal would harm the setting of this heritage asset. The site layout, scale and massing are considered acceptable and would not be detrimental to the existing character of the surrounding area. <p>Appearance</p> <ul style="list-style-type: none"> • The architectural approach comprising of a limited palette of materials namely brickwork facing and timber cladding to reference the original agricultural barn-like structures/local Essex vernacular is accepted. Reflecting the origins of the site and its use through materiality will help to create a distinctive character and identity to the proposed development. • The quality of the materials and architectural detailing and the extent to which they derive from and reference local/site context is key. The proposed choice of brick and the use of UPVC windows indicated on the plans submitted do not reflect the level of quality 	
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	<p>that is expected and would not be acceptable. A high-quality brick/timber cladding, aluminium/timber composite windows and high-quality architectural detailing is required. Physical samples should be provided, the quality of which should be secured by condition.</p> <p>Landscape</p> <ul style="list-style-type: none"> • The applicant should seek to integrate high-quality landscaping with natural sustainable drainage measures where possible. The design, maintenance and management of the proposed soft landscaping areas should be carefully considered in order to avoid neglected 'left over' spaces. • The proposed soft landscaping elements including tree planting across the site is welcomed and will contribute towards creating a <i>quality of place</i> for future residents. The Council's Arboricultural Officer should be consulted regarding the proposed removal of existing mature trees fronting Dagenham Road. Details of soft and hard landscaping including boundary treatments should be secured by condition. • Details of external lighting provision should also be secured by condition in order to ensure a safe environment for residents and visitors 	
<p>John Hunter- Transport Development Manager</p> <p>Email dated: 25.01.2021</p>	<ul style="list-style-type: none"> • The PTAL of the site is 1b. • The proposed residential development will change the type of vehicles movements, instead of HGV/LGV's the types of trips will be predominantly cars. The impact of car trips would be minimal and would result in a decrease in the overall number of trips when compared with the sites previous use. • There are 2 allocated off-street car parking spaces within the boundary of each plot. This does not comply with the London Plan, draft London plan or the reg 19 local plan. As such the number of spaces should be reduced to 1.5 spaces per unit. 	<p>Matters have been addressed in section 5.0 and secured by condition 12 and 16</p>

	<ul style="list-style-type: none"> • The Transport Technical note states all car parking will be provided with passive provision for ECVP's from the outset with possibility of future occupiers choosing to have them fitted at a later stage. This does not comply with the London Plan which requires 20% active provision installed, the remainder passive with locations for both indicated on a plan. • The access strategy proposes to make use of the existing site entrance on Dagenham Road and via a new private roadway access connect to all the parking areas for each plot. The existing access will require modifications to make sure it is line with the current highway design standards expected for this type of residential development. The forward visibility on the bend of the access road should be safeguarded to avoid the sightline being obscured at the rear of plot 1. • A segregated footway within the site should be provided to give a safe walking connection between the back of the public highway with the shared surface to avoid conflict with vehicles entering or leaving. In terms of inclusive mobility ideally the width of the footway should be 2.0 meters to facilitate wheelchairs and prams to pass freely and where this width is not possible, a clear width of 1.5m should be provided. • Swept path analysis has been carried out that demonstrates the road design is suitable for access by refuse and emergency vehicles to enter and leave in a forward gear. • A Construction and Logistic Plan would be needed to ensure best practice in accordance with TfL guidance and TfL's Freight Operators Recognition Scheme is adhered and this should be secured with a condition. • To realize this proposal as submitted it will require highway alterations on Dagenham Road to 	
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	<p>safely accommodate the developments proposed access arrangements. These will go beyond the extent of the red line boundary of the application and we will need more detail information than what has already been shown on the indicative highway scheme submitted.</p> <ul style="list-style-type: none"> • These road works will consist of kerb, footway, and carriageway modifications, TMO's, parking restrictions and signage. This will need to be secured with the applicant separately in a section 278 agreement with the Highway Authority. We suggest in the interest of highway safety, a section 278 agreement (Highways Act 1980) is entered into by the applicant prior to construction taking place on site. 	
<p>Colin Richardson- Arboricultural Officer</p> <p>Email dates: 26.11.2020</p>	<p>I do not believe there is any significant impact with this scheme that warrants objection. No trees are being removed and, ultimately, the treescape is not altered from any notable public viewpoint. But there are some points to make that should be considered.</p> <p>Firstly, the existing trees to the south of the site that border to the Bell House: The application intends to retain them as a screen which is good. However, the application should include an impact assessment to surface changes where the car park is going. This may be in the RPA of the trees and in this case a method statement to ground preparation and re-surfacing should be supplied. Also, a tree protection plan for those trees and the country park trees to the west of the site to not get damaged during the demolition and build stages.</p> <p>Most importantly, the biggest issues that arise from properties built up against woodland land is potential boundary fouling, or damage, from the parkland trees. The trees on the west side are under the LBBD Ranger Service and are not managed for maintenance pruning. Under the site's current status, no problems will arise. However, when dwelling gardens border the site, complaints come in and costs can occur to the public purse. It will be the trees that are within crown falling distance of</p>	<p>Matters have been addressed in section 3.8 and secured by condition 11 and 17</p>

	<p>the properties that will be in question for work and they will be hard to access for any parties without some forethought.</p> <p>I would like to see a clear boundary established between the rear fences of the new dwellings and the park tree line, say a minimum of 1.5m. This area of land should be under the ownership of the dwellings so they can maintain a clearance to their fences and gardens and be able to maintain their boundaries (i.e., stopping weed growth, painting wood preservatives to fences etc.) It enables the site to be inspected and access possible for maintenance work to those trees should it be necessary. Side access and rear gates should be accessible for work at the rear of these gardens. It enables the adjacent landowner (in this case LBBB) to comfortably refer to common law with regard to boundary clearance and to not be saddled with damages claims and additional costs for maintenance not currently necessary.</p>	
<p>TFL</p> <p>Email dated 05.11.2021</p>	<p>TFL had no further comments to make regarding the application</p>	
<p>GLA</p> <p>Email Dated 04.01.2021</p>	<p>The floorspace of the proposed scheme is less than 1,000sq, as such, the proposal is not GLA referable.</p>	

Appendix 4:

Neighbour Notification:	
Date Neighbour Letters Sent:	03.11.2020
Date of Press Advertisement:	06.11.2020
Number of responses:	13
Address:	Summary of response:
120 Eastbrook Drive	The proposal will rely solely on the small roundabout to access the main road and if this were to become blocked at any time or congested due to ongoing works it could have a huge impact on our day-to-day lives. Concerns with regard to high traffic
7 Hook Hall Drive	Concerns with pedestrian and cyclist safety. Increase traffic resulting in accidents. Concerns occupiers of 3-bedroom properties will park on the pavement/cycle path outside their homes which could lead to pedestrian and cyclist safety being compromised.
68 Eastbrook Drive	The proposal is on green belt and it will intrude upon a precious amenity which would disrupt the wildlife and people's pleasure
14 Park Drive	Green Belt land previously used for agriculture and sits between 2 locally listed houses: Fels Farmhouse and Bell House. Proposal would put strain on Dagenham Road, and it is close to a blind bend. There is no shortage of brownfield sites to build houses on
3 Valentines Way	Noise from demolition and building work. Traffic congestion caused by construction and future residents. Blind bend in the road Spoil view from my house Green Belt land
Anonymous Objection	Vehicular entrance to the yard is dangerous. Only one bus route services the site Not near local shops Impact on the openness of the Green Belt and increase burden upon local infrastructure.
Anonymous Objection	Existing plan bears little or no resemblance to the current use of the yard. Overlooking and loss of privacy Impact on visual amenity- Grade II listed Bell House, Locally Listed Fels Farmhouse and Eastbrookend Country Park. Openness and harm to the Green Belt Highway Safety and Traffic Generation

Cllr Tony Ramsay	<p>1) Green Belt, all previous applications refused correctly. This should on its own warrant refusal.</p> <p>2) Effect on adjoining Country Park, proposal will spoil the visual amenity of the Park.</p> <p>3) Loss of unique barn feature, typical of feature in farming area in the not-too-distant past.</p> <p>4) Traffic, very little currently from site, but increasing if proposal is approved and affecting busy Dagenham Road adversely if approved.</p>
Cllr Princess Bright	Removal of farm outbuildings which is a symbol from our agricultural past. Dangerous as the proposal is near a dangerous bend in the road and a roundabout.
Cllr Mick McCarthy	Removal of farm outbuildings which is a symbol from our agricultural past. Dangerous as the proposal is near a dangerous bend in the road and a roundabout.
Anonymous	Frequent accidents Site is on a dangerous bend
Anonymous	Access Problems Impact on the Green Belt- set a precedence
Anonymous	Strain on schools, hospitals, and cause congestion Site on a dangerous bend prone to accidents Impact the surrounding country park. Site would have a better used as a health centre

Officer Summary:

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

Appendix 5:

Conditions & Informative:

Conditions:

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

- 1684/P04 Proposed Block Plan [Revision D] Dated September 2020
- 1684/P01 Site Location Plan Dated November 2019
- 1684/P05 Proposed Layout Plots 1 and 4 Dated October 2020
- 1684/P06 Proposed Layout Plots 5 & 6 Dated October 2020
- 1684/P07 Proposed Layout Plot 7 Dated October 2020
- 1684/P08 Proposed Street Scene and Site Sections Dated January 2020
- Design and Access Statement [Revision C] Dated November 2020

No other drawings or documents apply.

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. 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 contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (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 in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

4. 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 do 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, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

5. No works shall commence unless and until a scheme for the protection of the existing on-site trees and any tree within 5 metres of the site boundary (including a method statement identifying the root protection areas of the trees and the method to avoid damage to the trees) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme will comply with the provisions of BS 5837:2012 (Trees in relation to design, demolition, and construction – Recommendations) and BS 3998:2010 (Tree work – Recommendations). The approved scheme for the protection of the existing trees shall be implemented 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.

6. Prior to commencement of the development the developer shall enter a s278 agreement to undertake highway improvements and submit to the council a detailed highway design and seeking to ensure it accords with the relevant road safety audit and the detailed design to cover the required Traffic Management Orders to be TSRGD compliant both in term of the accompanying signage and highways markings, kerb alignment and adjustment, footway resurfacing / recon. The detailed design works to be in accordance with the Design Manuel for Roads and Bridges and Manual Contract for Highway Works specifications.

Reason: In the interest of highway safety and in accordance with section 278 of the Highways Act 1980

7. The development hereby permitted shall not commence (except for demolition works) unless and until a surface water drainage scheme for the site (based on sustainable drainage principles SuDS) has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall include:
 - a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development;
 - a demonstration that the surface water run-off generated up to and including the 100 years plus Climate Change critical storm period will not exceed the run-off from the undeveloped site following the corresponding rainfall event.
 - details of how the proposed surface water drainage scheme will be maintained; and
 - a drainage scheme nominating the ownership, management, and maintenance arrangements;

The surface water drainage scheme shall be implemented prior to the first occupation and/or use of the development and be constructed in accordance with the approved details.

Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. 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.

8. Prior to commencement of the development a local marketing strategy shall be submitted to and approved in writing by the local planning authority. The local marketing strategy shall include:
- i. details of where and how the development will be marketed;
 - ii. the timings to demonstrate 6 months of exclusive local marketing;
 - iii. the arrangements to ensure that the development is accessible to all local residents; and
 - iv. local residents is defined as residents of Barking and Dagenham. This criterion is to be used for determining the 'local market' and the means by which such criteria shall be kept to.

The dwellings hereby consented shall not be marketed beyond the local area or on wider platforms unless and until parts i – iv have been completed.

Reason: To ensure local residents have priority access to the provision of additional family sized dwellinghouses

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

Reason: To protect and enhance the character and amenity of the area in accordance with policies 7.4 and 7.6 of the London Plan and policy and BP11 of the Borough Wide Development Policies Development Plan Document.

10. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials, and type of boundary treatment to be erected. The plan shall include pedestrian gates to the sides and rear of the building to prevent unauthorised access to the site. 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 in accordance with policies 7.4 and 7.6 of the London Plan and policy and BP11 of the Borough Wide Development Policies Development Plan Document.

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

Reason: To safeguard and improve the appearance of the area in accordance with policies 7.4 and 7.6 of the London Plan and policy and BP11 of the Borough Wide Development Policies Development Plan Document.

12. 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 E2 Low district brightness areas-Rural, small village or relatively dark urban locations. The development shall not be occupied

until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policies 7.4 and 7.6 of the London Plan and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

13. No development above ground level shall take place until details of refuse enclosures showing the design; location and external appearance have been submitted to and approved in writing by the Local Planning Authority. The approved enclosures shall be provided before the commencement of the use and thereafter permanently retained.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies 7.4 and 7.6 of the London Plan and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document

14. Prior to commencement of above ground works, 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.

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

Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

15. Prior to first occupation, details of the cycle parking facilities, as shown on drawing No. 1694/P04 (Revision D) Proposed Block Plan, shall be submitted to, and approved in writing by the Local Planning Authority. The cycle parking facilities shall be designed and laid out in accordance with the London Cycle Design Standards. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient, and non-polluting mode of transport and in accordance with Policy BR11 of the Borough Wide Development Policies Development Plan Document, Policy 6.9 of the London Plan and of the London Cycle Design Standards.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C, D and E in Part 1 of Schedule 2 or Class A in Part 2 of Schedule 2 to that Order shall be carried out without the prior written permission of the Local Planning Authority.

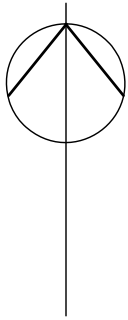
Reason: To prevent the overdevelopment of the site, maintain visibility lines within the development and preserve the openness of the green belt in accordance with the NPPF, policies 7.4 and 7.6 of the London Plan and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

17. All boundary fences along the western boundary adjacent to Eastbrookend Country Park must be positioned 1.5 metres from any pre-existing trees.

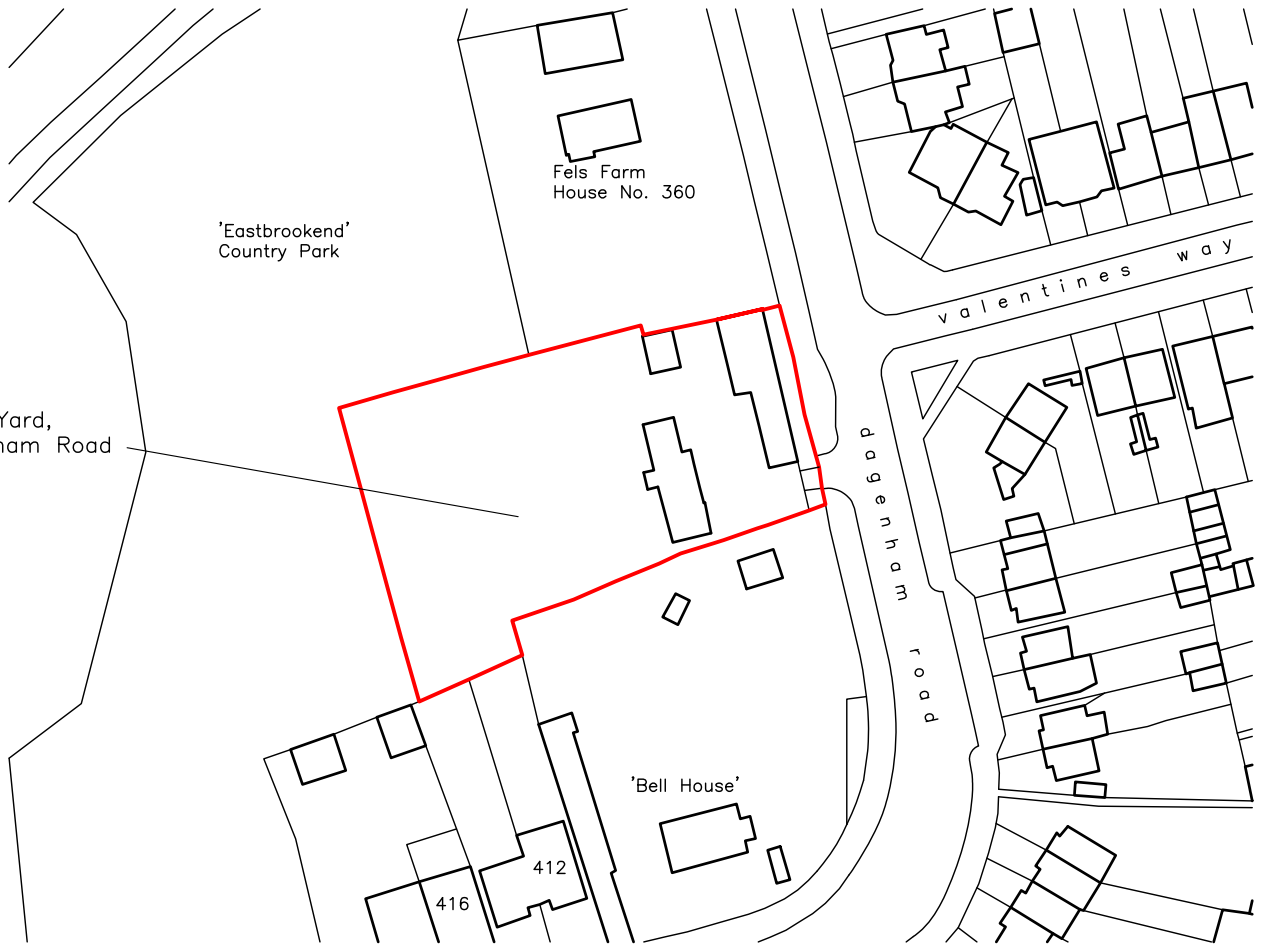
Reason: To ensure the protection of trees and allow for the future maintenance and pruning of the trees.

18. The development shall achieve a Certificate of Compliance to a Secure by Design (silver) scheme where they exist. Or alternatively achieve secure by design standards to the satisfaction of the Metropolitan Police, details of which shall be provided in writing to the Local Planning Authority prior to first habitation or use. All security features are to be retained and maintained for the lifetime of the development.

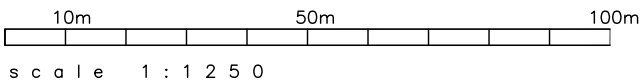
Reason: In the interests of security and safety, to reduce the fear of crime and safeguard neighbouring amenity and in accordance with policies 7.4 and 7.6 of the London Plan and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

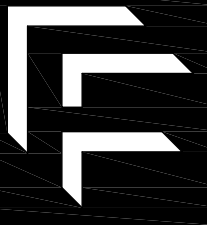


Site:
Fels Farm Yard,
360 Dagenham Road



site location plan
scale 1 : 1 2 5 0



client	Cedarmill Developments Ltd.	detail	Proposed New Development Site Location Plan			ARCHITECTS URBAN DESIGN SPACE PLANNING 85 CRAIGDALE RD, ROMFORD ESSEX, RM11 1AF T: 01708 741235 INFO@FORMARCHITECTURE.LTD.UK WWW.FORMARCHITECTURE.LTD.UK	 FORM ARCHITECTURE
project	Fels Farm Yard 360 Dagenham Road Rush Green Romford RM7 0NT	scale 1:1250 @A4			checked lc		
		date Nov 2019	drawn ayc	revision			
		drawing no. 1684/P01	Page 51 -				

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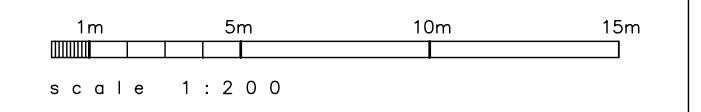
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Revisions

No.	Date	Detail	Initial
A	10/20	Site Access Atts	lc
B	10/20	Road Markings	lc
C	10/20	Planning Notes	lc
D	01/21	Planning/Highways Comments	lc



Note:
Drawing based upon survey information provided Laser Surveys Ltd.

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block plan
scale 1:200

**ARCHITECTS
URBAN DESIGN
SPACE PLANNING**

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FORM ARCHITECTURE

client Cedamill Developments Ltd.

project Fels Farm Yard,
360 Dagenham Road,
Rush Green,
Romford,
RM7 0NT

detail New Development
Proposed Block Plan

scale 1/200 @ A1

date Sept 2020 drawn lc checked

drawing no. 1684/P04 revision D

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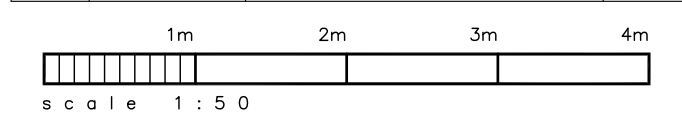
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Revisions

No.	Date	Detail	Initial



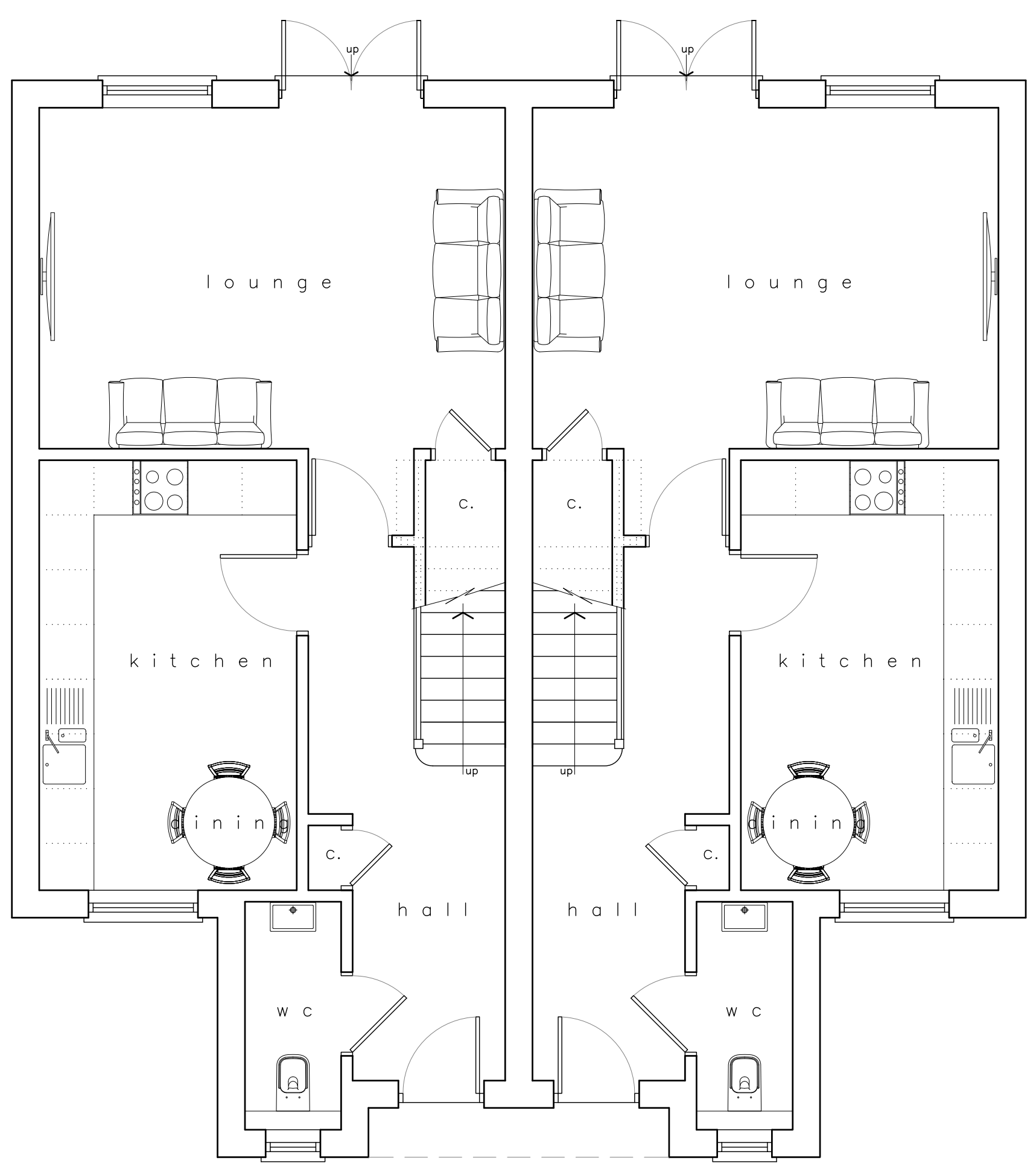
plots 1 - 4 schedule of areas	
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first floor	51.2 sq m (551 sq ft)
total house area	101.5 sq m (1,092 sq ft)



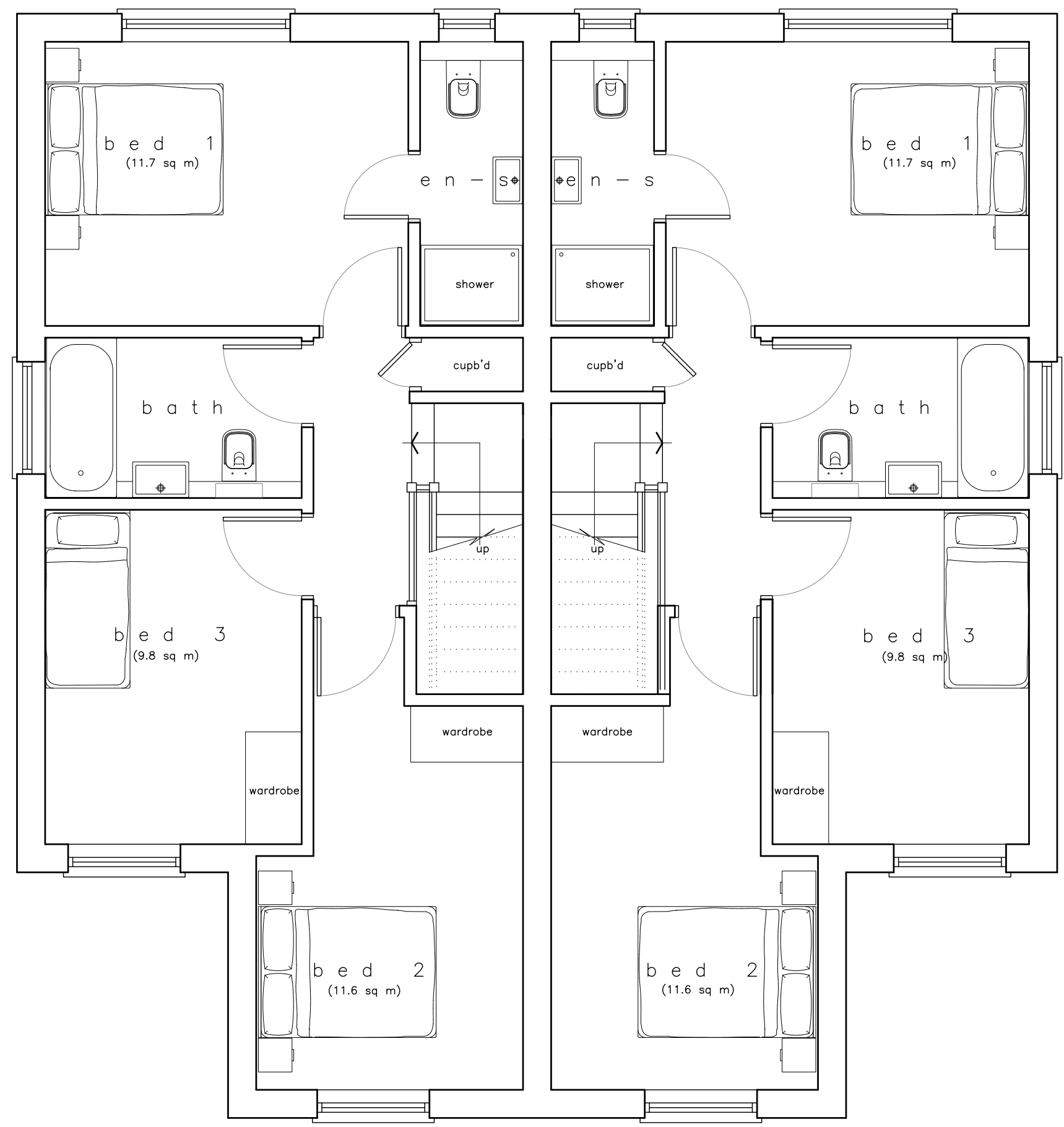
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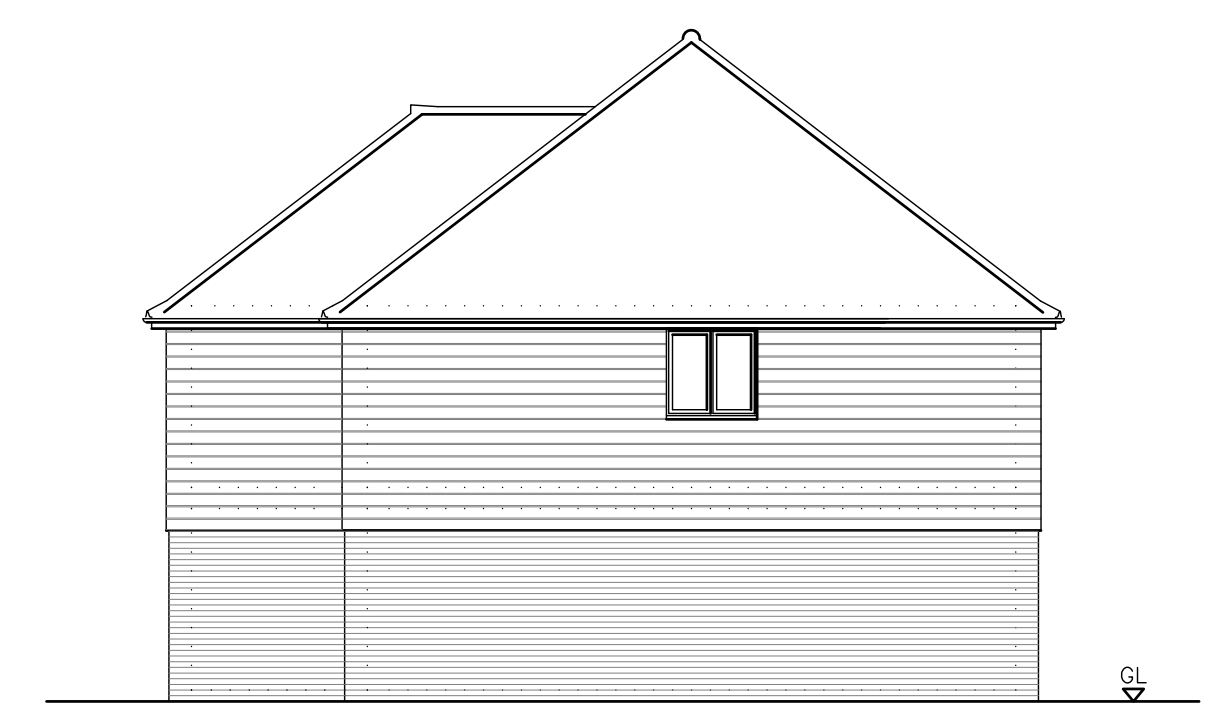
rear elevation
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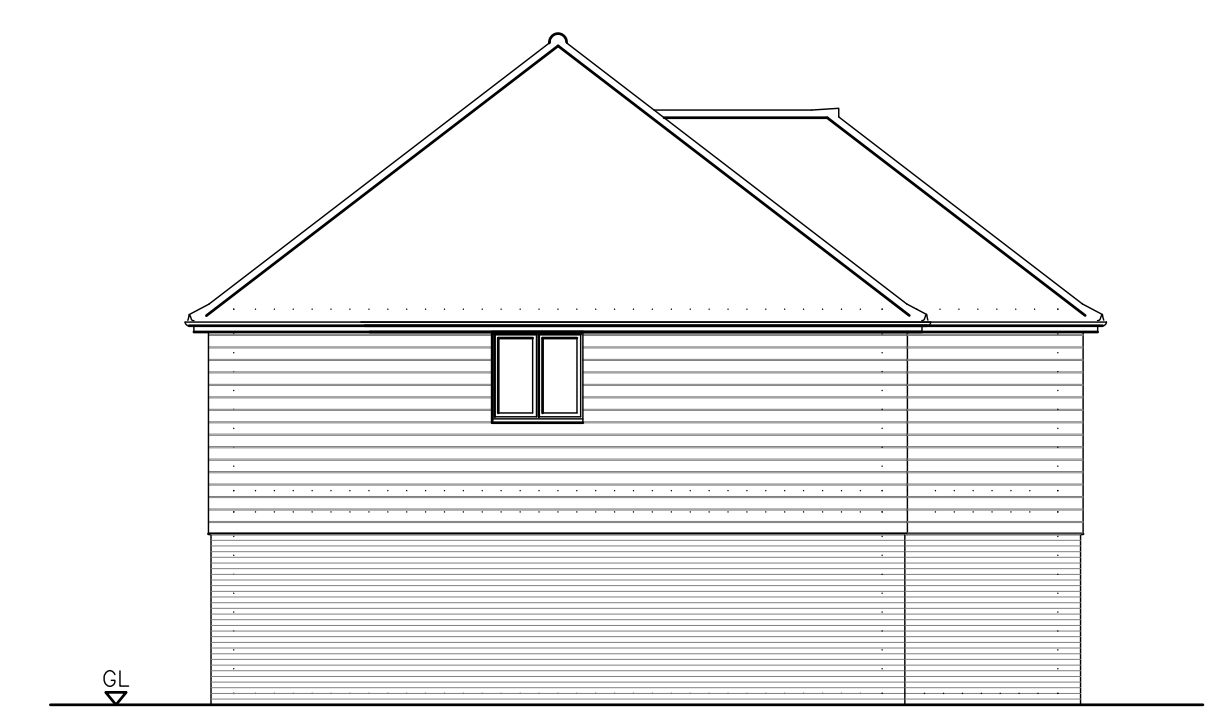
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scale 1:50



first floor plan
scale 1:50

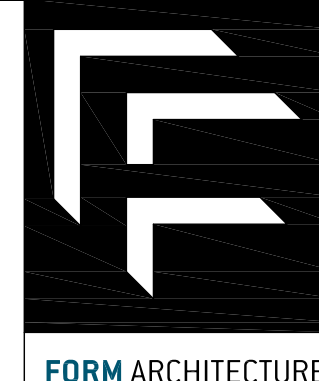


side elevation
scale 1:100



side elevation
scale 1:100

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client	Cedamill Developments Ltd.		
project	Fels Farm Yard, 360 Dagenham Road, Rush Green, Romford, RM7 0NT		
detail	New Development Proposed Layout Plots 1 & 4		
scale	1/50 @ A1		
date	Oct 2020	drawn lc	checked
drawing no.	1684/P05		revision -

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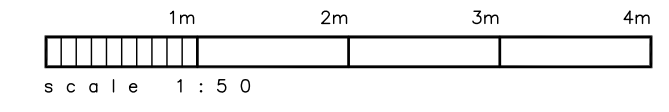
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Revisions

No.	Date	Detail	Initial



plots 5 & 6
schedule of areas

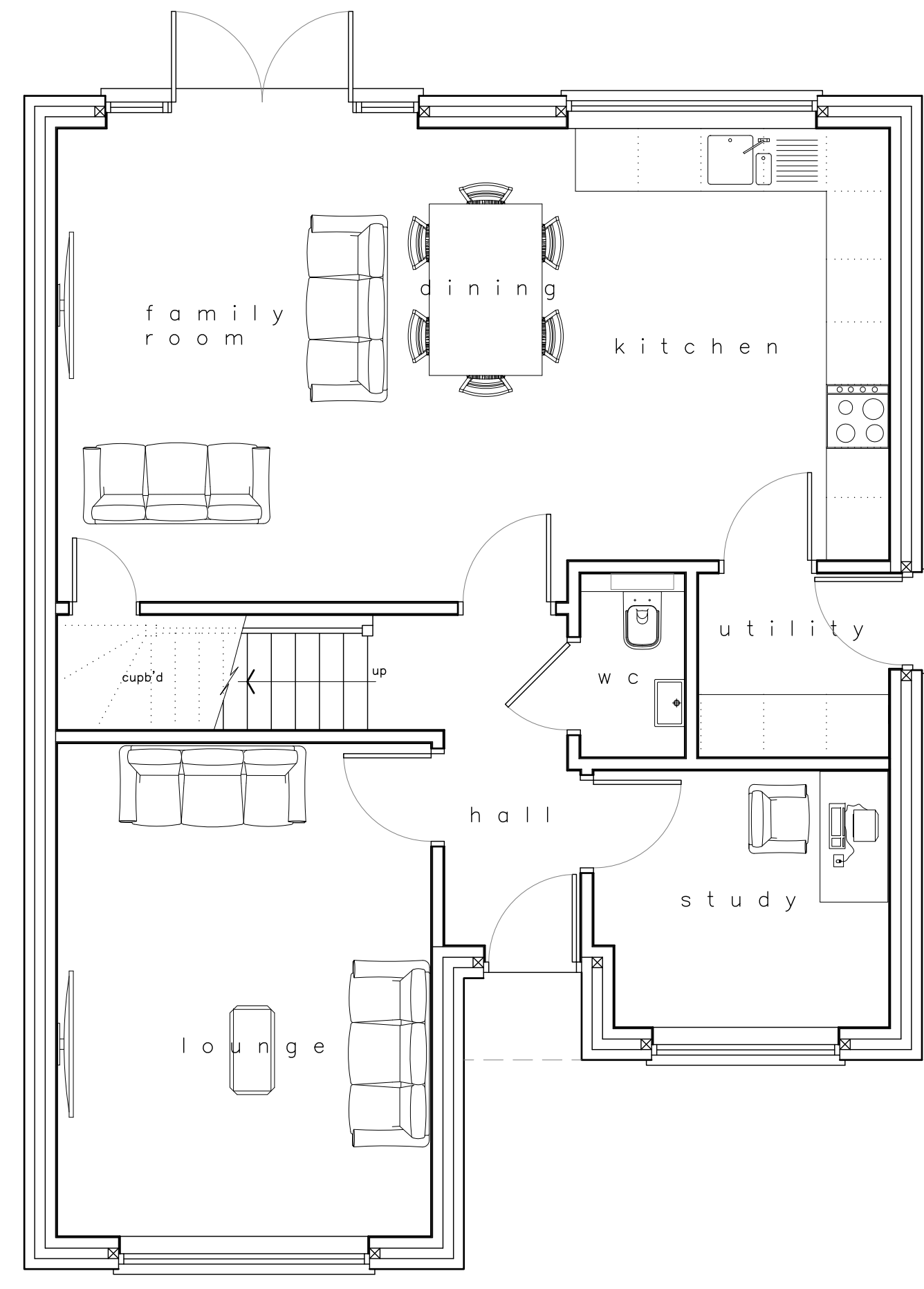
area	sq m	(sq ft)
ground floor	74.1	(797)
first floor	75.5	(813)
total house area	149.6	(1,610)



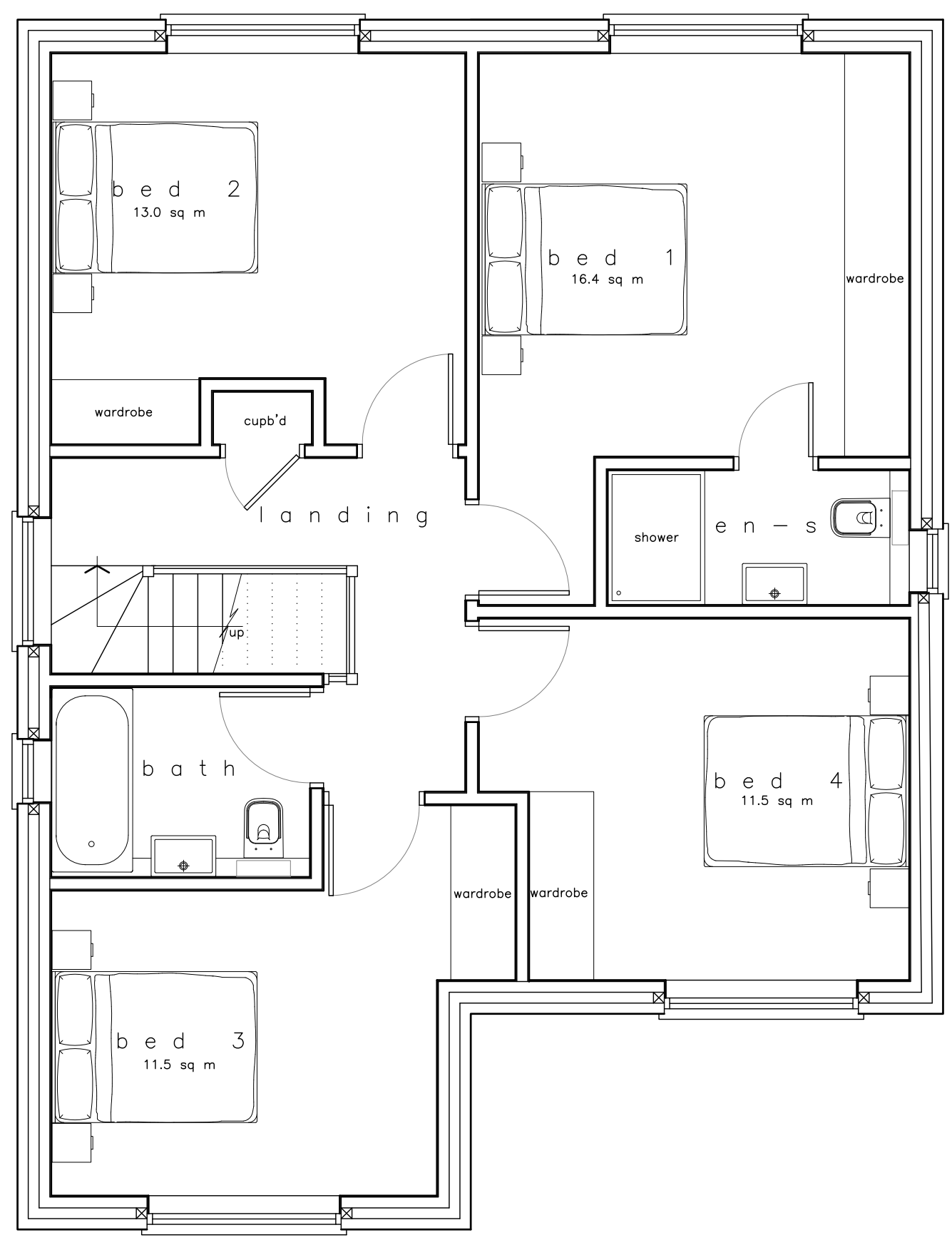
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scale 1:50



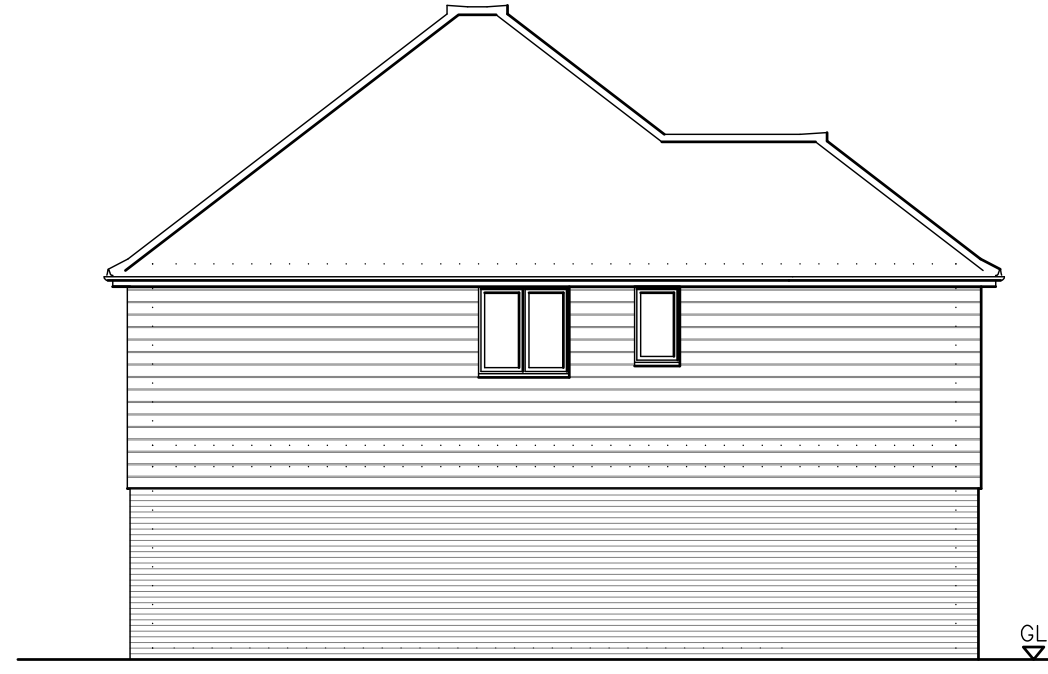
rear elevation
scale 1:50



ground floor plan
scale 1:50



first floor plan
scale 1:50



side elevation
scale 1:100



side elevation
scale 1:100

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client	Cedamill Developments Ltd.		
project	Fels Farm Yard, 360 Dagenham Road, Rush Green, Romford, RM7 0NT		
detail	New Development Proposed Layout Plots 5 & 6		
scale	1/50 @ A1		
date	Oct 2020	drawn lc	checked
drawing no.	1684/P06		revision -

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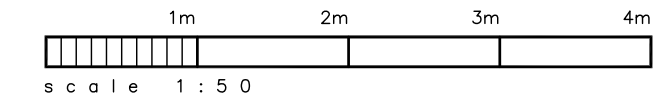
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Revisions

No.	Date	Detail	Initial



plots 5 & 6
schedule of areas

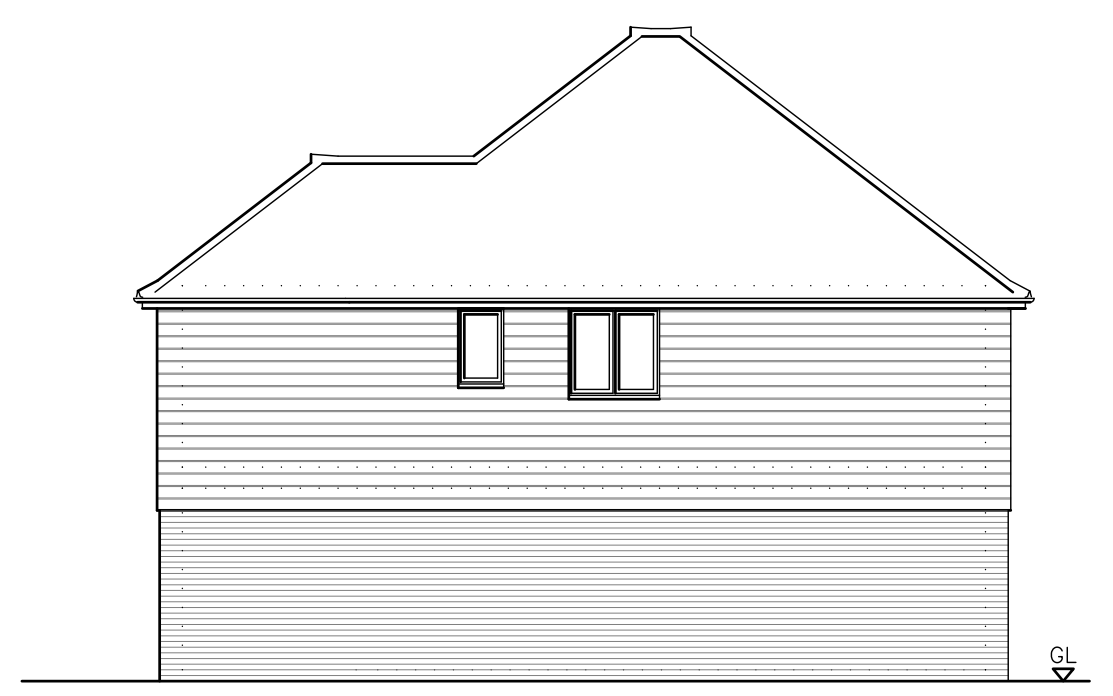
ground floor	74.1 sq m (797 sq ft)
first floor	75.5 sq m (813 sq ft)
total house area	149.6 sq m (1,610 sq ft)



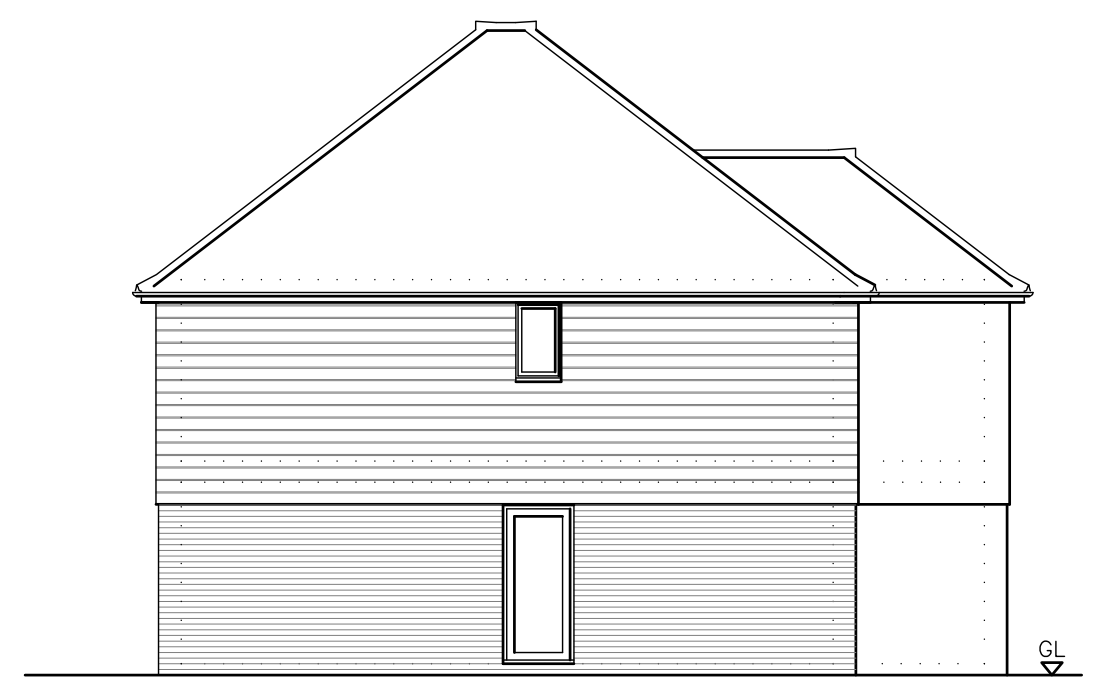
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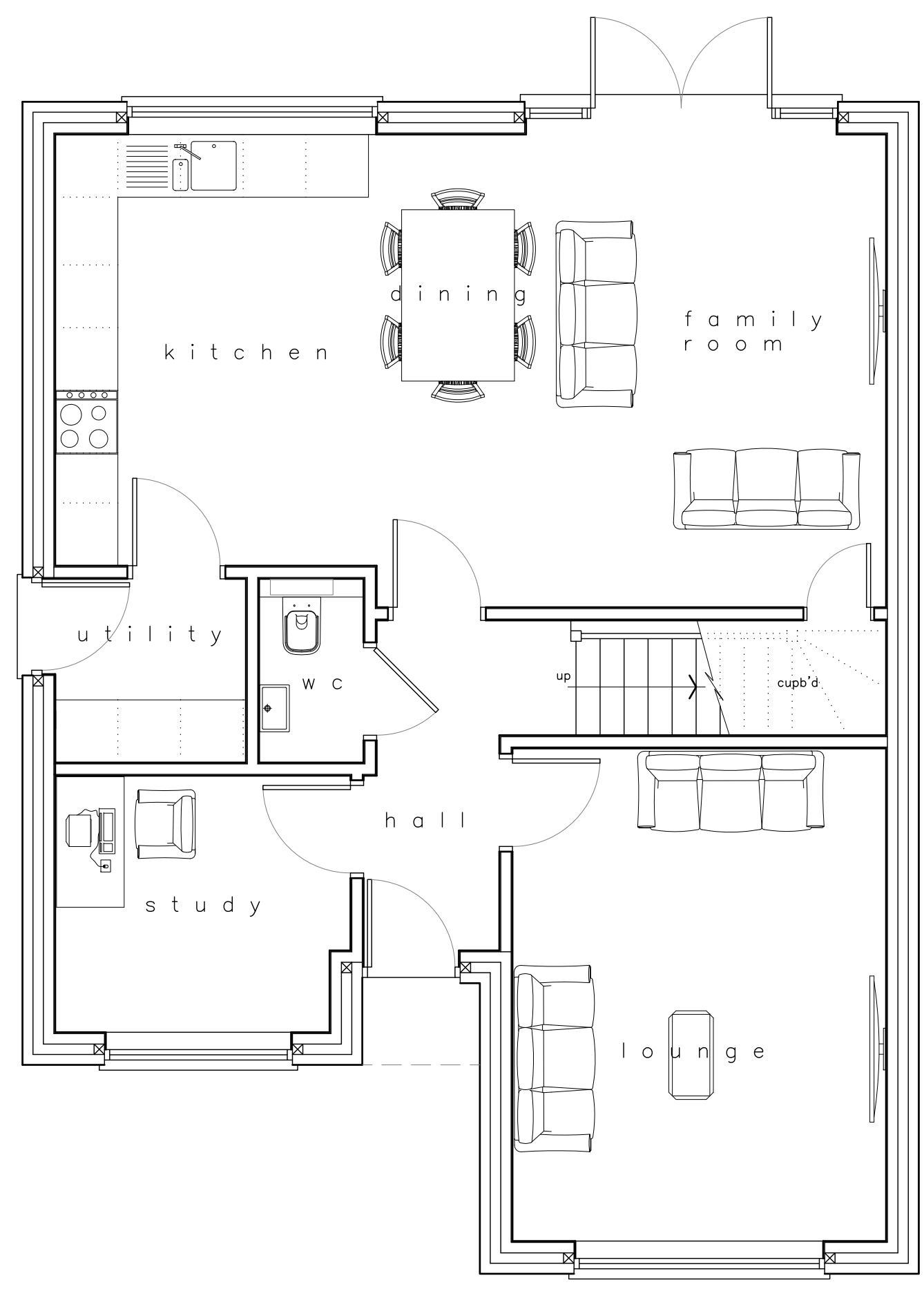
rear elevation
scale 1:50



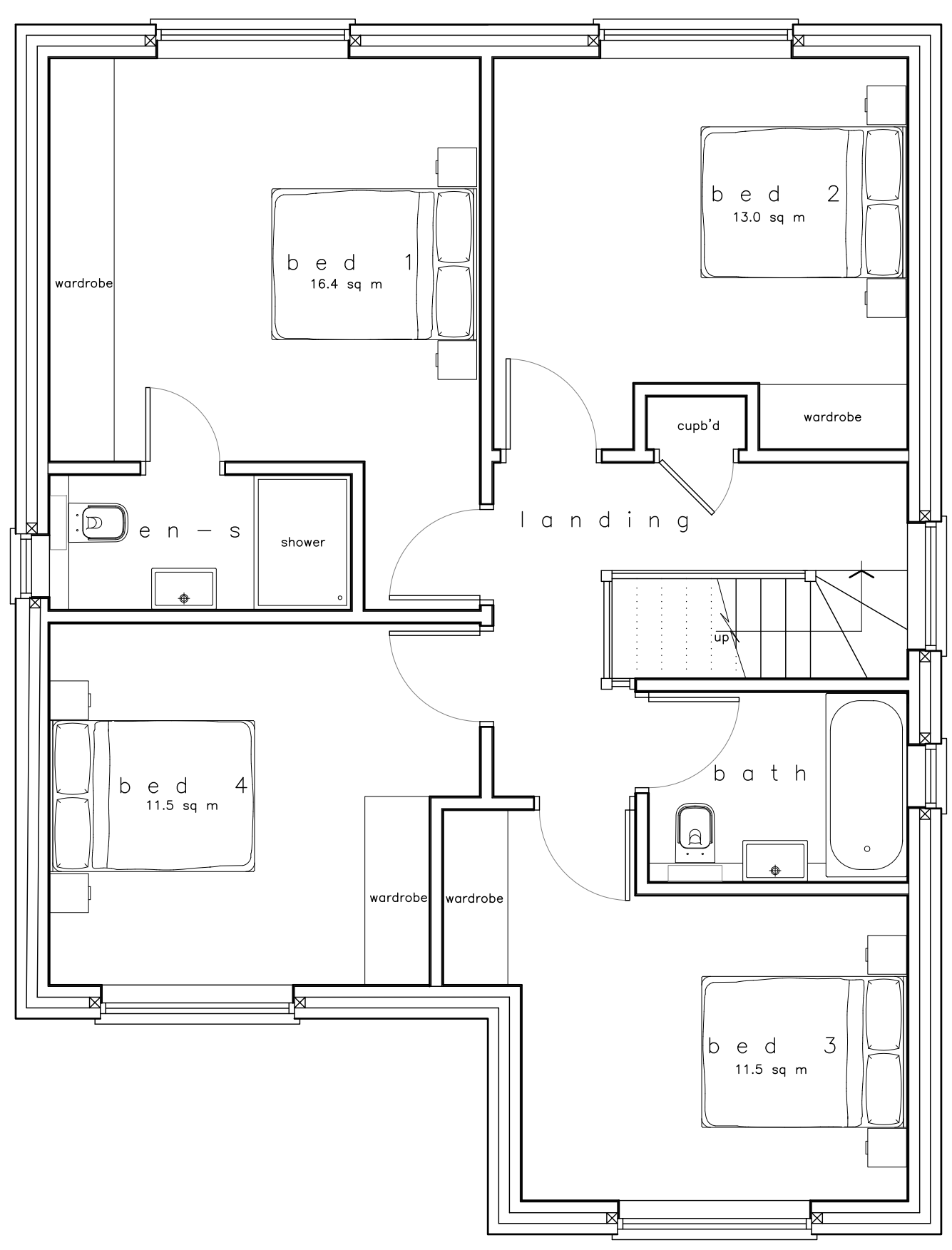
side elevation
scale 1:100



side elevation
scale 1:100



ground floor plan
scale 1:50



first floor plan
scale 1:50

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client	Cedamill Developments Ltd.		
project	Fels Farm Yard, 360 Dagenham Road, Rush Green, Romford, RM7 0NT		
detail	New Development Proposed Layout Plot 7		

scale	1/50 @ A1		
date	Oct 2020	drawn	lc
checked		revision	-
drawing no.	1684/P07		

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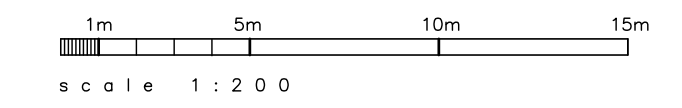
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Revisions

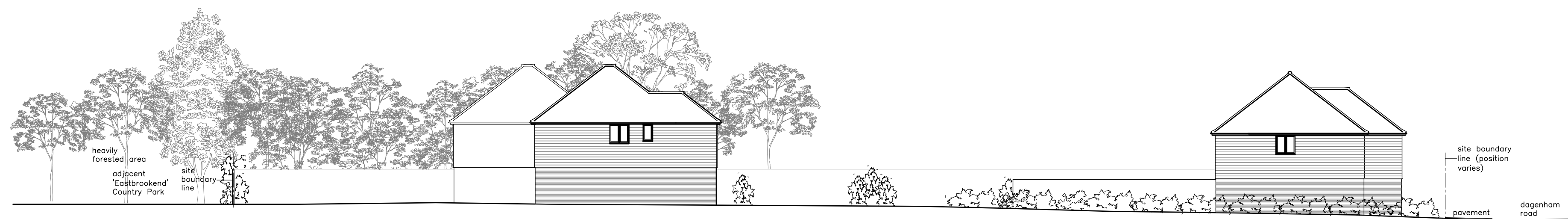
No.	Date	Detail	Initial



street scene
scale 1:200



site section a-a
scale 1:200



site section b-b
scale 1:200

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client	Cedarmill Developments Ltd.		
project	Fels Farm Yard 360 Dagenham Road Rush Green Romford RM7 0NT		
detail	New Development Proposed Street Scene & Site Sections		

scale	1/200 @ A1		
date	Jan 2020	drawn ayc	checked lc
drawing no.	1684/P08		revision
			-

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Working in partnership


**Barking &
Dagenham**
LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
16th February 2020
Application for Planning Permission

Case Officer:	Grace Liu	Valid Date:	23rd November 2020
Applicant:	Befirst	Expiry Date:	22 nd February 2021
Application Number:	20/02298/FULL	Ward:	Thames
Address:	Unit A, Creek Road, Barking, IG11 0JW		

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 Unit A, Creek Road, Barking, IG11 0JW.

Proposal:

Construction of building comprising 4 storeys (including part ground mezzanine) to provide up to 11,362 sqm (GIA) of new flexible industrial floorspace (Class E (industrial and research development processes), Class B2, and B8 use); car parking; landscaping; plant and, associated works.

Officer Recommendations:

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer), in consultation with the Director of Law and Governance, to grant planning permission subject to the completion of a Unilateral Undertaking under Section 106 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 16th August 2021 the Unilateral Undertaking has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth (or other authorised Officer), in consultation with the Director of Law and Governance, be delegated authority to refuse planning permission, extend this timeframe to grant approval or refer the application back to the Planning Committee for determination.

Conditions Summary:
Mandatory Conditions

1. Statutory Time Limit
2. Development in Accordance with Approved Plans
3. Contaminated Land
4. Construction Environmental Management and Site Waste Management
5. Piling
6. Archaeology
7. Detailed Drainage Scheme

Prior to Above Ground Works

8. External Materials and Vehicle Ramp Surface Material
9. Hard and Soft Landscaping Details
10. Emergency Flood Plan
11. Fire Safety Scheme
12. Electric Vehicle Charging Points Details

Prior to First Occupation / Use Conditions

13. Crime Prevention
14. Implementation of Sustainable Drainage Works
15. Cycle Parking
16. Car Parking Implementation
17. Waste and Management Strategy
18. Delivery and Servicing Plan Framework
19. External lighting for Crime Prevention
20. Renewable Energy Infrastructure
21. BREEAM
22. Landscape and Ecology Management Plan (LEMP)
23. Lighting Design Strategy for Sensitive Biodiversity
24. Green Walls

Monitoring and Management Conditions

25. Ground Levels
26. Air Quality

Unilateral Undertaking – Summary of Heads of Terms:

The proposed heads of terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

Administrative

1. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees in monitoring and implementing the Section 106, payable on completion of the deed at a cost of £4500.00.
3. 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.

Transport

4. Highway works-Prior to above ground works of the development the developer shall submit Highway works- requiring the applicant to a) agree a scheme of detailed highways works in accordance with the plan of works as shown on the Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 and b) implement all the off-site highway works as defined in a). The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications
5. This scheme will require new Permanent Traffic Management Orders. The Council, as the highway authority will require an independent highway stage 1/2 road safety audit, and this will be secured with the applicant separately in a section 38/278 agreement. However, we suggest in the interest of highway safety, a section 38/278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site.
6. Prior to first use of any of the commercial/industrial units a Travel Plan Coordinator shall be appointed who will be responsible for promoting and managing the ongoing delivery of the travel plan in accordance

with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020.

7. Within any lease issued for the occupation of the units details of the travel plan requirement in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020 shall be made explicitly clear.

8. On the 2nd anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) 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.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupiers/tenants 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 (or their appointed managing agent) 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.

Employment and Skills

9. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

10. Six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.

The end-user phase employment plan will:

- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council's job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
- Provide a skills forecast for the development and highlight any shortages to the council's job employment and skills team;
- Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage

11. On the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.

The employment and skills monitoring report will:

- Provide a breakdown of all employees identifying those (by number) who are residents of Barking and Dagenham
- A review of recruitment activities to promote opportunities to Barking and Dagenham residents in accordance with the methodology within the end-user phase employment plan.

Sustainability

12. The development shall achieve a minimum 77% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k 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 condition 26.

OFFICER REPORT

Planning Constraints:

- Strategic Industrial Land (SIL)
- River Road Employment Area
- Within the Emerging Thames Road Masterplan

Site, Situation and relevant background information:

The former Remploy Factory site is a 0.8ha (2 acre) brownfield site located on the corner of Creek Road and Long Reach Road. This site and the site directly to the north (which does not form part of this application) is owned by LBBD.

The site was once occupied by Reemploy, a government initiative to provide work to both disabled and able-bodied people. The site provided book binding, printing and box and carton making services. The factory was closed in 2012.

In 2014, an application for prior approval for demolition of the former Remploy factory was granted (14/01100/PRIOR). The site is currently cleared.

The site is designated as Strategic Industrial Land (SIL) in the Council's Development Plan and the current and draft local plans. The site is located within the Thames and the Riverside transformation area as designed by emerging local plan policy SPP2 Thames and the Riverside. The site is also located within the emerging Thames Road Masterplan which will set out the principles for residential and industrial development in the Thames Road / River Road Area once adopted.

The site has a public transport accessibility level (PTAL) of 1b on a scale of 1a-6b where 6b indicates excellent accessibility and 1a represents low accessibility.

The site is within Flood zone 3 benefiting from flood defences.

Key issues:

1. Principle of Development
2. Viability and Let ability
3. Design and Quality of Materials
4. Impacts to Neighbouring Amenity
5. Sustainable Transport
6. Meeting local needs
7. Waste Management and Refuse Collection
8. Delivering Sustainable Development (Energy / CO2 Reduction / Air Quality)
9. Biodiversity and Sustainable Drainage
10. Archaeology

Planning Assessment:

1.0 Principle of the development:

<i>Existing use(s) of the site</i>	Previously general industrial
<i>Proposed use(s) of the site</i>	(Class E (industrial and research development processes), Class B2, and B8 use)
<i>Net increase of floorspace</i>	Approx. 6326 sqm

- 1.1 The National Planning Policy Framework (NPPF) key economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is

available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

- 1.2 The site is designated in the Local Plan within the River Road Strategic Industrial Land (SIL). Core strategy policy CE3 states the Council will safeguard, promote and manage the Strategic Industrial Location at River Road. Policy CE4 seeks to maintain a mix and balance of uses in Designated Employment Areas.
- 1.3 London Plan policy acknowledges the site as being within a Strategic Industrial location and a preferred industrial location. London Plan Policy 2.17 states "*boroughs and other stakeholders should, promote, manage and, where appropriate, protect the strategic industrial locations*".
- 1.4 Draft London Policy E4 Land for industry, logistics and services to support London's economic function states "*a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained*". The policy continues to state "*The retention, enhancement and provision of additional industrial capacity should be prioritised in locations that: 1) are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport 2) provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population 3) provide capacity for micro, small and medium-sized enterprises 4) are suitable for 'last mile' distribution services to support large scale residential or mixed-use developments subject to existing provision 5) support access to supply chains and local employment in industrial and related activities*".
- 1.5 Draft London Policy E5 states "Development proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function". Part A of Policy E4 states Classes B1c (now Class E (light industrial), B2 and B8.
- 1.6 Draft London Plan Policy E7 seeks for Industrial intensification, co-location and substitution. It states, "*development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land*". The intensification of industrial land will allow the potential to free up land for residential development
- 1.7 Emerging Local Plan policies SP5: Promoting Inclusive Economic Growth and DME1: Utilising the Borough's Employment Land More Efficiently amplify the policy objectives as noted above.
- 1.8 The site is located within the Thames and the Riverside transformation area as designated by emerging local plan policy SPP2 Thames and the Riverside. The policy looks at focusing industrial development to the west of the area to which the application site is located.
- 1.9 The site is located within the emerging Thames Road Masterplan where the intensification of industrial land at this location is welcomed and supported.
- 1.10 The existing site prior to its clearance of the former bookbinding factory provided approximately 5000sqm of general industrial floorspace.
- 1.11 The application proposes 11,362sqm of flexible stacked industrial space and is a 150% intensification of uses on this site. The intensification figure is based on a measurement of the site area and the proposed GEA figure, rather than comparing to any former floorspace associated with the demolished building. This is an approach that has been accepted by the GLA.
- 1.12 The new provision of industrial floorspace would equate to the approximate creation of 243 jobs. A breakdown of the space between the four storeys of the building is shown below:

FLOOR	Total GEA		Total GIA		Total NIA		Total SME NIA		Total Flatted Factory NIA	
	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)
GROUND	2523	27157	2317	24940	2128	22906	1912	20581	0	0
GROUND MEZZ	285	3068	248	2669	156	1679	0	0	0	0
FIRST	3737	40225	3392	36511	3189	34326	3189	34326	0	0
SECOND LOWER	3736	40214	3476	37415	2870	30892	1469	15812	1366	14703
SECOND UPPER	2047	22034	1929	20764	1423	15317	0	0	1389	14951
Subtotal	12328	132697	11362	122299	9766	105120	6570	70719	2755	29655

- 1.13 The space is to comprise initially of two typologies of units; Small medium enterprises and flatted factory. These two types of typologies are to be provided based on market research of the types of units that are deemed to be the most desirable and in demand at this location. The proposed space within the site is to be flexible in terms of types of industrial use as well as the typologies. Flexibility has been built into the building which would allow the space to evolve dependant on market demand. Tenants could potentially occupy more than one unit at a time and the units can be adapted to meet the needs of tenants or use. Officers seek to ensure that the proposed industrial space is high quality in design and meets the needs of potential occupiers. Officers are aware that the let ability of the units is fundamental and as such will minimise the risk of vacant units. Further discussion on the viability and lettability is detailed in the section 2.0 of this report. Officers acknowledge the applicant's commitment to ensuring the proposed floorspace meets the market demand for industrial units and provides approximately 243 jobs.
- 1.14 The scheme will provide 20 'SME' units (size range from 175–500 sqm with 6.8m clear internal heights) and 25 'flatted factory' units (size range from 15–230 sqm with 3.5m clear internal height).
- 1.15 The proposal also provides ancillary uses which supports the operation of the industrial floorspace which includes:
- 87 sqm (GIA) ancillary café facilities.
 - 89 sqm (GIA) ancillary business lounge.
 - 40 sqm (GIA) ancillary management office.
 - Ancillary upper-level amenity space (120 sqm).
- 1.16 The above ancillary uses are to ensure that the new concept of stacked industrial floorspace also supports the industrial users. Officers welcome the applicant's level of detail in ensuring that the welfare of users and workers have been considered not just for this scheme but also setting the standard of future intensified industrial schemes in the Borough.
- 1.17 Planning policy supports the continued and intensified industrial uses of Class E (light industrial), B2 and B8 industrial at this location. The site is well connected with regards to transport routes and logistic movements. The proposed units will provide intensified industrial floorspace (which in turn will free up land for residential development elsewhere in the borough) and will provide employment for skilled workers. The proposal is acceptable in principle in accordance with the policies as noted above.

2.0 Viability and Lettability

- 2.1 The Borough has the largest stock of industrial floorspace in London and provides important support services to central London. Currently the borough is characterised by a large number of low pay, low value businesses that are neither able nor willing to invest in higher skill, more intensive means of production. The existing River Road Employment Area is predominantly characterised by poor grade and low-grade, tertiary buildings. These spaces lack the

characteristics of modern, in demand spaces which attract new and growing businesses. The existing area is abundant in wholesale, manufacturing, and vehicle repair businesses.

- 2.2 There is the need for the public sector (the applicant) to intervene in addressing this issue to shape the local economy, and to encourage private sector investment to deliver modern employment space which intensifies employment and provides a more attractive environment for employers offering better paid, better skilled jobs to locate in the borough. This site is in an area that will remain industrial within LBBD's emerging Local Plan. This scheme will, therefore, set the benchmark for the type of industrial development the borough wants the private sector to deliver.
- 2.3 The concept of stacked industrial floorspace is a new and relatively untested market for the Borough and the UK. Officers consider that this proposal is a flagship development of this type and welcomes the applicant's drive to pilot such a scheme in the Borough. With no comparable examples to follow and learn from in the UK the applicant has rightly undertaken significant research in testing the market in proposing a model that would work for this location.
- 2.4 The research conducted by the applicant includes the following:
- detailed desktop survey
 - analysis of case studies across the world
 - a public workshop
 - face to-face interviews with 15 local businesses
 - targeted business engagement with businesses
- 2.5 Key findings of the research found:
- Strong local and regional need and desire for industrial units with a modern fit-out, desired especially by businesses who have visiting clients, with better access for large vehicles than their current premises.
 - Very strong demand in the area for small units circa 250 sqm and larger industrial units, feedback that existing SME units are too large for businesses in this location.
 - There are a few clusters of specialised activity such as food production and distribution which are likely to strengthen with future developments such as the relocation of the markets at Dagenham Dock.
 - Detailed recommendation on vehicular servicing, floor loadings, floor-to-ceiling heights, fit out and parking base on local business requirements.
- 2.6 Officers consider that the historic and established industrial models found within the Borough are no longer fit for purpose in terms of attracting skilled workers and further investment to the Borough as a key location for industry within London and the UK. The existing industrial floorspace is also considered to be less flexible and unlikely to adapt to different occupier needs and thus allowing businesses to move with the market demand.
- 2.7 Officers are confident that the units will be attractive to potential occupiers and provide a level of high-quality industrial space that is currently unavailable in the Borough.
- 2.8 In terms of lettable, the applicant conducted a series of interviews to investigate market interest in the proposed new industrial model and the design. The research comprised of the following:
- 120 businesses were approached and 53 face-to-face interviews were conducted across 22 industrial estates and locations across North, South and East London, including local industrial estates.
- 2.9 The applicant has found that there was a desire for a higher standard of product as opposed to standard low-quality sheds with no architectural design and public realm. A significant finding that potential occupiers wanted units that had a high level fit out specification and did not want to spend additional finances on fitting out a space. Barking-based businesses also hoped that developments would lead to a better environment across the estate and improve wider issues such as public realm, in particular pavements, enhanced facilities, and better overall design.

- 2.10 Officers consider that the proposed scheme does cater to the research findings of better quality floorspace that is historically and traditionally not associated with industrial uses and buildings. It is understood of the potential occupiers approached it was found that 50% would occupy a stacked unit. It is understood that the building has attracted significant interest with regards to potential occupiers.
- 2.11 Officers are confident that the proposed development will meet a demand for high quality industrial floorspace and it will be a flagship development which will set the standard for future modern industrial floorspace available in the Borough and the UK.

3.0 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 The NPPF, London Plan Policies 3.5, 7.1, 7.4, 7.5 and 7.6 and Draft London Plan Policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 18 stage).
- 3.2 Specifically, Policy 7.4 of the London Plan requires development to have regard to the form, function and structure of the local context and scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, that new development should build on the positive elements that can contribute to establishing an enhanced character for future function of the area. Policy D1 of the Draft London Plan reiterates these objectives.
- 3.3 The principle of redeveloping the site to intensify industrial use to provide a range of high quality industrial floorspace, net biodiversity gain and townscape improvement is supported from a design perspective.
- 3.4 The design of the proposal comprises of:
- 20 SME units and 25 units for flatted factory
 - Each unit will comprise internal amenities such as kitchenettes and W/Cs
 - 3 floors of SME units in the south wing and four floors of SME and flatted factory units in the north wing
 - A spiral vehicle ramp accessing all floors sited on the western elevation.
 - Clear heights of 7m in SME units allow for industrial uses, racking and the future installation of mezzanines / plant by tenants
 - The height of the proposed building would not exceed 29m.
 - A community hub/Café is proposed at ground floor level
 - Rooftop amenity space for occupiers of the units.
 - Vehicle and pedestrian access will be from Long Reach Road.
 - Proposed parking provision for tenants/occupiers and visitors
 - Swale planting and two green walls are proposed
- 3.5 The building is split into 2 wings linked by vehicle decks, with the screening device of a planted metal frame across both open deck ends (green walls). This massing will create defined edges to the two street facades, to help positively define these streets and to create active frontage on

these edges. The layout design proposes two main wings with the main amenity areas and parking located centrally. The north wing will comprise the flatted factory units and the southern wing will comprise the small medium enterprise units.

- 3.6 The ancillary elements of the scheme help support the successful operation and function of the units along with amenities for the tenants/workers/users. On the ground floor there will be a community hub, business lounge and café. This will allow users/workers access to dedicated amenity facilities. Officers note that typically and traditionally with industrial floorspace very limited consideration is placed on the provision of amenities for workers. Officers are aware that industrial related work can be intense and hence the ability for users/workers to escape these environments is welcomed. Along with the ground floor amenities the scheme also proposes a roof deck outdoor amenity area. Whilst there is concern about the routes and the usability for users/workers from all floors to access these amenity areas, officers consider on balance that the provision of the amenities that are proposed are exceptional in principle for industrial floorspace development. Officers are confident that the amenities proposed will show future developers proposing similar developments that the mental/physical wellbeing of users/workers is just as fundamental as the physical.
- 3.7 The scheme was reviewed by the Quality Review Panel on the 23rd July and 17th September 2020. The Panel considered that careful thought had been clearly given to its architecture, in terms of both townscape and the quality of industrial floorspace it would create. The panel supported the scale of development and that high-quality external materials are fundamental.
- 3.8 The vehicle access on Long Reach Road was supported but the panel considered that a pedestrian entrance point on Creek Road would be more logical in terms of place making and the point of arrival. The applicant however considered that the combined vehicle and pedestrian access is the more optimal solution along Long Reach Road and hence amplified the marking of the entrance points with the provision of a canopy and distinct coloured cladding to emphasise the legibility. Officers consider that these design mitigations are acceptable on balance. As these design aspects are fundamental to the acceptability of the combined entrance point a condition will be placed on the permission to ensure the submission and approval of all external materials is required.
- 3.9 The proposal introduces ground floor glazing to the street elevation and provides an active frontage as well as general interest along the elevation. The elevation connects the uses of the building with the street.
- 3.10 In terms of external materials, officers have expressed that the materiality of the building is fundamental to the design. Officers from the outset have maintained that high quality materials are used. The QRP also commented on the positive nature of the materials and placed significant on the quality of the inward facing quality of the external materials within the building. It was considered that this was significant for the users and workers of the units. A condition will secure the submission of samples and details of external finishes to ensure the simplicity of the design is maintained. The external material condition as noted above will also consider that both external materials for outward and yard facing parts of the building will be required to be submitted.
- 3.11 The scheme's landscape design comprises biodiversity gain through landscaping enhancements of street-side raingarden planting and two climbing green walls facing east and west. Officers welcome the biodiversity gain which in turn are not typical of traditional industrial proposals. However, officers consider that the proposal is exemplar in forcing an alternative design narrative and setting a benchmark. The proposed biodiversity gains soften the external appearance of the building and hence is a positive element in townscape terms within a historic industrial area. Further details of the biodiversity gains are detailed in the Biodiversity section of the report.
- 3.12 Officers summarise that indicative soft (and hard landscaping) strategy has been thoroughly considered and is successful in achieving a net increase of biodiversity on the site. Officers seek to ensure that the initial strategy is materialised by conditioning the details, maintenance, and implementation of the hard and soft landscaping.
- 3.13 A strategy will be secured by condition to ensure the building is designed and constructed with regards to fire safety.

- 3.14 In summary, officers support the scale, massing and overall design of the proposed development. Officers consider that the development provides high quality and flexible industrial space whilst pushing the boundaries of delivering an improvement for industrial users and workers welfare which has traditionally not been considered in the past. In terms of placemaking the scheme sets a benchmark of high-quality design of the new concept of intensified industrial developments.
- 3.15 Overall, the design of the proposed development is well considered and acceptable and supported by national, regional and local planning policies.

4.0 Impacts on neighbouring amenity

- 4.1 Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.
- 4.2 Policy 7.1 London Plan states that *“Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people’s lives, and should meet the principles of lifetime neighbourhoods”*. Policy 7.4 seeks that schemes have regard to local character. Policy BP8 of the Borough Wide Policies and Policy DMD1 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall take into account and avoid or minimise.
- 4.3 Officers note that of the 448 neighbours consulted that no responses have been received. The neighbours consulted include not only included commercial neighbours but residential occupiers to the east of the site at Barking Riverside. Barking Riverside is approximately 200m east of the site.
- 4.4 Whilst the scheme will not have significant impacts to immediate commercial neighbours of similar operations in terms of loss of amenity, officers have considered the more far-reaching potential impacts of the scheme on the residential properties at Barking Riverside.
- 4.5 The height of the new building will be approximately 29m tall which is a significant increase to the near cleared site and the previous low rise factory building. Officers have however had regard to the east elevation of the proposal and the visual appearance to those viewing it from Barking Riverside to the east.
- 4.6 Officers have therefore ensured that the elevation that faces onto Barking Riverside does not result in any loss of visual amenity. The eastern elevation will comprise a green wall which will improve the views from the Barking Riverside.
- 4.7 In terms of air quality the accompanying assessment has clarified that the scheme will be carbon neutral which is highly welcomed and will not result in any environmental impacts to the immediate locality and will be secured by condition. A clause will also be added to secure any potential carbon off set payments should the scheme not meet the carbon neutral standards.
- 4.8 In respect of potential noise impact, the residential properties are a significant distance away and the industrial units themselves are essentially enclosed within the building’s envelope which limits the risk of noise pollution. A noise report has been submitted and confirmed overall, and when assessed on a worst-case basis, the proposed industrial facility is not expected to have an ‘adverse impact’ on health or quality of life and is within the No Observed Adverse Effect Level. Considering the existing industrial use of the site and surrounding industrial estate, the proposed development facility is not expected to affect the tranquillity of the local area or access to areas of greater tranquillity.
- 4.9 However, a condition will be placed on the permission for submission and approval of the vehicle ramp surface material. The spiral vehicular ramp is external, and officers need to be assured that the material used does not create a noise nuisance from tyres navigating the turns in all weathers. Officers are aware of residential properties of the east of the site, whilst a reasonable distance away, any significant noise could be potentially carried during quiet periods of the day and night. The condition will ensure that this potential possibility does not occur.

- 4.10 In terms of light pollution the applicant has submitted an external light strategy. The total lighting solution has been carefully generated to ensure the immediate environment has been protected including the properties adjacent to the site. The illumination that would normally be free flowing from site boundaries has been restricted and has been further designed to mitigate any potential impact to properties adjacent to the proposed site. Careful consideration has also been taken to ensure no loss of amenity due to glare through shielding of the lamps, choice of luminaires and efficient mounting heights. The strategy will form part of the approved documents.
- 4.11 In terms of crime prevention, officers consider that the new development will improve the security of the area. The proposed development results in outward and inward facing natural surveillance. The scheme reduces any risk of loitering through the design at ground floor level specifically with the active frontage proposals.
- 4.12 Notwithstanding this, a Crime Prevention Scheme is to be secured by condition for the proposed development which would secure a good standard of security to future occupants and visitors to the site and to reduce the risk of crime. A condition for an external lighting scheme specifically to tackle crime will also be secured.

5.0 Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	Gain of 53	<i>PTAL Rating</i>	1b
<i>Proposed number of cycle parking spaces:</i>	62	<i>Closest Underground Station / Distance</i>	Approx 1.8miles
<i>Restricted Parking Zone:</i>	No	<i>Parking stress survey submitted?</i>	No

- 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 is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 5.2 Policy 6.3 of the London Plan and Policies T1 to T6 of the Draft London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 5.3 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 5.4 The site is located on the corner of the junction of Creek Road with Long Reach Road and is currently occupied by a bus company for parking of buses. Creek Road and Long Reach Road are minor local industrial roads and are both well lit. Creek Road is subject to loading and parking restrictions, secured by double yellow lines along other than in areas where formal parking bays are provided.
- 5.5 Long Reach Road runs east-west on the site's southern boundary, providing access to River Road with vehicle entrances to the neighbouring industrial uses and a bus-gate at its eastern end to prevent traffic entering the nearby residential development Barking Riverside. Informal on-street parking occurs on the footways along Long Reach Road, due to a lack of loading and parking restrictions.
- 5.6 In terms of the site's access to strategic transport networks and connectivity a 'Public Transport Accessibility Level' (PTAL) assessment has been carried out for the development site. The site has a PTAL level of 1b, which is categorized as poor but there are bus stops situated on Long Reach Road, directly outside the site's boundary. These bus-stops are served by one route, the EL3 which is a high frequency service every 10mins. It should be noted in the wider London Riverside Opportunity Area (LROA), there are proposed alterations to the public transport network, and it is expected that future expansion and improvements will provide a positive change in travel behaviour in the local area.

- 5.7 The site provides some opportunity for sustainable travel for walking and cycling. In terms of walking its estimated it will take a 15-minute walk to reach the neighbouring Barking Riverside residential development. Unfortunately, the existing footways that surround the development site, are narrow with a width of 1.5m on Creek Road. However, drop kerbs are in place where applicable to assist with pedestrian accessibility, all of which have tactile paving provided for visually impaired pedestrians. There is a nearby designated cycling route to the north of the site, running parallel with the A13. To connect with this route cyclists can use local advisory and quiet routes.
- 5.8 The baseline for the background traffic flows, due to the on-going COVID-19 pandemic, has not been possible to collect recent traffic data. However, traffic data has been obtained from surveys undertaken in June 2017 on River Road. These counts have been uplifted using an industry standard software TEMPRO 7.2b to reflect the local traffic growth over the past three years. A net-trips assessment has been undertaken that compares the number of trips associated between the current site use and future trips forecast for the proposed use. To offset the effects of the COVID-19 pandemic, the applicant carried out direct engagement to consult with the bus company to establish the existing number of trips and the associated travel patterns of the site. The Transport Assessment (TA) does indicate that because of the proposal the number of trips to and from the site are estimated to increase across all modes. An increase in the number of trips generated by the change in land use was expected when compared to the current use. However, based on the accurate assessment the likely impact on the transport network will not be significant.
- 5.9 To assess road traffic accidents within a 100m radius of the site's boundary data was obtained for the most recent five-year period (January 2015 – December 2019). This analysis concluded that there have been eight incidents in this period, but overall, no specific road-safety concerns were identified.
- 5.10 The access strategy to the development will consist of a dedicated pedestrian entrance located on Long Reach Road with an emergency evacuation from Creek Road. A dedicated cycle access for tenant will be located on Creek Road, which leads directly to the cycle storage facilities located at ground floor level. Visitors will report to main site reception on Long Reach Road.
- 5.11 A new vehicular entrance to the site will be created on Long Reach Road for both private cars and servicing vehicles. A helical ramp is provided for vehicles to access the upper levels of the development. The helical ramp will be available for vehicles up to a 7.5t panel van size (minimum 3m clear height, with 3.2m preferable) whilst HGVs can access the dedicated loading bay on the ground floor.
- 5.12 Swept path analysis has been carried out that demonstrates the design is suitable for access by vehicles expected to be used, 7.5T panel van (all levels), HGV (ground level only) and HGV access and egress.
- 5.13 Considering the general car parking provision within the relevant standards and existing and planned PTAL ratings at the site with further consideration to local circumstances the proposed total of 66 car parking spaces to be provided including three dedicated blue-badge parking space, one on each level is appropriate. This represents a car parking ratio of one space per 187m² of GEA floorspace which is more than the standard within the London Riverside Opportunity Area (1 space per 600sqm) which this site is located within. However, we consider the proposed number of spaces strikes the balance between providing sufficient parking provision to cater for the type of the development uses whilst not encouraging unnecessary car use. A car park management plan has been produced and is appended to the TA and the Facilities Management will have overall responsibility for implementing it which is considered acceptable. A condition will be placed on the permission to secure the car parking spaces will not be used for any other purpose.
- 5.14 Its stated 20% Electric Vehicle Charging Points will be installed in line with the Intend to Publish London Plan standards meaning 12 spaces activated (four spaces per level). The remaining 80% of spaces (54 spaces) will be provided with passive provision. This will be secured by condition.
- 5.15 The amount of cycle parking (62 spaces) is provided is in-line with the requirements of the Intend to Publish London Plan. The cycle parking should be designed and laid out in accordance with

the guidance contained in the London Cycling Design Standards. This will be secured by condition.

- 5.16 Deliveries and Servicing vehicles will also access the development via the main entrance in Long Reach Road. A servicing bay is provided outside each of the 20 Small Medium enterprise units and the flatted factory units have access to several communal spaces on the second floor. The large 18m bay provided at ground floor will have a dual purpose for both deliveries via articulated vehicles and refuse collections. The TA states the number of servicing bays provided has been informed by extensive market research to reflect the type uses for these units and is considered suitable for the predicted demand. The refuse and waste management strategy involves collections taking place on site and is considered acceptable and its implementation will be secured by condition. To encourage sustainable freight movements a Delivery and Servicing Plan framework has been produced and is provided in the TA. It states that Tenants are expected to manage their own deliveries for the proposed development and a Facilities Management Team will be responsible for coordinating requirements amongst tenants, via a booking system, for larger deliveries needing to utilise the 18m servicing bay provided at ground-floor level. To ensure that the delivery and servicing arrangements for the proposed development function effectively and follows best practice, TfL's Freight Operators Recognition Scheme and TfL DSP guidance for the movement of freight vehicles the Facilities Management will have overall responsibility for implementing the DSP. This will be secured by condition.
- 5.17 In terms of mitigating and reducing impact from the proposed development on the transport network future tenants and occupiers will prepare and initiate individual Travel Plans. These will aim to encourage active, inclusive, and carbon-free sustainable travel to and from the site. The applicant will appoint a travel Plan Coordinator prior to first occupation of the units who will be responsible for promoting and managing the ongoing delivery of the travel plan. The Travel Plan Framework that has been submitted is acceptable and will be conditioned. The above commitments together with their monitoring shall be secured by legal obligation.
- 5.18 To realise this proposal as submitted it will require alterations to highway layout to safely accommodate the development's proposed vehicular access arrangements on Long Reach Road which will go beyond the extent of the red line boundary of the application. These road works are shown on Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 rev P2 dated 19th October 2020 and will consist of:
- kerb, footway and carriageway modifications along Long Reach Road and Creek Road
 - parking restriction modifications along Long Reach Road and Creek Road
 - A bus stop will be relocated on Long Reach Road to the east by 38m.
 - A lighting column on Long Reach Road will need to be relocated.
- 5.19 The proposed highway works need to be secured with the applicant separately in a section 278 agreement with the Highway Authority. We suggest in the interest of highway safety, a section 278 agreement (Highways Act 1980) is entered into by the applicant prior to construction taking place on site. This will be secured by a legal obligation.
- 5.19 The proposal achieves the principal transport policy objectives and consequently is policy compliant. The assessments show that the development proposed impact of the additional trips associated with the proposed development would be minimal and that the transport networks supporting the development will continue to operate satisfactorily following the developments full occupation. Therefore, based on the information that has been provided it seems that there are no apparent adverse highway implications to suggest the development will give rise to significant numbers of new trips or any substantial safety reasons that this should not be approved because of issues relating to the transport and highway network.
- 5.20 Officers are overall satisfied that the proposed development adopts a sustainable approach to transport, to promote walking and cycling, whilst minimising its impact on local road infrastructure and parking amenity, in accordance with relevant policy.

6.0 Meeting Local Needs

- 6.1 Emerging Local Plan policy DME 1 looks to utilise the borough's employment land more efficiently and states the Council will support development proposals where they can deliver

employment floor space that “contributes to meeting the strategic target of a minimum 20,000 new jobs, focusing on enabling skills development and lifelong learning”.

- 6.2 The scheme will propose 11,362sqm of employment space which in turn will provide approx. 243 jobs. As the site has been empty for a considerable time this net increase is highly welcomed and in turn not only will provide crucial jobs but will also support the provision of potentially higher skilled jobs.
- 6.3 The Council will ensure that six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.
- 6.4 After the construction phase the Council will ensure that six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.
- 6.5 The end-user phase employment plan will:
- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council’s job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
 - Provide a skills forecast for the development and highlight any shortages to the council’s job employment and skills team;
 - Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage.
- 6.6 In terms of monitoring, on the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.
- 6.7 Officers consider that this is an appropriate and robust approach to ensure that the objectives of emerging policy DME1 are being met and more specifically in ensuring jobs for residents living in the Borough.

7.0 Waste Management and Refuse Collection

- 7.1 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 (Reg 19 stage) through Strategic Policy SP7 and Policy DMS19. Policy 5.17 of the London Plan seeks a wider goal for all development proposals in London.
- 7.2 Refuse and recycling storage will be accommodated internally with secure refuse storage provided. It is designed that the site will be serviced via Long Creek off street which will reduce any conflict on street. A refuse and waste management strategy accompanied the application and involves collections taking place on site and is considered acceptable and its implementation will be secured by condition.
- 7.3 The proposed refuse and recycling stores shown shall be provided before the first occupation of the development and thereafter permanently retained will also be secured by condition.

8.0 Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):

<i>Renewable Energy Source / %</i>	56%
<i>Proposed CO₂ Reduction</i>	77%

Energy and CO2 Reduction

- 8.1 Chapter 5 (London's response to climate change) of the London Plan and Chapter 9 (Sustainable infrastructure) of the Draft London Plan require development to contribute to mitigation and adaptation to climate change. Specifically, Policy 5.2 of the London Plan and Policy SI2 of the Draft London Plan set out the energy hierarchy development should follow – '1. Be Lean; 2. Be Clean; 3. Be Green'. The policies require major residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough's carbon offset fund and / or off-site, provided that an alternative proposal is identified and delivery is certain. These objectives and targets are also outlined in Policy DMSI of the emerging local plan (Reg 19 stage).
- 8.2 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation and ensure that they are considered at the beginning of the design process. Policy 5.6 states that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the following hierarchy – '1. Connection to existing heating or cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling'. Policy 5.7 seeks an increase in the proportion of energy generated from renewable sources and states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- 8.3 Policy 5.9 states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy – '1. Minimise internal heat generation through energy efficient design; 2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3. Manage heat within the building through exposed internal thermal mass and high ceilings; 4. Passive ventilation; 5. Mechanical ventilation; 6. Active cooling systems (ensuring they are the lowest carbon options)'.
- 8.4 The presented BREEAM strategy demonstrates a feasible BREEAM score of 77.5% for the proposed development, which is equivalent to a BREEAM 'Excellent' rating. The projected BREEAM rating is considered suitable for the development based on the proposed designs and will be secured by condition.
- 8.5 The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan and Draft London Plan: sustainable design principles and optimum design of the building fabric and form ('Be Lean') and provision of air source heat pumps ('Be Green'). A condition is recommended to ensure the renewable energy infrastructure (Air Source Heat Pumps and PVs), delivering a 56% reduction, is implemented prior to first occupation.
- 8.6 Collectively, these measures achieve a total 77% reduction in carbon emissions site-wide over Part L of the Building Regulations 2013 which significantly exceeds the 35% on-site requirement set out in London Plan policy. The remaining 23% shortfall to zero carbon will be offset by a cash in lieu contribution of £92,535 (based on a GLA recommend carbon price of £95 per tonne of CO₂ over a 30 year period). The carbon offset fund payment for the development will be secured as part of the S106 Agreement.

Air Quality

- 8.7 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan also states that all development should be air quality neutral as a minimum.
- 8.8 The proposed development is to be installed with plant, in accordance with the Mayor of London's Supplementary Planning Guidance, to heat the building. The building emissions are considered Air Quality Neutral. Both transport NO_x emissions and transport PM₁₀ emissions are

below the transport emission benchmark. Therefore, the proposed development is determined to be Air Quality Neutral and no additional mitigation measures are required.

- 8.9 The Air Quality Report concludes that the proposed development is expected to meet the Air Quality Neutral Standards and is welcomed by officers. A condition will be placed on the permission to ensure that this standard is met and to capture any future shortfalls. A head of terms of the legal agreement will also be added to capture any payments should the development fall short of the initial air quality measurements at the off-setting contribution rate of £29k per tonne of NO_x over the benchmark (or the equivalent rate at the time of reassessment).

9.0 Biodiversity & Sustainable drainage:

Biodiversity, Arboriculture and Landscaping

- 9.1 Policy 7.19 of the London Plan and Policy G6 of the Draft London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. 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 (Reg 19 stage).
- 9.2 A preliminary ecological assessment (PEA) and BREEAM Ecology report has been submitted by the applicant. The PEA Report considers all receptors of relevance to the site and includes a desk-based search for designated sites, habitats and species of relevance to the site. This approach is considered robust by officers.
- 9.3 The Phase 1 Habitat Survey and Ground Level Assessment of bat roost suitability appears to have been carried out in accordance with best practice guidance. The Phase 1 Habitat Survey was carried out in February – a sub-optimal time for recording plant species. However, this limitation is noted within the report and given the industrial nature of the site, it is not considered to have affected the accuracy of the assessment.
- 9.4 For the most-part the BREEAM report accurately summarises the information contained within the PEA. There is some inconsistency between the PEA and the BREEAM report in the discussion of bat species recorded by the desk study. Nevertheless, given the species identified are common and widespread species, along with the industrialised nature of the habitats recorded on the site this is not considered to have affected the accuracy of the conclusions reached by the reports.
- 9.5 Mitigation and enhancement measures proposed within the PEA are considered reasonable and proportionate to the proposals. The measures include strengthening and increasing diversity of existing scrub and hedgerow within the site, the provision for strengthening commuting habitat for bats (including sensitive lighting proposals), the provision of bird and bat boxes and measures for “urban greening” including a biodiverse green roof.
- 9.6 The BREEAM report takes forward the majority of recommendations from the PEA, and provides some additional measures, such as the inclusion of rainwater gardens, which are expected to contribute to “urban greening”. It is noted that proposals for a biodiverse green roof have not been included. The applicant has confirmed that the structure of the building would not be conducive to support a green roof however the provision of two green walls is proposed along with swale planting at ground floor level. This notwithstanding, the BREEAM report confirms that enhancements within the site will provide 683% gain in biodiversity units. A condition will be added to ensure the maintenance and the irrigation system is fit for purpose to maintain and enhance the green walls.
- 9.7 There was some inconsistency between the planting proposals within the text of the reports and the Landscape Plan provided. The applicant has since addressed these concerns with revised submissions.
- 9.8 The PEA and the BREEAM note the importance of a sensitive external lighting strategy, in order to avoid disturbance to commuting bats. Therefore, it would be appropriate to secure the implementation of a sensitive lighting strategy by planning condition. Another condition will also

be applied for implementation of the Landscape and Ecology Management Plan and for it to be permanently retained thereafter.

- 9.9 Overall, it is considered that the proposed development will positively contribute to the increase of biodiversity, arboricultural and environmental value of the site and complies with relevant policy.

Sustainable Drainage

- 9.10 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by Policy SI13 of the Draft London Plan and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 9.11 The application site is located within Flood Zone 3 that benefits from flood defences. A Flood Risk Assessment has been completed for the proposed development site in accordance with the National Planning Policy Framework. The site is located where previous buildings have been demolished and is now used for temporary bus parking associated with an adjacent bus depot. The nearest river to the site is River Roding located approximately 240m west of the site. The site is essentially flat with levels varying between approximately 2.35m (south-east corner) and 3.00m (north-east corner) Above Ordnance Datum (AOD).
- 9.12 The site is located within Flood Zone 3, but the flood risk is categorised as very low due to the presence of flood defences. The site has a very low risk of flooding due to surface water. The risk of groundwater flooding is 'Medium – Low' at the site. The proposed finish floor level of the building will be set at the existing ground level as the development will not have any sleeping accommodation at the ground floor. A condition will be added to limit the raising of the ground floor level to mitigate against flooding.
- 9.13 An evacuation plan will be prepared for the development and will be secured by condition. This should include provision for both fire and medical emergencies and must cover the evacuation of the whole site.
- 9.14 The main design principals and proposals as set out in this document have been accepted by officers. Officers however would like to approve the detailed drainage design prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.
- 9.15 Thames Water has also responded to the proposal and have no objection to the proposal subject to advisory comments.
- 9.16 Officers therefore consider that the proposed development can be successfully accommodated on the site without impacting on existing residential amenity.

10.0 Archaeology

- 10.1 NPPF Section 16 and the Draft London Plan (2017 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. NPPF paragraphs 185 and 192 and Draft 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. Paragraph 199 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.

- 10.2 The London Plan policy 7.8 and Draft London policy HC1 recognise that heritage assets including archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
- 10.3 Adopted Local Plan policies CP2 and BP3 and emerging local plan policy DMD 4 seek to conserve or enhance archaeological remains and their settings will be secured by requiring an appropriate assessment and evaluation to be submitted as part of the planning application for any developments in areas of known or potential archaeological interest.
- 10.4 The planning application lies in an area of archaeological interest. The site is located in the Barking Level and Dagenham Marsh Archaeological Priority Area and has potential to contain underlying alluvial deposits of Holocene silts and peat which may preserve palaeoenvironmental remains. The site is also in the area of a buried gravel prominence known as the Barking Eyot, which could contain cultural evidence.
- 10.5 The submitted archaeological desk-based assessment (MOLA, March 2020) and written scheme of investigation for a Geoarchaeological investigation (October, 2020) have been reviewed and approved. The geoarchaeological investigation will provide useful information in clarifying the position of the Barking Eyot, and will inform the location of archaeological trenches and site investigation test pits as the next phase of work.
- 10.6 Historic England have advised that prior to development taking place the submission of a Stage 1 written scheme of investigation (WSI) is submitted to and approved by the local planning authority in writing. If anything, significant is found then there will be a requirement for a stage 2 assessment. This will be secured by condition.

Conclusions:

The application proposes 11,362sqm of flexible stacked industrial space and is a 150% intensification of uses on this site. The stacked model would be a flagship typology of industrial space in the Borough as well as the UK. The redevelopment will provide high quality flexible industrial floorspace and is acceptable in principle and would contribute to the Borough's industrial and employment floorspace. The proposal will also provide approx. 243 jobs for highly skilled workers to meet an identified need in the Borough.

The scale, siting and design of the stacked industrial development is considered appropriate to the site's context and will result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers.

The proposed biodiversity and landscaping strategy will positively contribute to the appearance and wider placemaking improvements to the immediate area and enhance the arboricultural, biodiversity and environmental value of the site. The scheme proposes a 683% net gain of biodiversity units on the site which is highly welcomed.

The development adopts a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure. The proposal is also considered acceptable in terms of sustainability and air quality, with a financial contribution secured to mitigate any shortfall in carbon reduction.

It is therefore recommended that planning permission be granted subject to the conditions and Heads of Terms of the unilateral undertaking, as listed in Appendix 5 and Appendix 6.

Appendix 1:

<p>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:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 1.1 - Delivering the strategic vision and objectives for London Policy 2.17-Strategic industrial locations Policy 3.1 - Ensuring equal life chances for all Policy 5.3 - Sustainable design and construction Policy 5.10 - Urban greening Policy 5.17 - Waste capacity Policy 6.1 - Strategic approach Policy 6.3 - Assessing effects of development on transport capacity Policy 6.9 - Cycling Policy 6.10 - Walking Policy 6.13 - Parking Policy 7.2 - An inclusive environment Policy 7.3 - Designing out crime Policy 7.4 - Local character Policy 7.5 - Public realm Policy 7.6 – Architecture Policy 7.8- Archaeology Policy 7.14 - Improving air quality Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes Policy 7.19 - Biodiversity and access to nature</p>
<p><i>The Mayor of London’s Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Policy E4 Land for Industry Policy E5 Strategic Industrial Land Policy E7 Industrial Intensification Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London’s form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy HC1- Archaeology Policy G1 - Green infrastructure Policy G5 - Urban greening</p>

	<p>Policy G6 - Biodiversity and access to nature</p> <p>Policy SI7 - Reducing waste and supporting the circular economy</p> <p>Policy SI8 - Waste capacity and net waste self-sufficiency</p> <p>Policy T1 - Strategic approach to transport</p> <p>Policy T2 - Healthy Streets</p> <p>Policy T3 - Transport capacity, connectivity and safeguarding</p> <p>Policy T4 - Assessing and mitigating transport impacts</p> <p>Policy T5 - Cycling</p> <p>Policy T6 - Car parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development</p> <p>Policy CR3 - Sustainable Waste Management</p> <p>Policy CP2- Archaeology</p> <p>Policy CP3 - High Quality Built Environment</p> <p>Policy CE3 Safeguarding and Release of Employment Land</p> <p>Policy CE4: Mix and Balance of Uses within Designated Employment Areas</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards</p> <p>Policy BP3- Archaeology</p> <p>Policy BR3 - Greening the Urban Environment</p> <p>Policy BR4 - Water Resource Management</p> <p>Policy BR9 - Parking</p> <p>Policy BR10 - Sustainable Transport</p> <p>Policy BR11 - Walking and Cycling</p> <p>Policy BR15 - Sustainable Waste Management</p> <p>Policy BP8 - Protecting Residential Amenity</p> <p>Policy BP11 - Urban Design</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at a “mid” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020).</i></p>	<p>Policy SPDG1 - Delivering Growth</p> <p>Policy SP2 - Delivering High Quality Design in the Borough</p> <p>Policy SP5- Promoting Inclusive Economic Growth</p> <p>Policy SPP2- Thames and the Riverside</p> <p>Policy DME1 Utilising the Borough’s Employment Land More Efficiently</p> <p>Policy SP6 – Green and Blue Infrastructure</p> <p>Policy SP7 - Securing a Sustainable and Clean Borough</p> <p>Policy SP4- Delivering social infrastructure in the right locations</p> <p>Policy DMD1 - Responding to Place</p> <p>Policy DMNE2 Urban greening</p> <p>Policy DMNE3- Nature Conservation and Biodiversity</p> <p>Policy DMNE5 - Trees</p> <p>Policy DMSI 2 - Energy, Heat and Carbon Emissions</p> <p>Policy DMSI4 - Improving Air Quality</p> <p>Policy DMSI6 - Managing Flood Risk, including Surface Water Management</p> <p>Policy DMSI9 - Managing our Waste</p>

	Policy DMT1 - Making Better Connected Neighbourhoods Policy DMS1- Protecting or enhancing facilities Policy DMD 4- Archaeology
<i>Supplementary Planning Documents</i>	London Borough of Barking and Dagenham Archaeological Priority Areas Appraisal by Historic England (July 2016)

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 equalities 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>	14/01100/PRIOR).	<i>Status:</i>	Approved
<i>Description:</i>	Application for prior approval for demolition of former Remploy factory.		
<i>Enforcement Case:</i>	N/A	<i>Status:</i>	
<i>Alleged breach:</i>			

Appendix 3:

The following consultations have been undertaken:

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Met Police Dated 24th November 2020	No objection but the development shall achieve secure by design certification or security standards to the satisfaction of the local authority and the Metropolitan Police.	Condition will secure the submission and approval of certification.
Archaeology Dated 8 th December 2020	No objection but condition with regards to a submission of a Written scheme of investigation.	The relevant condition added.
Drainage Dated 18 th January 2021	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Detailed drainage scheme • Implementation and maintenance plan of drainage scheme • Emergency flood plan • No raising of ground levels 	The relevant conditions have been added
Thames Water Dated 9 th December 2020	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Piling method statement 	The relevant condition has been added.
LBBD Environmental Health Dated 17 th December 2020	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Contaminated Land • Air Quality • Construction Environmental Management Plan and Site Waste Management Plan 	The relevant conditions have been added.
BeFirst Highways Dated 14 th January 2021	No objection subject to the following conditions: <ul style="list-style-type: none"> • Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and to cover the required Traffic Management Orders to be TSRGD compliant both in terms of the accompanying signage and highway markings, kerb alignment and adjustment, footway resurfacing / recon, relocation of existing bus stop. 	The relevant conditions and Head of Terms have been added.

	<p>The detailed design works to be in accordance with the Design Manuel for Roads and Bridges and Manual Contract for Highway Works specifications</p> <ul style="list-style-type: none"> • Submission and implementation of a Travel Plan prior to occupation and secured by condition. • EVCP provision will be in accordance with the Draft New London Plan this equates to twenty percent of the onsite parking provision will be active Electric Vehicle Charging Parking bays and the applicant has agreed the remaining 80% will be equipped as passive bays and this should be secured by condition. • Submission of Delivery and Servicing Plan prior to commencement of any works and to be in accordance with Transport for London guidance and this should be secured by condition. • that the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to be secured by condition. 	
Ecology dated 8 th December 2020	No objection subject to condition relating to the implementation of a Landscape and Ecological Management Plan (LEMP) and lighting strategy for biodiversity	The relevant condition has been included
Environment Agency dated 21/12/20	No objection	N/A

Appendix 4:

Neighbour Notification:	
Letters sent:	24 th November 2020
Date of Press Advertisement:	23 rd November 2020
Number of neighbouring properties consulted:	448
Number of responses:	0

Appendix 5:

Conditions

Conditions:

1. Statutory 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. Development in Accordance with Approved Plans

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

- Site Location Plan - BF0187-HTL-01-00-DR-A 000100 Rev C dated 26/10/2020
- Proposed site plan- BF0187-HTL-01-00-DR-A- 001100 rev D dated 26/10/2020
- Proposed landscape finishes plan - BF0187-HTL-01-00-DR-A-001110 rev C dated 26/10/2020
- Proposed ground floor plan- BF0187-HTL-01-00-DR-A-001000 rev D dated 26/10/2020
- Proposed ground floor mezzanine plan- BF0187-HTL-01-M1-DR-A-001001 rev D dated 26/10/2020
- Proposed first floor plan BF0187-HTL-01-01-DR-A-001002 rev D dated 26/10/2020
- Proposed second floor lower plan BF0187-HTL-01-02-DR-A-001003 rev D dated 26/10/2020
- Proposed second floor upper plan BF10187-HTL-01-03-DR-A-001004 rev D dated 26/10/2020
- Proposed roof plan BF0187-HTL-01-RF-DR-A-001005 rev D dated 26/10/2020
- Proposed sections 01 - BF0187-HTL-01-XX-DR-A-002000 rev C dated 26/10/2020
- Proposed sections 02- BF0187-HTL-01-XX-DR-A-002001 rev B dated 26/10/2020
- Proposed sections 03- BF0187-HTL-01-XX-DR-A-002002 rev C dated 26/10/2020
- Proposed shopfront bay study- BF0187-HTL-01-XX-DR-A-002100 rev D dated 26/10/2020
- Proposed vehicle deck bay study- BF0187-HTL-01-XX-DR-A-002101 rev D dated 26/10/2020
- Proposed stair and green wall assembly study- BF0187-HTL-01-XX-DR-A-002105 rev A dated 26/10/2020
- Proposed vehicle ramp study-BF01087-HTL-01-XX-DR-A-002102 rev A dated 26/10/2020
- Proposed entrance assembly study - BF0187-HTL-01-XX-DR-A-002106 rev A dated 26/10/2020
- Proposed elevations-south and north- BF0187-HTL-01-XX-DR-A-003000 rev D dated 26/10/2020
- Proposed elevations- east and west- BF0187-HTL-01-XX-DR-A-003001 rev D dated 26/10/2020

- Proposed elevations back of house north and south -BF1087-HTL-01-XX-DR-A-003002 rev D dated 26/10/2020
- Proposed site wide elevations BF1087-HTL-01-XX-DR-A-003010 rev D dated 26/10/2020
- Existing site plan BF0187-HTL-01-00-DR-A-004000 rev C dated 26th October 2020
- Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 rev P2 dated 19th October 2020
- Air quality assessment by WYG dated October 2020
- Arboricultural Impact Assessment by SJ Stephens Associates dated 22/10/2020
- Archaeological WSI by MOLA dated 16/10/2020
- Biodiversity Net Gain Statement by LUC dated 5/11/2020
- Brand and Wayfinding Summary by DN &Co dated 26/10/2020
- BREEAM Pre assessment Ecology by LUC dated October 2020
- BREEAM Pre assessment Construction by MBA dated October 2020
- Design and Access Statement by Haworth Tompkins dated October 2020
- Daylight and Sunlight Note by EB7 dated 02/11/2020
- Drainage Strategy Report by Pinnacle dated 16/10/2020
- Drainage Strategy Plan BF0187-PIN-XX-XX-DR-C-000205 Rev 05 dated July 2020
- Drainage Proforma received 20/11/2020
- Energy Strategy by MBA dated November 2020
- External Light Report by MBA dated 23/10/2020
- Fire Strategy Report by Astute Fire dated 25/09/2020
- Flood Risk Assessment by Pinnacle dated 16/10/2020
- Historic Environment Assessment by MOLA dated March 2020
- Remediation and Verification Strategy by Delta Simons dated April 2020
- Landscape Report by Landscape Projects rev D dated 21/01/2021
- Landscaping Plan 504-LP-GF-GA-001 rev P02 dated 05/10/2020
- Noise Assessment by WYG dated October 2020
- Permeable areas existing and proposed plan- BF0187-PIN-XX-XX-DR-C-000201 rev P02 dated October 2020
- Planning Statement by BeFirst dated November 2020
- Preliminary Ecology Appraisal by LUC dated February 2020
- Statement of Community Involvement by BeFirst dated November 2020
- Transport Statement by Steer dated November 2020
- Ventilation Statement by MBA dated 19/10/2020
- Preliminary Risk Assessment and Geotechnical Assessment Report by Delta Simons dated April 2020.

No other drawings or documents apply.

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 contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment

must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (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. Construction Environmental Management and Site Waste Management

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

- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;

- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during Construction and Demolition”, Mayor of London, July 2014; including but not confined to, non- road mobile machinery (NRMM) requirements;
- h) 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, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

5. Piling

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. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure

6. Archaeology

No 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: In the interests of protecting heritage assets of archaeological interest.

7. Detailed Drainage Scheme

No development shall commence until a detailed drainage scheme (to include the disposal of surface water by means of sustainable methods of urban drainage systems) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.

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

8.External Materials and Vehicle Ramp Surface Material

No above ground new development shall take place until details of the following materials have been submitted to and approved in writing by the Local Planning Authority.

a) external surfaces (outward and yard facing)

b) vehicle ramp surface material

The development shall be carried out in accordance with the approved materials and balcony details. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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

9. Hard and Soft Landscaping Details

No above ground new development shall commence until a detailed hard landscaping plan is submitted and approved in writing by the Local Planning Authority.

The soft landscaping strategy as detail in the Landscape Report by Landscapes Projects rev D 21/01/2021 and Landscaping plan 504-LP-GF-GA-001 rev P02 dated 05/10/2020 shall be implemented prior to occupation.

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 unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area.

10. Emergency Flood Plan

No above ground works shall commence until an emergency flooding plan has been submitted to, and approved in writing by, the LPA. The scheme shall as a minimum include:

- a) Details of advanced flood warning measures;
- b) Advanced site preparation measures to be undertaken in the event of a flood warning;
- c) Site evacuation measures;
- d) Measures to monitor the surface water drainage system and drainage ditch system in the wider area;
- e) Dedicated named flood wardens who will be on site during all operational hours of the development, responsible for flood safety measures in accordance with emergency flood management plan. The approved emergency flooding plan shall be relayed to all site workers and shall be implemented for the life of the development.

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

11. Fire Safety Scheme

No above ground works shall commence until a Fire Statement has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The Fire Safety Scheme shall be implemented in accordance with the approved detailed prior to first occupation of the development and permanently maintained thereafter.

Reason: In order to provide a safe and secure development.

12. Electric Vehicle Charging Points Details

No above ground new development shall take place until details of Electric Vehicle Charging Points have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how active electric charging points will be provided for 20% of the car parking spaces, with passive provision for the remaining 80% of the spaces. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

13. Crime Prevention

The development shall achieve secure by design certification or security standards to the satisfaction of the local authority and the Metropolitan Police, details of which shall be provided in writing to the Local Planning Authority prior to occupation. All security features are to be retained and maintained for the lifetime of the development.

Reason: To provide a safer environment for workers and visitors to the site and reduce the fear of crime.

14. Implementation of Sustainable Drainage Works

Prior to the occupation of the building hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

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

15. Cycle Parking

Prior to the first occupation of the development the applicant shall provide 62 cycle spaces and permanently retain them thereafter. This cycle parking provision will be in accordance with the London Plan to determine an appropriate level of cycle parking. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

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

16. Car Parking Implementation

The car parking areas shown on the approved drawings 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 and visitors to the premises and not used for any other purpose. The parking spaces should be clearly delineated.

The three proposed 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).

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.

17 Waste and Management Strategy

The refuse and recycling stores as shown on BF0187-HTL-01-00-DR-A-001000D dated 26/10/20 shall be provided before the first occupation of the development and permanently retained thereafter.

Reason: In the interests of protecting the local amenity.

18. Delivery and Servicing Plan Framework

Prior to occupation the delivery and servicing Plan framework hereby approved and contained within the Transport Assessment by Steer dated November 2020 shall be implemented and permanently retained thereafter. This will include the appointment of a Facilities Management Team (or equivalent).

Reason: To ensure that the delivery and servicing arrangements for the proposed development function effectively and follows best practice, TfL's Freight Operators Recognition Scheme and TfL DSP guidance.

19. External lighting for Crime Prevention

The development hereby permitted shall not be occupied until details 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 development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of lighting and security to future occupants and visitors to the site and to reduce the risk of crime.

20 Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by MBA dated 19th November 2020 P2 delivering a 77% 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.

21. BREEAM

The development hereby permitted shall achieve a BREEAM minimum 'Excellent' rating. Certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the occupation of the approved use.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner.

22. Landscape and Ecology Management Plan (LEMP)

Prior to occupation, the landscape and ecological management plan (LEMP) hereby approved (and annexed in the BREEAM Pre Assessment Ecology Report by LUC dated October 2020) shall be implemented and permanently maintained thereafter.

Reason: In the interests of protecting and enhancing biodiversity

23. Lighting Design Strategy for Sensitive Biodiversity

Prior to occupation, a "lighting design strategy for biodiversity" for the building shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: In the interests of protecting biodiversity

24.Green Walls

Prior to occupation details of the maintenance strategy and the irrigation system proposed for the green walls shall be submitted and approved in writing by the Local Planning Authority. Once approved the strategy and irrigation system shall be implemented and permanently retained thereafter. If the irrigation system becomes faulty then it must be repaired within one calendar month.

Reason: In the interests of maintaining and enhancing biodiversity on the site.

25. Ground Levels

There shall be no raising of existing ground levels on the site to facilitate the free passage of flood water in times of flooding.

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

26. Air Quality

The development shall meet the air quality neutral standards as set out in the approved Air Quality Assessment by WYG dated October 2020. 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 NOx (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.

Appendix 6:

Legal Agreement Proposed Heads of Terms:

The proposed heads of terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

The proposed heads of terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

Administrative

1. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees in monitoring and implementing the Section 106, payable on completion of the deed at a cost of £4500.00.
3. 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.

Transport

4. Highway works- Prior to above ground works of the development the developer shall submit Highway works- requiring the applicant to a) agree a scheme of detailed highways works in accordance with the plan of works as shown on the Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 and b) implement all the off-site highway works as defined in a). The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications

5. This scheme will require new Permanent Traffic Management Orders. The Council, as the highway authority will require an independent highway stage 1/2 road safety audit, and this will be secured with the applicant separately in a section 38/278 agreement. However, we suggest in the interest of highway safety, a section 38/278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site.

6. Prior to first use of any of the commercial/industrial units a Travel Plan Coordinator shall be appointed who will be responsible for promoting and managing the ongoing delivery of the travel plan in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020.

7. Within any lease issued for the occupation of the units details of the travel plan requirement in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020 shall be made explicitly clear.

8. On the 2nd anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) 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.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupiers/tenants 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 (or their appointed managing agent) 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.

Employment and Skills

9. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

10. Six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.

The end-user phase employment plan will:

- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council's job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
- Provide a skills forecast for the development and highlight any shortages to the council's job employment and skills team;
- Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage

11. On the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.

The employment and skills monitoring report will:

- Provide a breakdown of all employees identifying those (by number) who are residents of Barking and Dagenham
- A review of recruitment activities to promote opportunities to Barking and Dagenham residents in accordance with the methodology within the end-user phase employment plan.

Sustainability

12. The development shall achieve a minimum 77% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k 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 condition 26.

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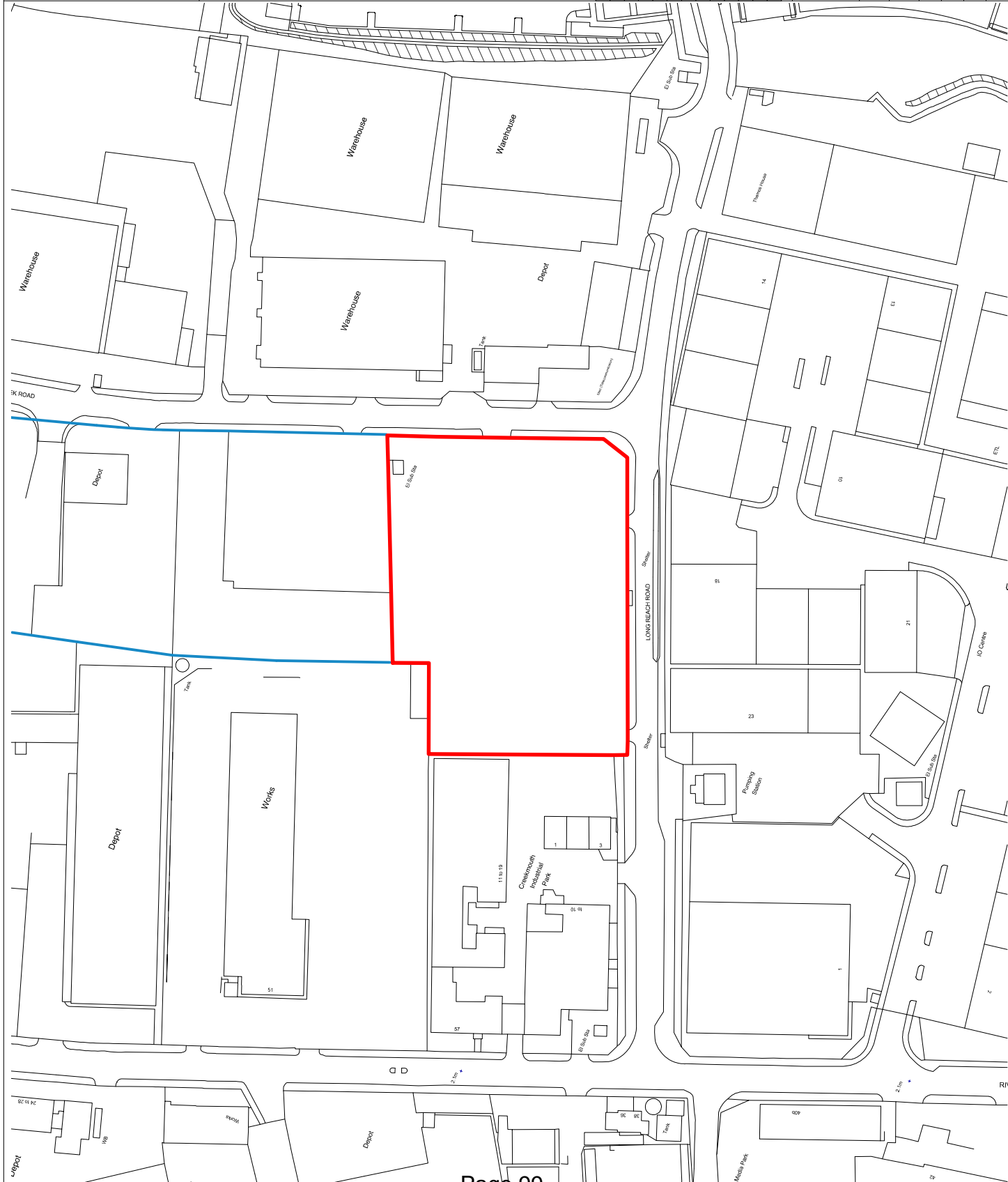
0 10000 62500

REV	DATE	DESCRIPTION
C	26/10/20	Planning Issue
B	09/10/20	Tender Addendum
A	07/10/20	Coordination

HaworthTompkins

33 Greenwood Place, London, NW5 1LB
+44 (0) 20 7250 3225 | www.haworthtompkins.com

JOB	1961 INTENSIFYING BARKING
DRG	Site Location Plan
DRG No	BF0187-HTL-01-00-DR-A 000100
SCALE	1:1250@A3
DATE	26/10/2020
AUTHOR	Author
INSPECTED BY	Checker
STATUS	Coordination



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THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS OF THE WORKING DRAWINGS AND SHALL REPORT ANY DISCREPANCIES TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AUTHORITIES.

THE DRAWING AND THE WORKS SHOWN THEREON ARE THE PROPERTY OF THE ARCHITECT AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

NOTES

THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS OF THE SITE AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AUTHORITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AUTHORITIES.

- KEY**
- Existing building
 - Existing building extension (exact position TBD)

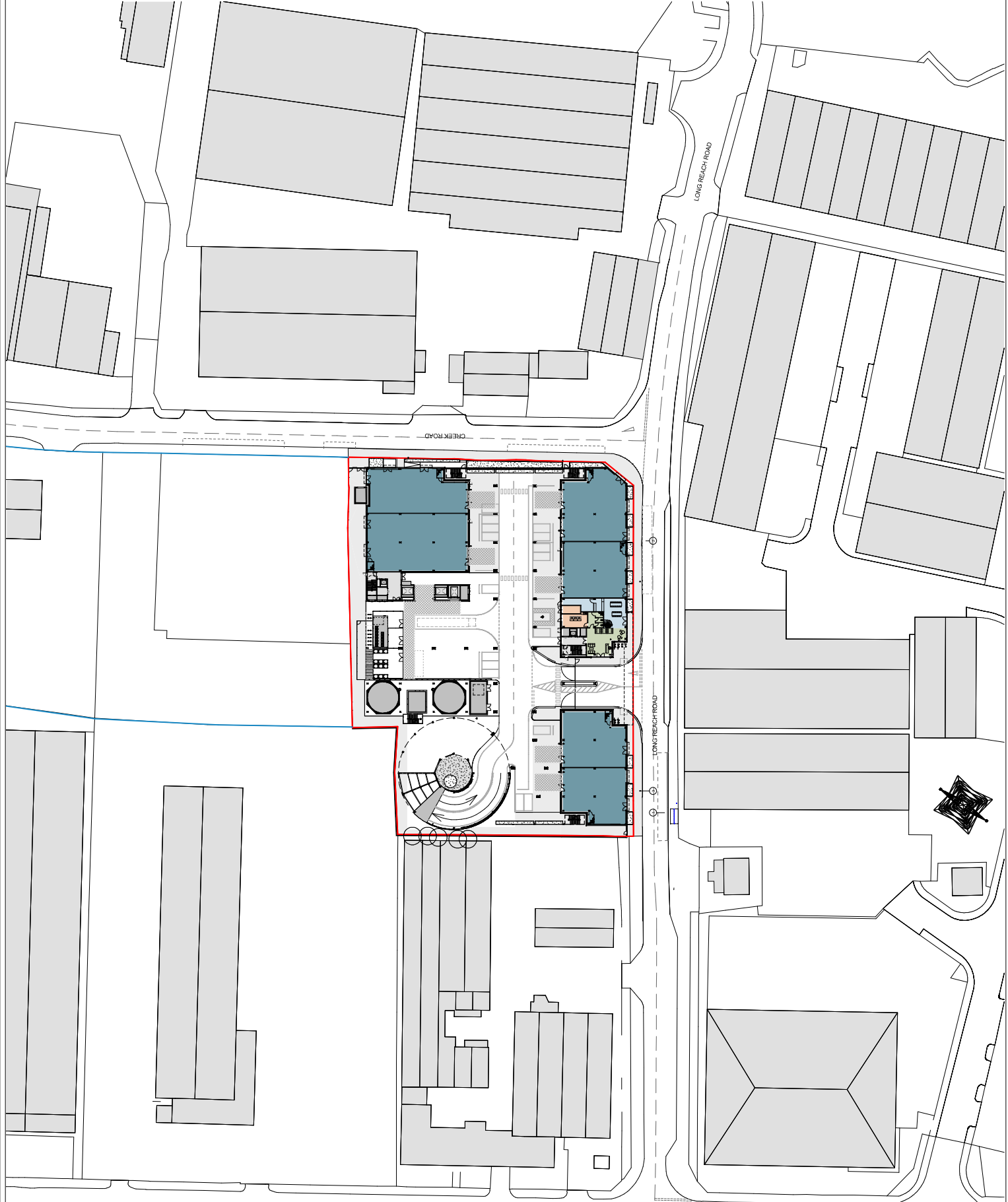


REV	DATE	DESCRIPTION
D	26/10/20	Final Issue
C	09/10/20	Revised Schedule
B	23/09/20	Final Issue
A	23/09/20	Final Issue

HaworthTompkins

144100 22/201 12/21 | www.haworthtompkins.com

PROJECT	1961 INTENSIFYING BARRING
PROPOSED	Proposed Site Plan
PROJECT NO.	BP1918/HTL-14-00-00-RA-001100
SCALE	1:500(0&A)
DATE	26/10/20
PROJECT LEADER	Chen Chen
COORDINATOR	Chen Chen



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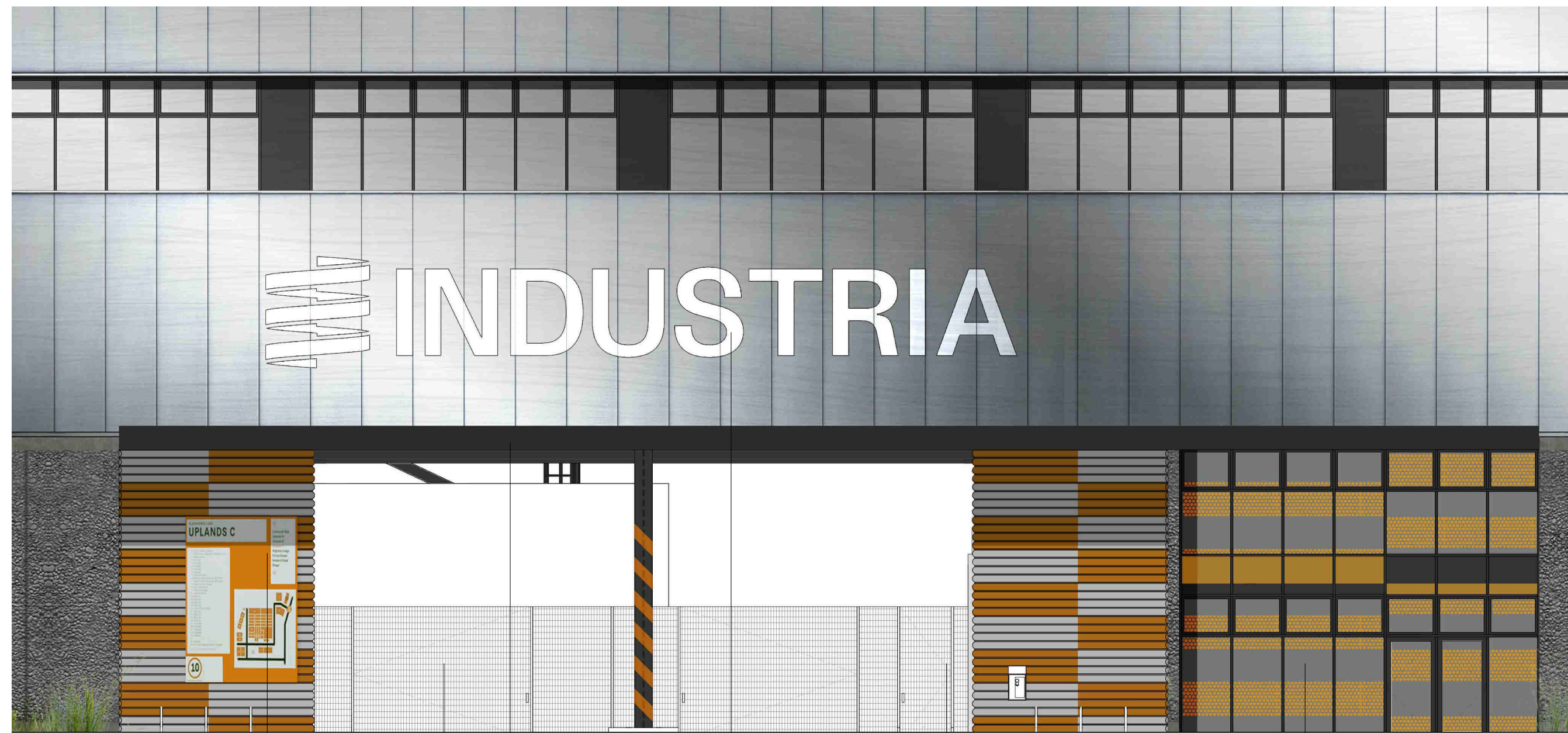
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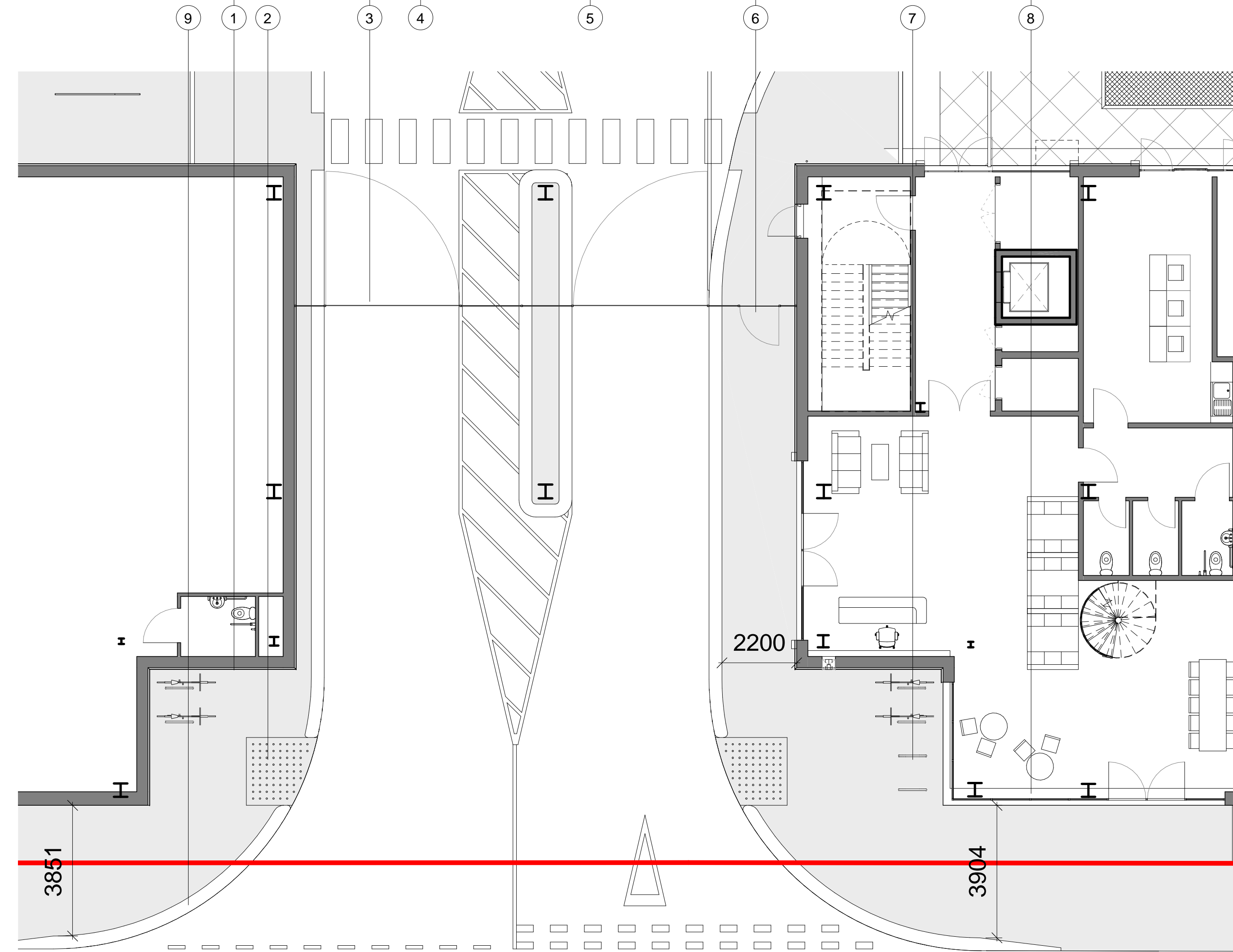
KEY

- ① Site directory signage
- ② Pedestrian crossing point with dropped kerbs and tactile paving
- ③ Metal framed vehicle gate
- ④ Black powder coated metal projecting entrance canopy
- ⑤ Large scale graphic signage flush onto cladding surface in paint or vinyl finish
- ⑥ Metal framed pedestrian gate
- ⑦ Short stay cycle stands
- ⑧ Full height cafe glazing
- ⑨ High containment kerbs



1 / Site Entrance Elevation
1 : 100

2 / Entrance Section
1 : 100



3 / Site Entrance Plan
1 : 100

4 / Entrance Visual

REV	DATE	DESCRIPTION
A	26/10/20	Planning Issue

HaworthTompkins

33 Greenwood Place, London, NWS 1LB
+44 (0) 20 7250 3225 | www.haworthtompkins.com

JOB 1961 INTENSIFYING BARKING

DRG Proposed Entrance Assembly Study

DRG No BF0187-HTL-01-XX-DR-A-002106 REV A

SCALE As indicated @ A1 DATE 26/10/2020

DRAWN Author INSPECTED BY Checker

STATUS Coordination

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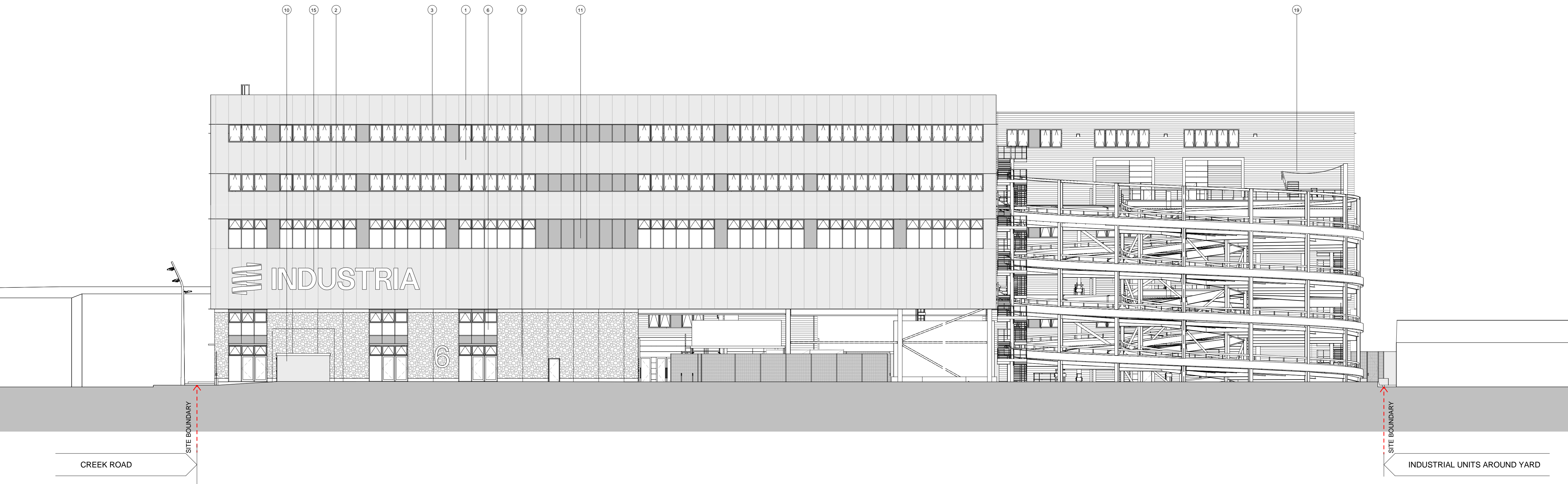
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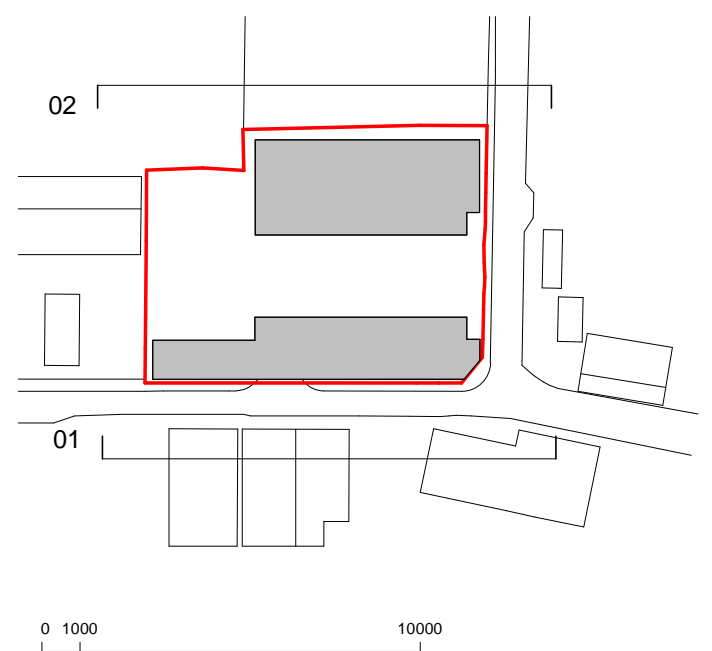
- ① Stainless steel panelled cladding system orientated vertically
- ② Black powder coated metal window system with opening top lights and matching solid panels on party walls
- ③ Stainless steel horizontal rail detail at window head
- ④ Short stay cycle stands
- ⑤ Black powder coated metal projecting entrance canopy
- ⑥ Black powder coated metal windows + doors with shopfront entrance canopy
- ⑦ Dry riser inlet
- ⑧ Panelised profiled industrial steel cladding in 2 contrasting colours forming graphic pattern
- ⑨ Textured precast concrete panels with vertical joints and flat band at head and base
- ⑩ Existing substation retained and painted in colour TBC
- ⑪ Black powder coated aluminium perforated panel
- ⑫ Metal frame vehicle gate and adjacent pedestrian gate painted in colour TBC
- ⑬ Black PPC metal weldmesh fence
- ⑭ Black PPC metal pedestrian egress gate
- ⑮ Large scale graphic signage flush onto cladding surface in paint or vinyl finish
- ⑯ Unit signage
- ⑰ Large scale logo signage as PPC metal cut out and backlit
- ⑱ Directory signage
- ⑲ Roof deck break-out area with seating, canopy, planters and ping pong table



1 / South Elevation
1 : 200



2 / North Elevation
1 : 200



D	26/10/20	Planning Issue
C	09/10/20	Tender Addendum
B	07/10/20	Coordination
A	23/09/20	VE Exercise Updates
REV	DATE	DESCRIPTION

HaworthTompkins

33 Greenwood Place, London, NW5 1LB
+44 (0) 20 7250 3225 | www.haworthtompkins.com

JOB	1961 INTENSIFYING BARKING		
DRG	Proposed Elevations - South and North		
DRG No	BF0187-HTL-01-XX-DR-A-003000	REV	D
SCALE	1:200@A1	DATE	07/10/2020
DRAWN	Author	INSPECTED BY	Checker
STATUS	Coordination		

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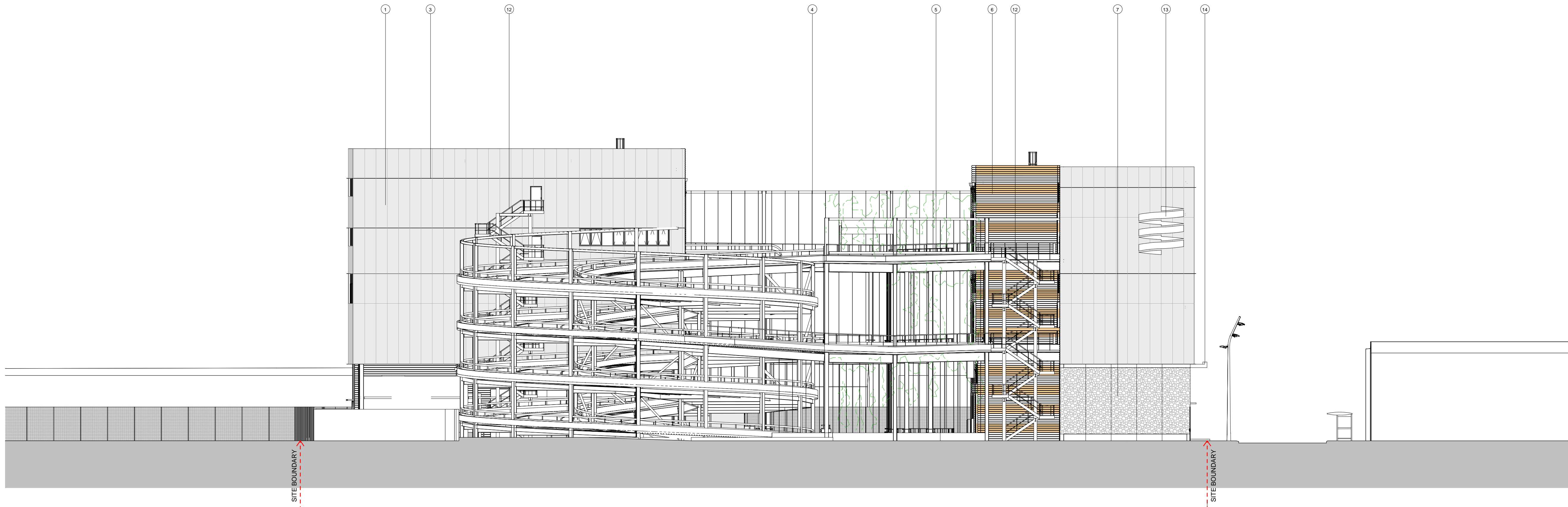
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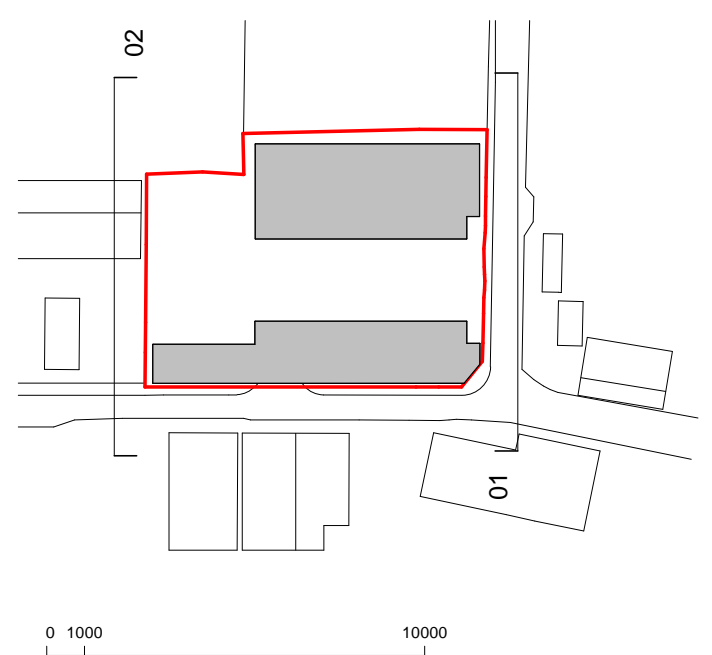
- ① Stainless steel panelled cladding system with vertical joints
- ② Black powder coated metal windows + doors with shopfront entrance canopy
- ③ Stainless steel horizontal rail detail at window head
- ④ Green wall: vertical steel cable growing supports, metal planters with native and evergreen plants and automatic irrigation
- ⑤ Black painted metal balustrade integrated with vehicle crash barrier
- ⑥ Panelised profiled industrial steel cladding in 2 contrasting colours forming graphic pattern
- ⑦ Textured precast concrete panels with vertical joints and flat band at head and base
- ⑧ Raingarden planting
- ⑨ Dry riser inlet
- ⑩ Weldmesh fence / pedestrian access door
- ⑪ Cat ladder for roof access
- ⑫ Black painted steel escape stairs
- ⑬ Large scale logo signage as PPC metal cut out and backlit
- ⑭ Black powder coated metal projecting entrance canopy



1 / East Elevation
1 : 200



2 / West Elevation
1 : 200



D	26/10/20	Planning Issue
C	09/10/20	Tender Addendum
B	07/10/20	Coordination
A	23/09/20	VE Exercise Updates
REV	DATE	DESCRIPTION

HaworthTompkins

33 Greenwood Place, London, NWS 1LB
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JOB	1961 INTENSIFYING BARKING		
DRG	Proposed Elevations - East and West		
DRG No	BF0187-HTL-01-XX-DR-A-003001	REV	D
SCALE	1:200@A1	DATE	26/10/2020
DRAWN	Author	INSPECTED BY	Checker
STATUS	Coordination		

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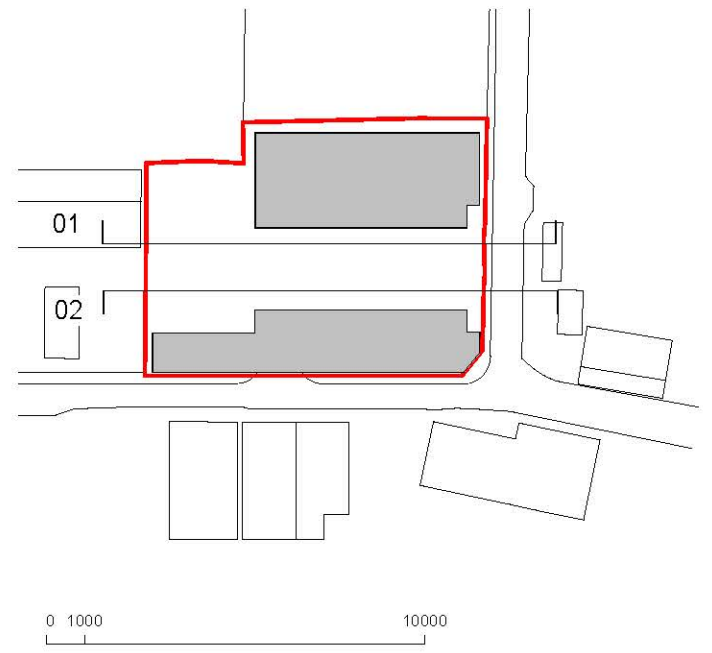
- ① Black painted steel escape stairs
- ② Black powder coated RWPs
- ③ Black powder coated metal window system with matching solid panels at party walls
- ④ Panelised profiled industrial metal cladding in 2 contrasting colours forming graphic pattern
- ⑤ Solid doors with profiled industrial metal cladding
- ⑥ Automatic loading corridor access doors
- ⑦ Silver / grey metal panelised cassette system with integrated door and roller shutter
- ⑧ Green wall - vertical steel cable growing supports, metal planters with native and evergreen plants and automatic irrigation
- ⑨ Proposed painted brick substation
- ⑩ Sprinkler tanks and pump house
- ⑪ Metal frame vehicle gate and adjacent pedestrian gate painted in colour TBC
- ⑫ Weldmesh fence / pedestrian access door
- ⑬ Mechanical plant - air handling unit and heating/cooling units on purpose built structure



1 / Back of House - North
1:200



2 / Back of House - South
1:200



D	26/10/20	Planning Issue
C	09/10/20	Tender Addendum
B	07/10/20	Coordination
A	23/09/20	VE Exercise Updates
REV	DATE	DESCRIPTION

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33 Greenwood Place, London, NW5 1LB
+44 (0) 20 7250 3225 | www.haworthtompkins.com

JOB: 1961 INTENSIFYING BARKING

DRG: Proposed Elevations - Back of House North and South

DRG No: BF0187-HTL-01-XX-DR-A-003002 REV: D

SCALE: 1:200@A1 DATE: 26/10/2020

DRAWN: Author INSPECTED BY: Checker

STATUS: Coordination

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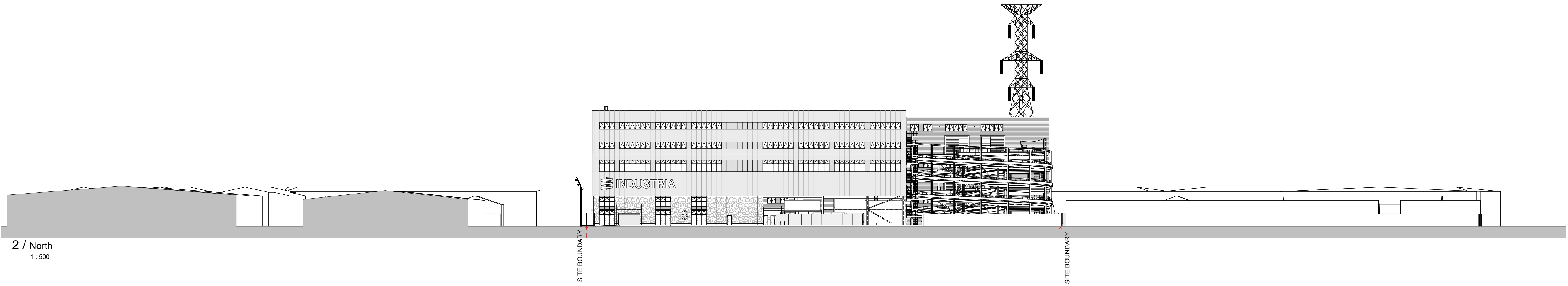
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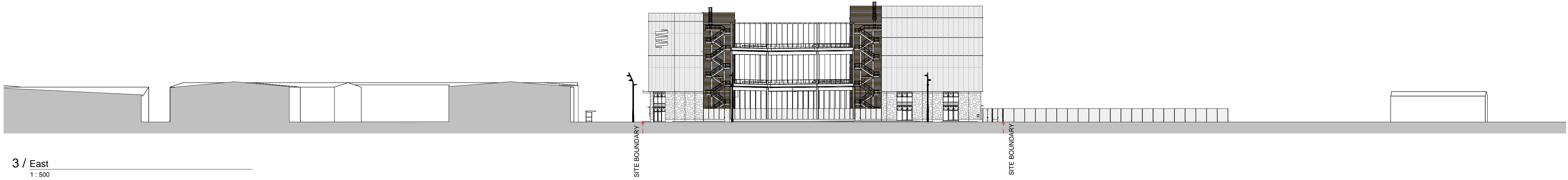
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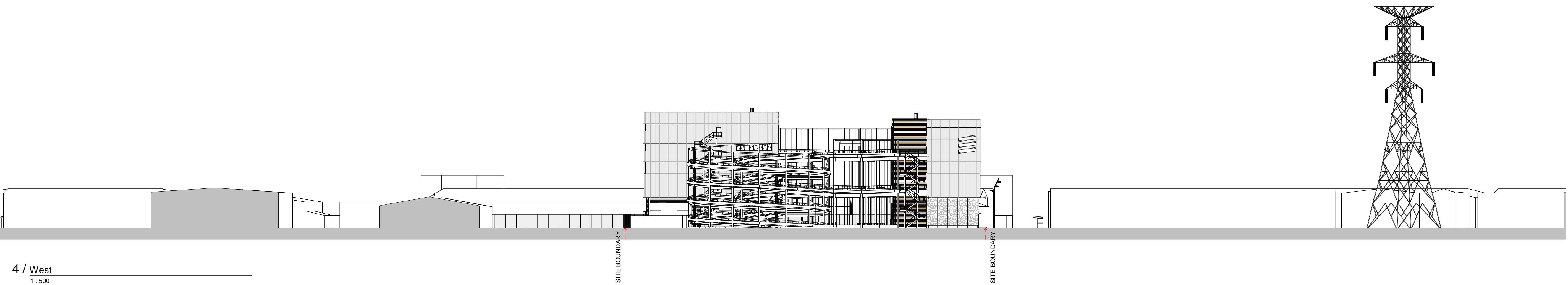
1 / South
1:500



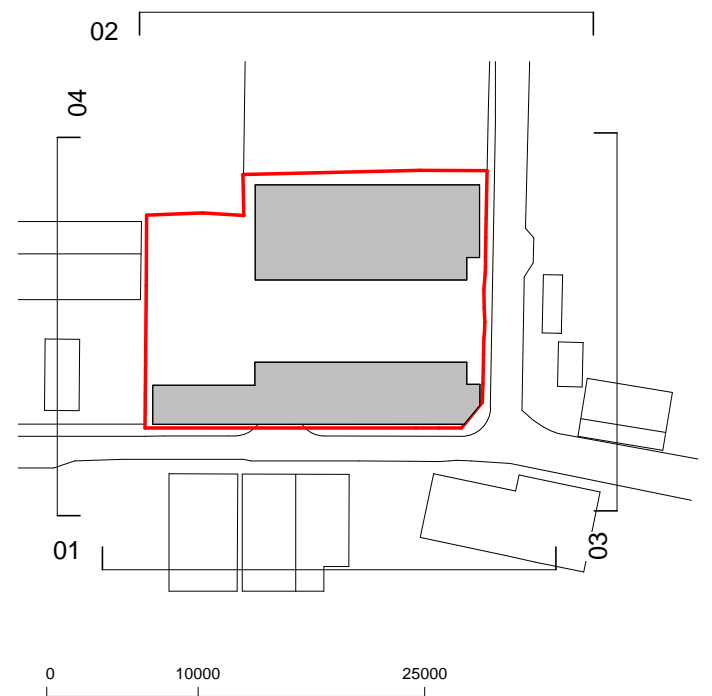
2 / North
1:500



3 / East
1:500



4 / West
1:500



REV	DATE	DESCRIPTION
D	26/10/20	Planning Issue
C	09/10/20	Tender Addendum
B	07/10/20	Coordination
A	23/09/20	VE Exercise Updates

HaworthTompkins

33 Greenwood Place, London, NWS 1LB
 +44 (0) 20 7250 3225 | www.haworthtompkins.com

JOB	1961 INTENSIFYING BARKING		
DRG	Proposed Site Wide Elevations		
DRG No	BF0187-HTL-01-XX-DR-A-003010	REV	D
SCALE	1:500@A1	DATE	26/10/2020
DRAWN	Author	INSPECTED BY	Checker
STATUS	Coordination		

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Working in partnership


**Barking &
Dagenham**
LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
16th FEBRUARY 2021
Application for Prior Approval

Case Officer:	Harry Moorhouse	Valid Date:	18/01/2021
Applicant:	Withheld by virtue of S.32 of the Localism Act 2011 and Schedule 12A of the Local Government Act 1972	Expiry Date:	01/03/2021
Application Number:	21/00094/PRIEXT	Ward:	Thames
Address:	36 Curzon Crescent, Barking, IG11 0JY		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for prior approval relating to the proposal below at 36 Curzon Crescent, Barking.

Proposal:

Prior notification application for the construction of a single storey rear extension and installation of 4 no. roof lights. The proposed extension will extend beyond the rear wall by 5.00 metres. The maximum height of the proposed extension from the natural ground level is 3.00 metres. The height at eaves level of the proposed extension measured from the natural ground level is 3.00 metres.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. Determine that prior approval is not required, and
2. Delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised officer) to issue the decision subject to the Conditions & Informatives listed in Appendix 1 and summarised below.

Conditions Summary:
Mandatory Conditions

- Time - The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
- Approved Drawings & Documents
- Matching Materials

Delegated Report

Notification for Prior Approval for a Proposed Larger Home Extension

Case Officer:	Harry Moorhouse	Valid Date:	18/01/2021
Officer Recommendation:	Prior Approval Not Required	Expiry Date:	01/03/2021
Application Number:	21/00094/PRIEXT	Recommendation Date:	04/02/2021
Address:	36 Curzon Crescent, Barking, IG11 0JY		
Proposal:	Prior notification application for the construction of a single storey rear extension and installation of 4 no. roof lights. The proposed extension will extend beyond the rear wall by 5.00 metres. The maximum height of the proposed extension from the natural ground level is 3.00 metres. The height at eaves level of the proposed extension measured from the natural ground level is 3.00 metres.		

Neighbour Notification:	
Date Letter Sent:	18/01/2021
Address:	<i>Summary of response:</i>
38 Curzon Crescent, Barking, Barking and Dagenham, IG11 0JY	No responses received
34 Curzon Crescent, Barking, Barking and Dagenham, IG11 0JY	No responses received

Assessment

A.	Dwellinghouse
<i>Is the application site a Dwellinghouse?</i>	
	YES

B.	Pre-Commencement & Planning Enforcement
<i>Have works commenced on site (all or in part) in relation to that proposed?</i>	
	NO
<i>Is the application site the subject of a related enforcement case?</i>	
	NO

C.	Conservation Area (Article 2(3) land)
<i>Is the application site located within a Conservation Area (Article 2(3) land)?</i>	
	NO

D.	Permitted Development Rights
<i>Have the provisions of Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) been removed from the application site?</i>	
	NO

E.	Application Clarity
<i>Has the developer provided sufficient information to enable the authority to establish whether the proposed development complies with the conditions, limitations or restrictions applicable to development permitted by Class A</i>	
	YES
Officers note that permission was granted for the "Erection of two storey side extension, part single/part two storey rear extension and alterations to roof to form 'crown roof'" under application 16/00726/FUL on the 15 July 2016. However, within this application, photographs have been provided by the applicant to show that this permission has not been implemented and as such, due to the previous permission having been granted in 2016, this permission has now expired.	

F.	The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Schedule 2, Part 1, Class A Criteria
<i>Does the proposed development comply with the conditions, limitations or restrictions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Schedule 2, Part 1, Class A?</i>	
	YES

Conclusions:

Prior Approval Not Required

Having regard to the proposed development and further to the assessment above, Prior Approval for a 'Proposed Larger Home Extension' is not required.

Officer Recommendation:

Prior Approval Not Required

Appendix 1:

Conditions & Informatives:

Conditions:

1. Statutory 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 by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Development in accordance with Approved Plans

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

- DRAWING: SITE LOCATION PLAN
- DRAWING: PROPOSED PLAN – ZAAVIA/36CC/102 – ISSUE: A – DATED: 06 JANUARY 2021
- DRAWING: PROPOSED ELEVATIONS – ZAAVIA/36CC/104 – ISSUE: A – DATED: 06 JANUARY 2021
- DRAWING: PROPOSED SITE PLAN – ZAAVIA/36CC/106 – ISSUE: A – DATED: 06 JANUARY 2021

No other drawings or documents apply.

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. Matching Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing dwellinghouse.

Reason: To ensure that the finished appearance of the development will respect the character and visual amenities of the local area.

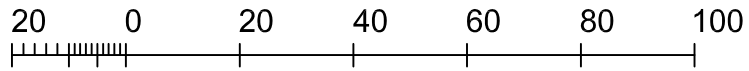
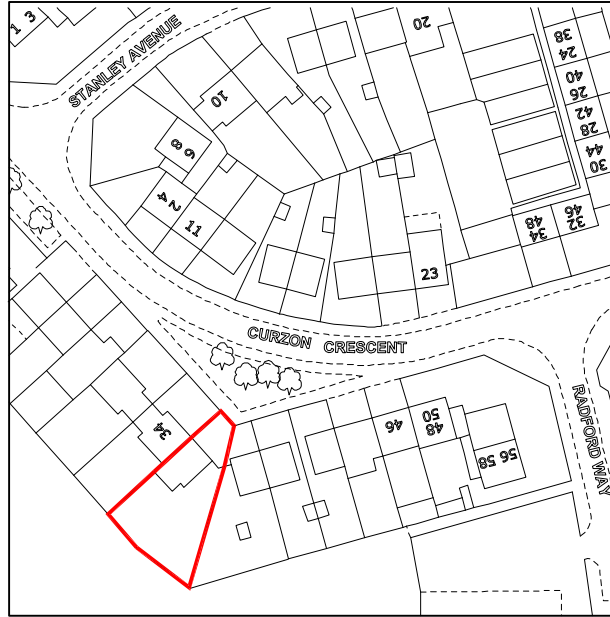
Informatives:

N/A

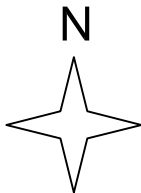
Working with the applicant:

In dealing with this application, Be First, working in partnership with the London Borough of Barking and Dagenham, has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to work with the Applicant in a positive and proactive manner. As with all applicants, Be First has made available detailed advice in the form of statutory policies and all other relevant guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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Metres



ADDRESS:

36 CURZON CRESCENT
BARKING
IG11 0JY

SCALE:

1:1250@A4

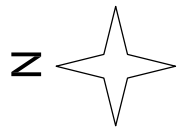
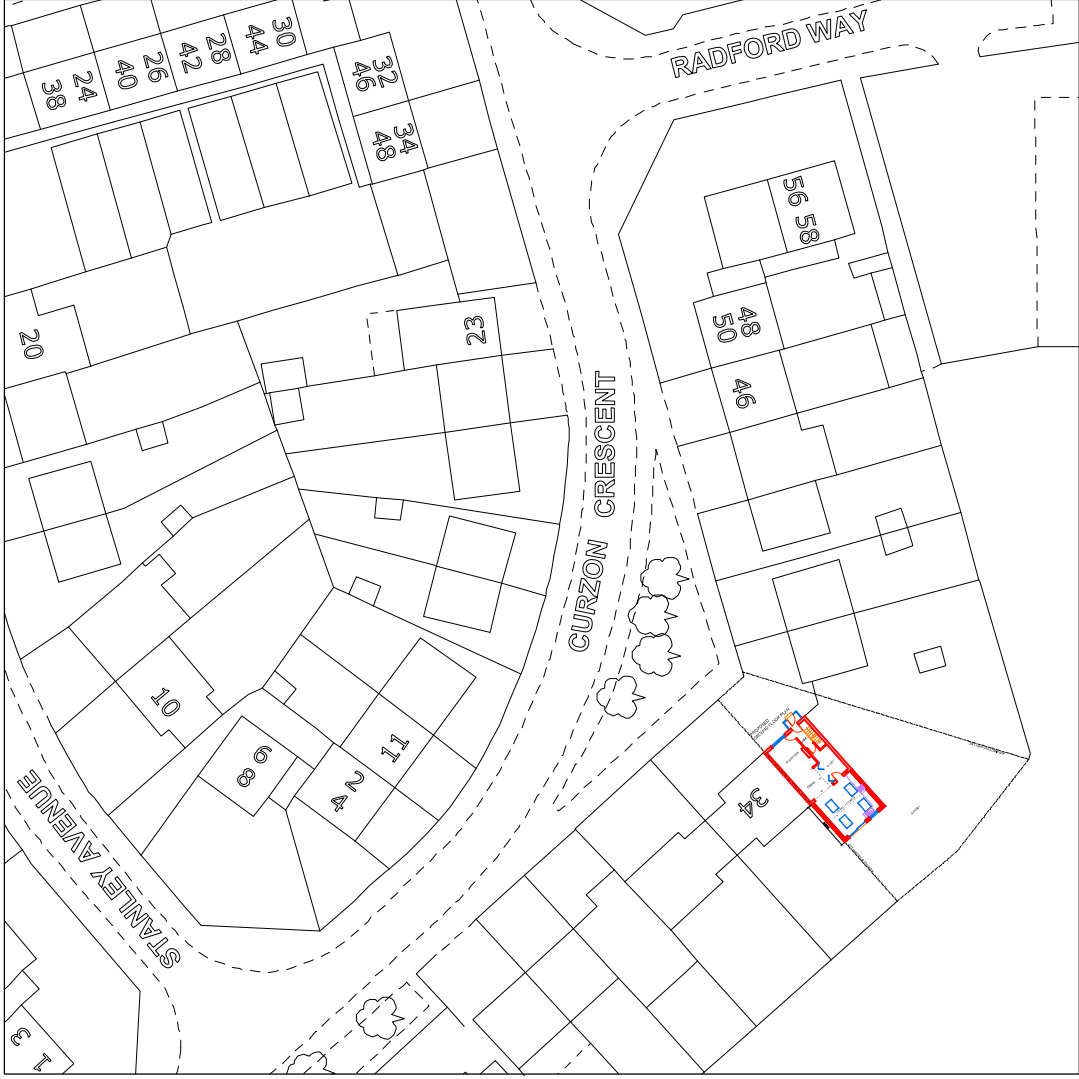


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<p>1</p> <p>PARTY WALL NOTICES: THE DRAWING COMMENCES WITH THE RESPONSIBILITY OF BUILDER OR OWNER TO SERVE PARTY WALL NOTICES TO ALL NEIGHBOURS</p> <p>NOTIFICATION OF COMPLETION TO COUNCIL FOR PRIOR APPROVAL: DEVELOPER IS REQUIRED TO NOTIFY LOCAL PLANNING AUTHORITY OF THE COMPLETION OF DEVELOPMENT AS SOON AS REASONABLY PRACTICABLE AFTER COMPLETION. DRAWINGS SHALL BE IN WRITING AND SHALL INCLUDE NAME OF THE DEVELOPER, THE ADDRESS OR LOCATION OF THE DEVELOPMENT AND THE DATE OF COMPLETION.</p>	<p>J</p> <p>I</p> <p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>										
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<p>3</p> <p>CONTRACTOR TO VERIFY ALL BOUNDARY POSITIONS AND WORKING DIMENSIONS AND MARKINGS BEFORE MAKING WORKSHOP DRAWINGS OR OBTAINING ANY MATERIALS.</p> <p>NOTE: NO CHECK DIMENSIONS OF THE SITE HAVE BEEN TAKEN AND ALL INFORMATION AND DETAILS HAVE BEEN PROVIDED BY THE CLIENT. DRAWING DOES NOT TAKE ACCOUNT OF ANY OF THE EXISTING DIMENSIONS OF THE EXISTING PROPERTY. THE DRAWINGS HAVE BEEN PREPARED FOR ASSISTANCE IN THE PREPARATION OF DETAILS FOR PLANNING AND BUILDING REGULATIONS. THE DRAWINGS HAVE BEEN PROVIDED BY THE CLIENT.</p>	<p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>										
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<p>6</p> <table border="1"> <tr> <th>DATE</th> <th>REVISED</th> <th>BY</th> <th>FOR</th> <th>ISSUE</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	DATE	REVISED	BY	FOR	ISSUE						<p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>
DATE	REVISED	BY	FOR	ISSUE							
<p>7</p> <p>15, Yoxley Drive [62 6PZ, 020 8924 1441] PROJECT: 36 CURZON CRESCENT BARKING IG11 0JY</p>	<p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>										
<p>8</p> <p>DWG TITLE: PROPOSED PLAN CLIENT: MS. JOSEPHINE CHANNER</p>	<p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>										
<p>DWG NO: ZANMA36C2/02 SCALE: 1:100/A3 DATE: 06 JAN AT DRAWN BY: AT ISSUE: A</p>	<p>H</p> <p>G</p> <p>F</p> <p>E</p> <p>D</p> <p>C</p> <p>B</p> <p>A</p>										

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<p>15 Yoxley Drive [62 6PZ [020 8924 1441]</p> <p>PROJECT: 36 CURZON CRESCENT BARKING IG11 0JY</p> <p>DWG TITLE: PROPOSED SITE PLAN</p> <p>CLIENT: MS. JOSEPHINE CHANNER</p> <p>DWG NO.: ZANMA36C2/106</p> <p>SCALE: 1:500/A3</p> <p>DATE: 06 JAN</p> <p>DRAWN BY: AT</p> <p>ISSUE: A</p>	<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>	<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	
<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>	<p>E</p>	<p>F</p>	<p>G</p>	<p>H</p>	<p>I</p>	<p>J</p>



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<p>15 Yoxley Drive [G2 6PZ [020 8924 1441] PROJECT: 36 CURZON CRESCENT BARKING IG11 0JY</p>	<p>DWG TITLE PROPOSED ELEVATIONS</p> <p>CLIENT MS. JOSEPHINE CHANNER</p> <p>DWG NO. ZA/MA/36CZ/04</p> <p>ISSUE A</p> <p>SCALE 1:100/A3</p> <p>DATE 06 JAN</p> <p>DRAWN BY AT</p>	<p>PROPOSED FRONT ELEVATION</p>	<p>PROPOSED SIDE ELEVATION-1</p> <p>HIGHEST POINT OF EXTENSION TO BE NO MORE THAN 3m FROM NATURAL GROUND LEVEL THE HEIGHT OF EAVES TO BE NO MORE THAN 3m FROM NATURAL GROUND LEVEL THE MATERIALS OF PROPOSED EXTENSION TO MATCH THE EXISTING PROPERTY.</p> <p>3000</p>	<p>PROPOSED REAR ELEVATION</p>	<p>PROPOSED SIDE ELEVATION-2</p>

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Working in partnership


**Barking &
Dagenham**
LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
16th February 2021
Application for Deed of Variation to S106 legal agreement dated 8th March 2019

Case Officer:	Nasser Farooq	Valid Date:	25/09/2019
Applicant:	Barking Riverside Limited	Expiry Date:	N/A
Application Number:	19/01780/DOV	Ward:	Thames
Address:	Barking Riverside Area, Renwick Road, Barking, Essex.		

The purpose of this report is to set out an update to the Planning Committee regarding a Deed of Variation to a S106 agreement relating to the proposal below at Barking Riverside Area, Renwick Road.

Proposal:

Deed of Variation to the S106 Agreement dated 8th March 2019 to make various changes to the legal agreement relating to the Barking Riverside Development.

Update

As members will be aware at the planning committee of 19th October 2020, officers presented the above application for a deed of variation to the section 106 agreement at Barking Riverside limited. The amendments related to the independent schedules of the section 106 agreement:

- changes to housing matters
- changes to transport matters
- changes to the community interest company provision.

In relation to transport matters the applicant sought changes to three sections of the section 106 agreement:

- A13/ Renwick Road Junction
- London Overground Extensions
- East West Transit

Following the drafting of the s106 and discussions with Transport for London who are a signatory to the legal agreement the changes to the East West Transit route are no longer being pursued. As such, the current safeguarded route, which is a 10m strip of land to the north of River Road and is located within Stage 4 (final stage) of the development is to remain.

Given the changes sought are all independent of each other and the omission of this change simply reverts back to the approved s106 agreement, officers consider it appropriate to draft the s106 agreement without formally referring the application back to planning committee for a decision.

Conclusions:

As such, Members are asked to note the content of the above change having regard to the original committee report (with the exception of the East West route)

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