

London Borough of Barking and Dagenham

Notice of Meeting

DEVELOPMENT CONTROL BOARD

Wednesday, 18 August 2004 - Town hall, Barking, 7:00 pm

Members: Councillor Mrs J E Bruce (Chair), Councillor I S Jamu (Deputy Chair), Councillor B Cook, Councillor Mrs J E Cooper, Councillor W C Dale, Councillor C J Fairbrass, Councillor Mrs K J Flint, Councillor A Gibbs, Councillor F C Jones, Councillor S Kallar, Councillor D S Miles, Councillor Mrs J E Rawlinson and Councillor J P Wainwright.

Declaration of Members Interest: In accordance with Article 1, Paragraph 12 of the Constitution, Members are asked to declare any direct/indirect financial or other interest they may have in any matter which is to be considered at this meeting

Graham Farrant
Chief Executive

Contact Officer: Paul Kutasi
Tel. 020 8227 2370
Fax: 020 8227 2171
Minicom: 020 8227 2685
E-mail: paul.kutasi@lbbd.gov.uk

AGENDA

1. **Apologies for Absence**
2. **Minutes - To confirm as correct the minutes of 28 July 2004 (Pages 1 - 3)**

New Planning Applications

Ward

- | | |
|---|------------|
| 3. Plan A: DC/04/00555/FUL - 152 Westrow Drive, Barking (Pages 5 - 8) | Longbridge |
| 4. Plan B: DC/04/00570/FUL - 59 Grosvenor Road, Dagenham (Pages 9 - 14) | Whalebone |
| 5. Plan C: DC/04/00271/FUL - Allotments, Digby Gardens, Dagenham (Pages 15 - 21) | River |
| 6. Plan D: DC/04/00497/FUL - 2 Stratton Drive, Barking (Pages 23 - 25) | Longbridge |

- | | | |
|----|---|-----------|
| 7. | Plan E: DC/04/00260/OUT - 243-245 High Road,
Chadwell Heath (Pages 27 - 33) | Whalebone |
| 8. | Plan F: DC/04/00302/FUL - Old Bus Depot Perry Road,
Dagenham (Pages 35 - 55) | River |

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9. **Town Planning Appeals (Page 57)**
10. **Delegated Decisions (Pages 59 - 79)**
11. **Any other public items which the Chair decides are urgent**
12. **To consider whether it would be appropriate to pass a resolution pursuant to Section 100A(4) of the Local Government Act 1972**

Private Business

The public and press have a legal right to attend Council meetings such as the Development Control Board, 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). There are no such items at the time of preparing this agenda.

13. **Any confidential or exempt items which the Chairman decides are urgent**

DEVELOPMENT CONTROL BOARD

Wednesday, 28 July 2004
(7:00 - 8:05 pm)

Present: Councillor Mrs J E Bruce (Chair), Councillor I S Jamu (Deputy Chair), Councillor B Cook, Councillor W C Dale, Councillor C J Fairbrass, Councillor A Gibbs, Councillor F C Jones, Councillor S Kallar and Councillor J P Wainwright

Apologies: Councillor Mrs J E Cooper, Councillor Mrs K J Flint, Councillor D S Miles and Councillor Mrs J E Rawlinson

34. Minutes - To confirm as correct the minutes of 23 June 2004

Agreed.

Councillor Dale wanted his apologies noted for last month's meeting on 23 June 2004.

35. Report on Flat Conversions and the Loss of Family Housing

The Members noted the report.

36. Minutes - To confirm as correct the minutes for the Development Control Visiting Panel on 5 July 2004

The Members agreed to accept the original approval, and have granted permission with the following conditions:

1. I.6 Completion of Car Parking
2. Q3 Matching Facing Materials
3. The garden areas indicated on drawing no. SK.01 shall be laid out prior to the occupation of the flats, and thereafter retained permanently for the enjoyment of the occupiers of the premises and not used for any other purpose.
4. The first floor flat should be laid out as a one bedroom dwelling, as shown on drawing number 01 rev B, and thereafter permanently retained.

37. Plan A: DC/04/00361/FUL - 16 Chittys Lane, Dagenham *

Planning permission is granted subject to the following conditions:

1. O1 Details of dustbin enclosures.
2. Q3 Matching facing materials
3. The two parking spaces to the front of the property shall be retained permanently for the accommodation of vehicles of occupiers and visitors to the

premises and not used for any other purpose.

38. Plan B: DC/04/00357/FUL - 68 Manor Road, Dagenham *

Planning permission is refused due to the following reason:

The proposed flat conversion is contrary to policy H10 and H15 in that the private amenity space provision for the first floor unit is not accessible to the unit.

39. Plan C: DC/04/00271/FUL - Allotments, Digby Gardens, Dagenham

This application was withdrawn.

40. Plan D: DC/04/00462/REG3 - John Perry School, Charles Road, Dagenham *

Planning permission is granted for a temporary 2 year period subject to the following conditions:

1. D1 Temporary Permission (Buildings)
2. Q1 Details/Samples of Facing Materials
3. R1 Ramped Access

41. Plan E: DC/04/00438/FUL - 12 St. Chads Gardens, Chadwell Heath

Planning permission is refused for the following reason:

1. The proposed development would be an overdevelopment of the site resulting in a cramped form of development producing an unsatisfactory relationship to the adjoining properties, and would be detrimental to the character of the area and the visual amenities of the street scene, contrary to policy H13 of the Council's Unitary Development Plan.

42. Plan F: DC/04/00144/FUL - 24 Gay Gardens, Dagenham

Planning permission is refused for the following reasons:

1. The proposed development by virtue of its design represents an incongruous feature in the street scene, out of character with the existing building and surrounding area, contrary to policy H13 of the Council's Unitary Development Plan 1996.
2. The proposed development fails to provide adequate habitable floor space for a 2 bedroom dwelling, contrary to policy H16 of the Council's Unitary Development Plan 1996.

43. Plan G: DC/04/00150/FUL - 116 Hedgemans Road, Dagenham *

Planning permission is refused for the following reason:

The proposal is contrary to Policy H.7 of the Unitary Development Plan in that it is not located in a detached residential house and the use could lead to increased noise and disturbance to the surrounding residential properties.

44. Town Planning Appeals

Received details on 3 appeals lodged and 2 appeals determined.

45. Delegated Decisions

Received details on delegated decisions.

* - denotes public speakers present

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Plan: A DC/04/00555/FUL Longbridge Ward (R)

Address: 152 Westrow Drive, Barking

Development: Loft conversion involving the construction of a rear dormer window and the conversion of hipped roof to a gable end

Applicant: Mr Mellor

Introduction and Description of Development

The application property is an end of terrace house facing west onto Westrow Drive. The proposed development is a hip to gable conversion and the construction of dormer window to the rear. The property has an existing side and rear single storey extension. It is proposed that this new bedroom created in the loft space is to be used as a bedroom for Mrs Mellor as Mr Mellor is currently receiving treatment for a brain tumour and requires a separate room.

Background

An application for a similar development was initially refused in 1997, and an amended version which had removed the hip to gable conversion was granted consent in 1998. An application for the same development currently applied for was received in December 2003 (DC/03/00995/FUL) and was refused in January 2004 for the following reason:

‘The proposal is contrary to policy H22 of the Unitary Development Plan in that the conversion of the hipped style roof to a gable would appear as discordant and intrusive features in the roofscape, and have an adverse affect on the appearance of the building and the visual amenity of the area.’

Consultations

a) Adjoining occupiers

One letter of objection was received, however the issues raised are those that are dealt with by Building Control. The relevant BC inspector has been informed of this letter.

UDP Policy

H22 and appendix 7- Extensions and Alterations

Policy issue - Design and appearance of gable ended roof.

Analysis

Policy H22 Appendix 7 states that "Where an extension is proposed for the side of a dwelling, it is especially important that it should be sympathetic in form.....Dormer windows should relate to the windows of the original dwelling in proportion, design materials and position. Dormer windows should be set in from all roof edges".

Within the street scene, the hip to gable alteration will appear as an unduly prominent feature that will be out of balance with the existing dwellings. To the rear of the property it is proposed to create a flat roof dormer within the roofspace, however this has been 'set-in' from the roof edges and complies with policy.

The main impact of the proposal arrives from the hip to gable conversion and resultant impact on the street scene and to the neighbouring dwelling number 152 Westrow Drive. This will create an over prominent feature within the street scene when viewed from Westrow Drive, disrupting the balance of the simple terrace of dwellings and increasing the physical bulk of the property. The applicant has raised the issue of a permission granted in 2000 for 138 Westrow Drive for a similar development, however after further investigation it appears that this was approved as it was felt that the length of the terrace would mitigate the visual impact. The completed development has been assessed and it is considered that the impact to the premises in the next terrace was misjudged and that the development is incongruous in the street scene. As a result it is not felt that this should be used as a precedent to allow a further development of the same type.

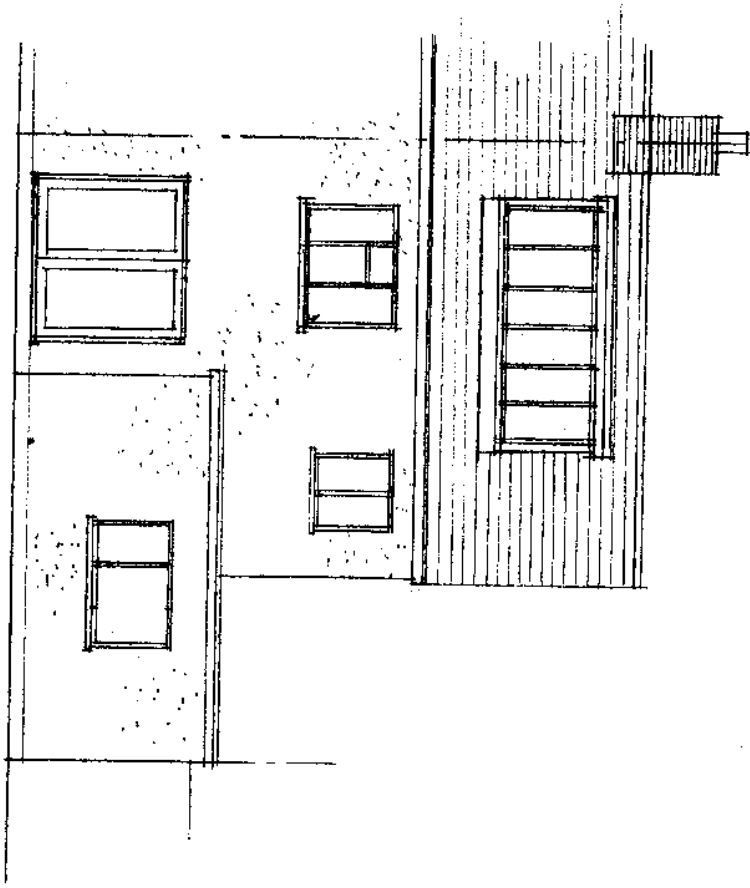
The applicant was asked for details of why the extra bedroom was required, the intended use of the other rooms on the first floor and whether the conversion of the garage would be more suitable for a person with impaired mobility. Mrs Mellor responded stating that her husband had recently had surgery for a brain tumour and requires a large bedroom. The carers require a large amount of space around the bed to carry out essential care for Mr Mellor. She also states that she has three grown up sons who, although they were away from home at present, would normally share the two other first floor bedrooms thus requiring the extra bedroom for Mrs Mellor. However in both the letter from Mrs Mellor and Mr Mellor's GP it states that Mr Mellor's mobility is impaired and will require a wheelchair or walking frame. Therefore the question was raised with regard to creating a bedroom on the ground floor which would appear to be more suitable for the applicant. Mrs Mellor states that this idea has been given consideration, but part of the existing garage has already been converted into a utility room and does not leave enough room for a bedroom. However as the property has already been extended on two previous occasions it is felt that this existing space could possibly be used to create a more suitable bedroom for Mr Mellor and therefore the need for the loft conversion would be eradicated.

Recommendation

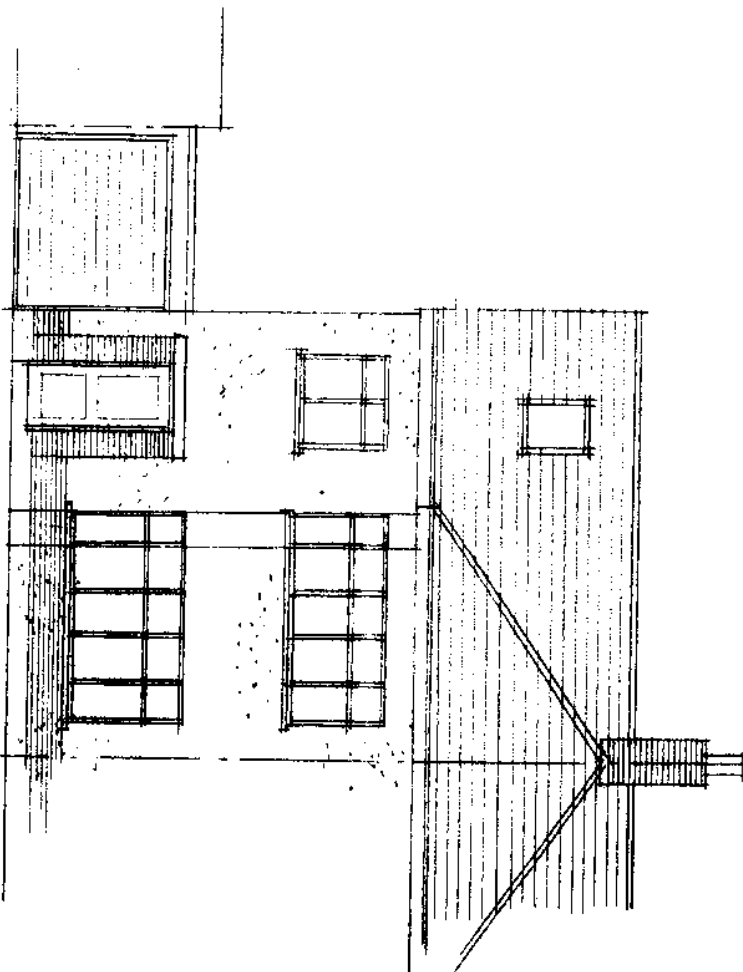
That planning permission be refused for the following reason:

The proposal is contrary to policy H22 of the Unitary Development Plan in that the conversion of the hipped style roof to a gable would appear as a discordant and intrusive feature in the roofscape, and have an adverse affect on the appearance of the building and the visual amenity of the area.

rear elevation



front elevation

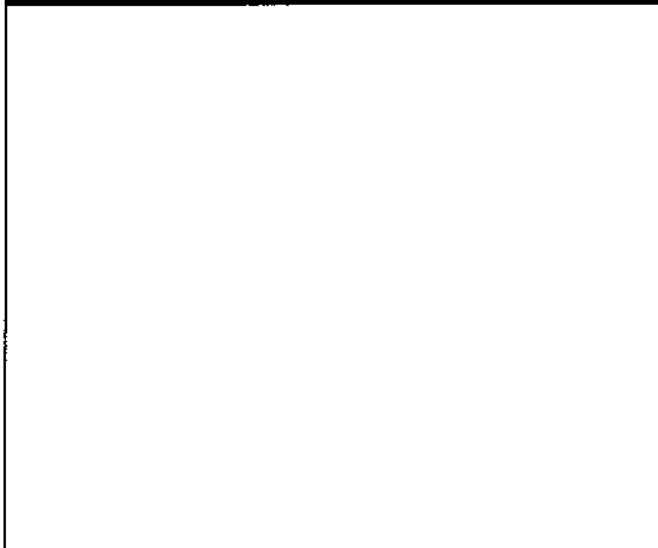


DC/04/00555/FUL

152 Westrow Drive, barking



Legend



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Organisation	London Borough of Barking and Dagenham
Department	Leisure and Environmental Services
Comments	Not Set
Date	10 August 2004
SLA Number	Not Set

Plan: B DC/04/00570/FUL Whalebone Ward (R)
Address: 59 Grosvenor Road, Dagenham
Development: Erection of two storey side/rear extension in connection with the conversion of existing dwelling into 2 one bedroom flats and 2 two bedroom flats
Applicant: Rev. Paul Addison

Introduction and Description of Development

The application property is an end of terrace house facing east onto Grosvenor Road. The property also overlooks the junction of Gray Avenue and Grosvenor Road. The property has an existing two storey side extension and has two existing garages in the rear garden. This application relates to a further two storey side/rear extension and the subsequent conversion into two, 2 bedroom flats and 2, one bedroom flats. Two of the bedrooms for the two bedroom flats will occupy the space in the converted roof. The plans show that the roof to the rear extension will be flat and that side extension also incorporates a hip to gable conversion which enables it to be converted into bedroom space. The plans also show two separate rear gardens for the two ground floor flats, the existing garages used for car parking along with a further space in the rear garden, and an existing space in the front garden. The parking spaces in the rear garden are accessed from a rear access road off Gray Avenue.

Background

The existing two storey side extension was granted permission in 1989 (89/00636/TP). The property is also being investigated by Housing Standards as they allege that the property is currently being used as house in multiple occupation. The current status of this Housing Standards investigation is that it has been suspended until a decision has been made on this planning application.

Consultations

a) Adjoining occupiers

Three letters of objections were received, however one was signed by 5 separate occupiers along Grosvenor Road. The objectors raised the following issues:

- Restrict views and light to several properties surrounding the application site
- Concerns that this would create a precedent for this type of development
- Concerns about who would control the new tenants
- The proposal would increase congestion and cause a parking problem in the surrounding roads
- Lack of community spirit
- The large extension would be unsightly
- Negative impact on the value of their homes

b) Traffic and Road Safety

The parking space shown in the front garden does not have an approved vehicular crossing, and no crossing will be approved within 10m of a junction.

UDP Policy

H10 Conversions
H13 New Residential Development
H14 Environmental Requirements
H15 Residential Amenity
H16 Internal Design
H22 and appendix 7 Extensions and Alterations
Interim Parking Standards- January 2002

Policy issue- The proposal fails to provide an adequate amount of both habitable floor space and private garden space. The proposal includes a flat roof over a two storey rear extension and also incorporates a hip to gable conversion, both of which are contrary to H22.

Analysis

An application of this type should be considered in line with policies H10, H13-H16 and H22 and Appendix 7 of the Unitary Development Plan. The proposal does not provide an adequate level of habitable floor space for any of the proposed flats. Policy H16 requires a minimum of 28.5m² of habitable floor space per one bedroom flat and both ground floor flats fail to provide this, as they only provide 22m² and 25m² respectively. With regards to the two bedroom flats, H16 requires that they should provide a minimum of 40m² of habitable floor space. Again both flats fail to provide this as they have floor areas of 30m² and 35m². The floor area in the loft bedrooms with head room of 1.5m or over was included as part of the habitable floor space calculation for these flats. In terms of policy H15, this states that each one bedroom flat should have access to at least 20m² of private garden space, and in this case both of the one bedroom flats on the ground floor have access to gardens in excess of 20m². However in the case of the two, 2 bedroom flats the plans do not show any access to the private garden space and therefore the proposal is contrary to this policy.

The design of the proposal is out of character with the other properties in this area, as the hip style roof has been replaced by a gable ended roof. The poor roof design of the rear extension along with this gable roof would create an over-dominant feature in this junction location. Both of these features are contrary to policy H22 and appendix 7.

In terms of the car parking spaces provided, taking into consideration the comments received from the Traffic and Road Safety Section, the space shown on the plans in the front garden cannot be used. Therefore the proposal has three usable spaces, all to the rear, which is considered to be acceptable in this location which is within walking distance of a number of bus routes.

This property is a large 5 bedroom dwelling with two bathrooms, two reception rooms and a large kitchen/diner. Properties of this type are in high demand in the Borough

and it is felt that its conversion would involve the loss of a type of dwelling that many local families would aspire to own.

In terms of the objections received from the adjoining neighbours, the traffic congestion and car parking problems suffered along Gray Avenue cannot just be attributed to the application property. It is likely that as this property is located close to a shopping parade, other businesses and flats, the parking problem is intensified by these uses more than just 59 Grosvenor Road alone. With regard to the loss of view and light to surrounding properties it is felt that this further extension would not have a detrimental impact on the surrounding properties. In terms of the type of tenants housed in the property and whether they fit into the community, this would not be an issue considered by planning, as who lives in this house cannot be controlled by planning legislation. In terms of the appearance of the extension, as mentioned above the design of the flat roof of the rear extension and the hip to gable conversion is contrary to policy H22 and appendix 7 as it constitutes poor design and is out of character with the host terrace and the area in general. With regards to the loss of value to the surrounding properties, this issue is not a material consideration and therefore permission could not be refused on this issue along.

To conclude the proposal is contrary to policies H15 and H16 as it fails to provide both an adequate amount of habitable floor space and private garden space. It is also contrary to policy H22 and appendix 7 as the proposed extension has a gable ended roof which is out of character with the type of roofs found in this area of the Borough, and that the two storey rear extension has a flat roof.

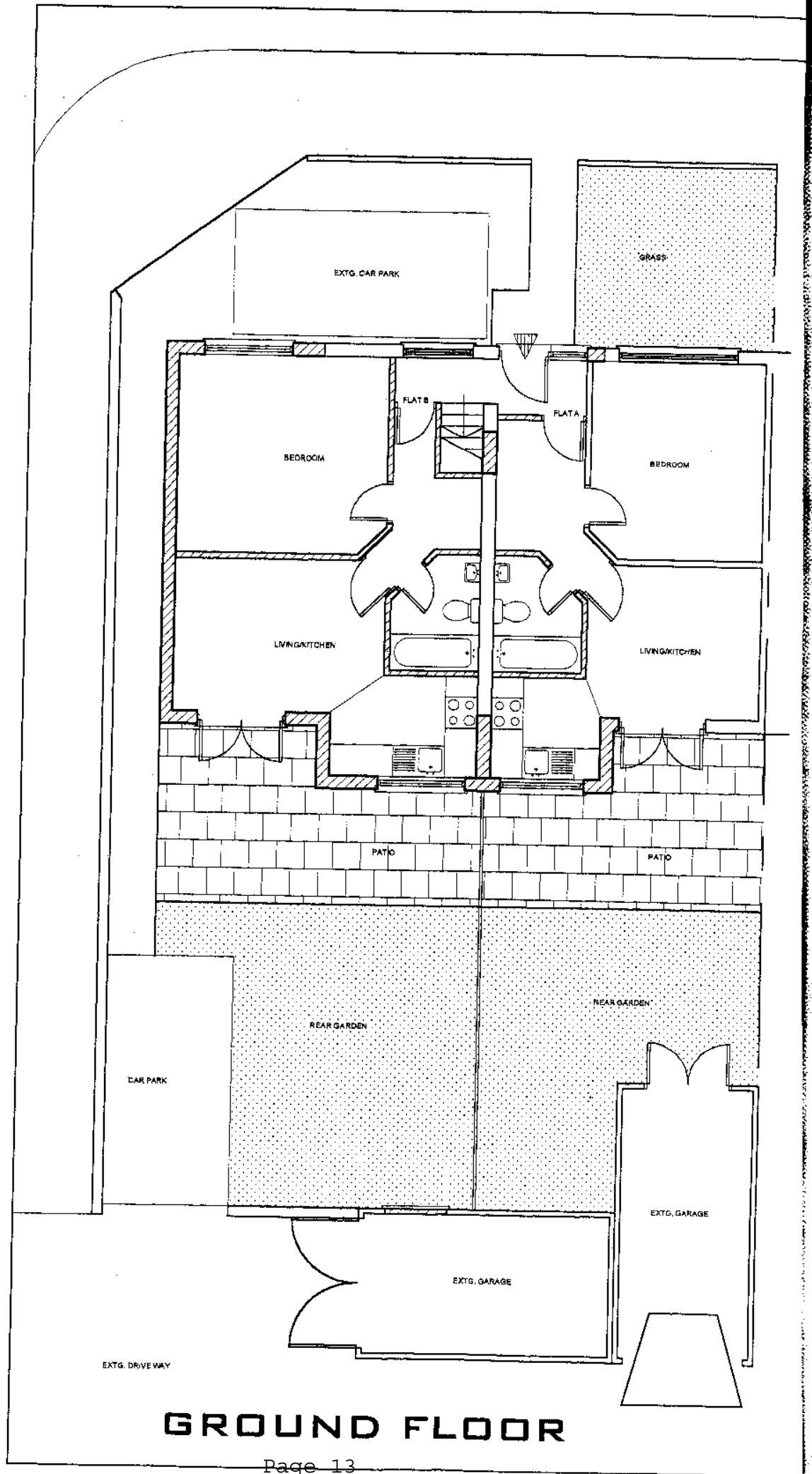
Recommendation

That planning permission be refused for the following reasons:

1. The proposal fails to provide adequate private amenity space for the two, 2 bedroom flats and is therefore contrary to policy H15 of the Unitary Development Plan.
2. The proposal fails to provide an adequate amount of habitable floor space for any of the proposed flats and is therefore contrary to policy H16 of the Unitary Development Plan.
3. The flat roofed design of the rear extension and the gable ended design of the side extension are unsympathetic in form to the character of the existing dwelling and the side extension would be an over-dominant feature at this road junction contrary to the visual amenities of the area.
4. The front car parking space is located too close to the junction of Grosvenor Road and Gray Avenue and would result in traffic movements detrimental to highway safety.

Note: If Members agree the recommendation Members are advised that enforcement action will be taken to investigate the use of these premises as a house in multiple occupation.

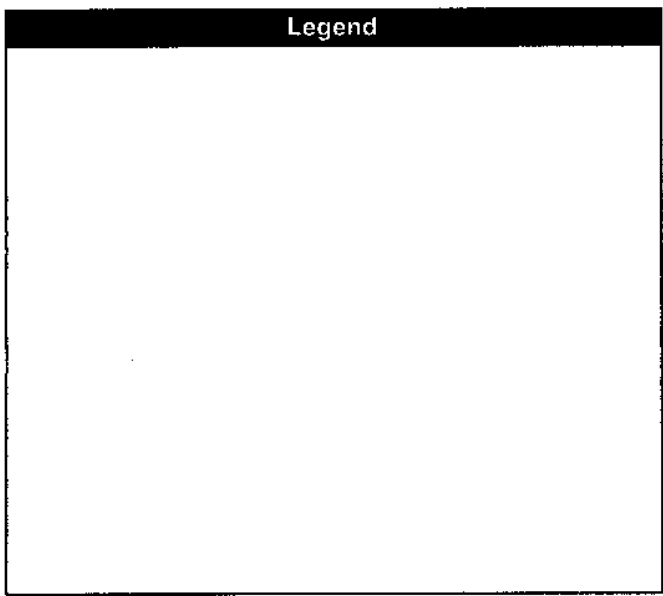
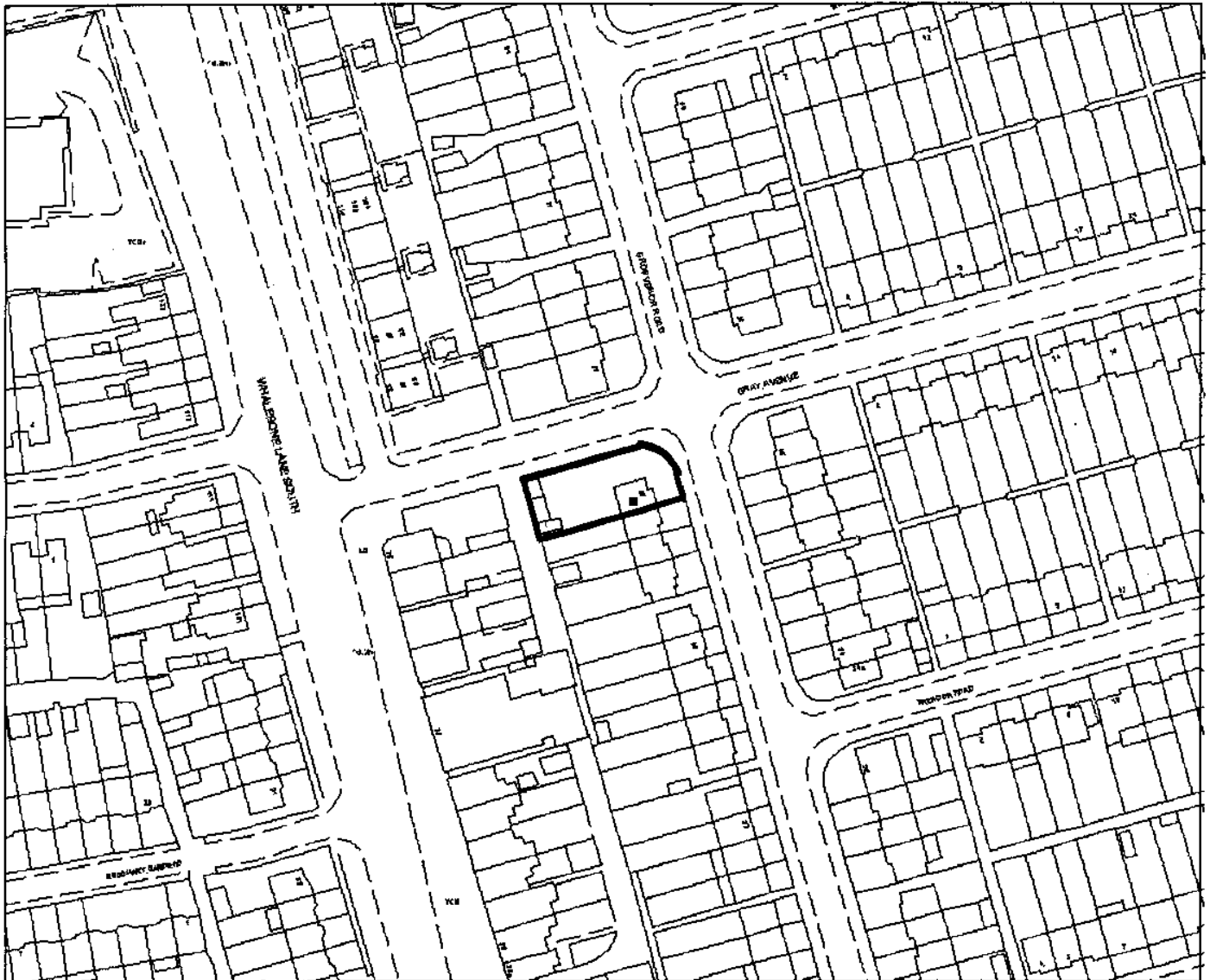
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GROUND FLOOR

DC/04/00570/FUL

59 Grosvenor Road, Dagenham



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Organisation	London Borough of Barking and Dagenham
Department	Leisure and Environmental Services
Comments	Not Set
Date	06 August 2004
SLA Number	Not Set

Plan: C DC/04/00271/FUL River Ward (A)

Address: Allotments, Digby Gardens, Dagenham.

Development: Demolition of 72 and 74 Heathway and erection of 16 one bedroom bungalows, 19 two bedroom bungalows and 2 two storey 3 bedroom wheelchair houses.

Applicant: Stort Valley Housing Association.

Introduction and Description of Development

This application proposes demolition of 72 and 74 Heathway and erection of 16 one bedroom bungalows, 19 two bedroom bungalows and 2 two storey 3 bedroom wheelchair houses. The proposed scheme is intended to cater to the over 60's and 28 of the proposed units will be restricted to the over 60's age group.

The application site comprises a former non-statutory allotment plot enclosed on all four sides by residential dwellings on Arnold Road (1-49 odd), Digby Gardens (27-44), Heathway (64-84) and Broad Street (110-134). The site also includes no's 72 and 74. Heathway, the demolition of which would afford vehicular and pedestrian access to the site. The site benefits from a number of pedestrian access points which are currently closed.

Background

The site served as allotments up until 1989 and has remained vacant since that time. The change of use of this site would not have a negative impact on the level of allotment provision in Barking and Dagenham.

Outline planning consent was granted in June 2003 for use of former allotment gardens for residential purposes including 72 and 74 Heathway and land rear of 27-43 (odd) and 28-44 (even) Digby Gardens; 64-84 (even) Heathway; 1-49 (odd) Arnold Road and 110-134 Broad Street, Dagenham (DC/03/00298/OUT). This outline application established the principle of residential use on the site. The present planning application is for full planning permission rather than a follow up to the previous outline approval. Therefore, any commitments included within the outline application and pre-application public consultation process have no relevance to present application.

Consultations

a) Adjoining Occupiers.

Six people objected to the scheme believing that there was a risk to adjacent properties from new residents in proposed development; initial consultations made no mention of three bedroom properties; initial consultations indicating rental only properties ignored by applicant, one unspecified objection; loss of privacy resulting from overlooking, privately sold houses will result in additional vandalism; noise and litter; unconventional and incongruous design and materials; car parking and toilets in disabled housing will not be suitable for wheelchair users.

One consultee queried details of works, insurance and boundary treatment.

One person supports the proposal's provision for the elderly,

Many of the objections relate to the initial public consultation procedure undertaken by the Councils Housing Department and the Housing Association. The scheme now presented to the Board is substantially that presented for initial public consultation.

b) London Underground

No comment.

c) Access Officer –

No objection.

d) Transport for London

No objection.

e) Metropolitan Police Service

Scheme meets with approval.

f) Thames Water

No objection.

g) Essex and Suffolk Water

No objection.

h) English Heritage

No objection.

i) Environmental Management Division

No observations.

j) Traffic and Road Safety Division.

No objection.

k) London Fire and Emergency Planning Authority

No objection.

U.D.P. Policy

H1	Housing Supply
H4	Low cost housing
H6	Housing for People with Disabilities
H13 - H17	New Residential Development Standards
G40	Energy
G70	Allotments

No policy issue.

Analysis

Council Policy as contained in the Unitary Development Plan promotes the construction of high quality residential development that will improve the physical environment whilst contributing to the housing aspirations of the community. This development would create 37 new residential units, 27 of which will be affordable including 2 three bed wheelchair houses. This comprises 10 sale houses (six of which will be subject to a system of sale which might result in their sale to any age group), 13 shared ownership, 14 rent. All sale units are concentrated in a terrace to the south of the site. The proposed scheme represents a significant contribution towards the Borough and regional housing targets for private and affordable housing as well as for elderly and disabled housing provision.

Use

The principle of the change of use of this land from an allotment site to land suitable for residential use is acceptable. The site served as allotment land up until 1989 and has remained vacant since that time. The site is no longer on the Council's list of temporary allotment sites and, therefore, the change of use of the site would not have a negative impact on the level of allotment provision in Barking and Dagenham.

Policy G70 stipulates that the development of such land for housing would only be supported if the following are already satisfied: (i) in areas of open space deficiency, the Council should encourage such provision (ii) the Council will encourage locally required community facilities. On this issue of Open Space provision, the site lies close to King Georges Field and Old Dagenham Park and other open spaces, notably Goresbrook Park, are within walking distance. In respect of local community facilities, the Council has adopted a programme for this area through the School development programme and the LIFT scheme in order to increase the level of education and healthcare facilities on offer to the existing and new residents.

To illustrate this, a planning application was approved on the 4.11.03 for a non-residential health centre (DC/03/00434/FUL) on Morland Road incorporating facilities for GP consulting rooms, nurse practitioners, x-ray and ultrasound examination facilities, chiropody suite and mental health clinic. Planning permission was also granted on the 26.5.04 for social, primary health care and doctors surgery on Charlotte Road (DC/04/00258/FUL) and Ford Road clinic is within reasonable distance of the site.

Given the nature of the scheme, intended resident group and the small number of unrestricted units involved, there will be no appreciable affect on the level of education provision.

The proposed scheme primarily caters to the over 60's, 25 of the proposed units will only be sold/part sold/or rented to the over 60's age group, four will be sold to the over 60's and the remaining units comprise both two wheelchair accessible houses and six open sale units. The seven units will be subject to a 3 stage disposal process. The initial stage represents open sale to the over 60's, the second stage would make the units available for shared equity to the over 60's and if a unit has still not been sold then stage 3 would be activated allowing the units to be sold to anyone. However, further sales of these units would be restricted to the over 60's. This application fulfils a substantial need within the borough for housing for the aged.

Amenity

It is considered that the low height of the bungalows which adjoin existing properties is sufficient to avoid any amenity impact in terms of loss of light/privacy.

Any future development normally allowed by Permitted Development (PD) rights which could result in a detrimental amenity impact, such as the construction of rear dormer windows, will be restricted by the removal of Permitted Development rights.

Due to the proposed courtyards many of the proposed units will have habitable windows directly facing each other. With distances between 2.5m – 4m. It is considered that this is a positive feature of the scheme promoting communal living and encouraging mutual support. This type of layout has been utilised previously in developments for elderly residents and is felt to increase security and community support. Proposed gardens fulfil garden area sizes in accordance with UDP Policy.

Design

The scheme aims to create a new community, largely comprising accommodation for the over 60's. The bungalows are designed as subtle chalet style units, whilst the layout is intended to provide a series of small interesting spaces with a large communal square, providing a central focus and meeting space for residents. The detailed design of this square will be resolved by condition. Some units have small shared private spaces between residences to encourage a sense of community within the scheme. The two 2 storey dwellings/car ports will provide visual landmark from views within the site.

The buildings themselves are designed to combine a contemporary design utilising traditional materials and scale. Materials as proposed include brick, wooden part elevations and a traditional roof tiling system, these are considered acceptable. The design is seen as innovative, of a suitable quality and geared towards the intended residents. Boundary treatments will be dealt with as reserved matters.

The loss of the two dwellings while regrettable, is necessary and is not considered to be of significant concern as their loss will be compensated by the addition of many new dwellings on site. Current tenants will be moved to other comparable accommodation.

The proposed layout of the scheme is considered secure and safe. The two wheelchair houses proposed would comprise 10% of the overall number of habitable rooms within the scheme, both houses fulfil wheelchair accessible housing criteria. All units will be to Life Time Homes standard.

Access & Highways

Access will be gained from the Heathway. A traffic management scheme has been proposed which satisfies highways access and safety requirements. Road widths are sufficient to allow access by the emergency services, vehicular parking spaces are of a sufficient size and layout. 32 parking spaces are provided as part of the scheme, this represents 86% parking provision and is considered acceptable.

Ecological Implications

The site does not have any designation in terms of its ecological value and in that sense no specific policies apply. However, a wildlife survey is included as a condition.

Conclusion

In conclusion, this development will provide essential and appropriate accommodation for the aged in Barking and Dagenham and the development should offer quality of design without compromising neighbouring amenity. It is considered that the need for this form of housing outweighs the sites existing status and that planning approval should be granted.

Recommendation

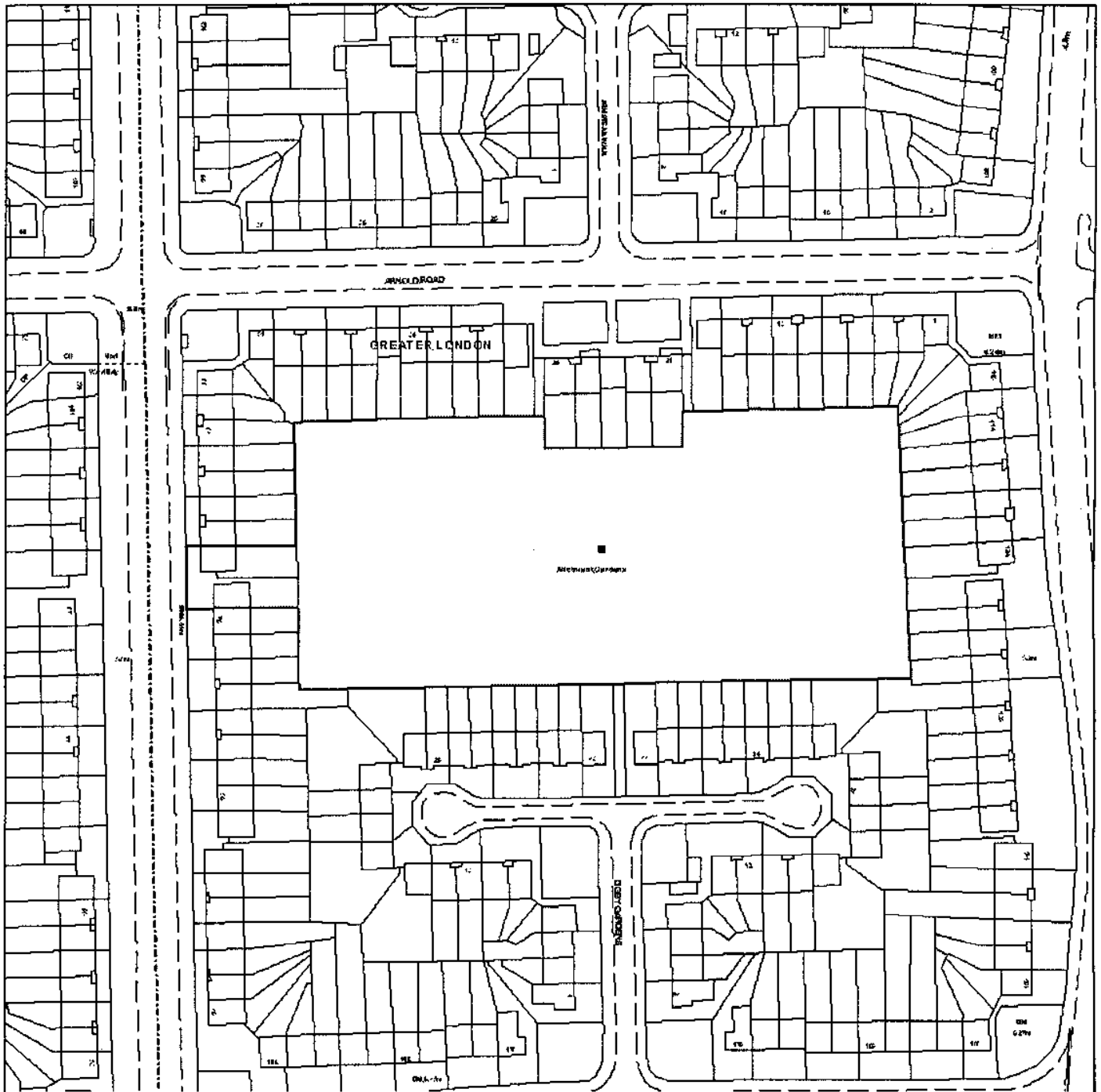
That, subject to the completion of an agreement under Section S106 of the Town and Country Planning Act 1990 in respect of the provision of 27 affordable housing units, planning permission be granted subject to the following conditions;

1. F1 b) Details of soft landscaping
2. F2 Implementation of Proposed Soft landscaping.
3. F4 Hard Landscaping.
4. F8 Landscape maintenance.
5. H1 No further domestic extensions.
6. I6 Completion of Parking Areas
7. I11 Cycle Parking
8. F6 Wildlife Survey.
9. T1 Programme of excavations.
- 10.O1 Details of Dustbin Enclosures
- 11.P1 Details of Boundary Treatment
- 12.Q1 Details/Samples of Facing Materials
- 13.U1 Land Contamination Survey
14. All dwellings are to be built to Lifetime Homes Standards in accordance with the specifications set out by the Joseph Rowntree Foundation.
- 15.M5 Construction work.
- 16.M4 Hours of construction work.
17. The proposed sheds in the rear gardens shall not be constructed until detailed plans have been submitted to and approved by the Local Planning Authority. The sheds shall be constructed in accordance with the approved details.

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Allotments, Digby Gardens, Dagenham

04/00271/FUL



Scale : 1:1250

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Organisation	Not Set
Department	Not Set
Comments	Not Set
Date	10 August 2004
SLA Number	Not Set

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Plan: D DC/04/00497/FUL Longbridge Ward (A)

Address: 2 Stratton Drive, Barking

Development: Amendment to approved planning permission (DC/03/00349/FUL) to provide hip ended roofs with projecting bay extensions over permitted first floor side extensions

Applicant: Mr Shabir

Introduction and Description of Development

The application property is a large detached house facing onto the junction of Stratton Drive and Cavendish Gardens. The surrounding properties are terraces of houses built in a period between the 1920's and the 1930's. This application relates to amendments to a previous application for two, first floor side extensions. These amendments are one two storey bay window, one single storey bay window and pitched tiled roofs over these extensions.

Background

The property has had various planning consents, including a single storey rear extension (DC/03/00206/FUL), two first floor side extensions (DC/03/00349/FUL), and a front porch and small first floor side/rear extension (DC03/00739/FUL).

Consultations

a) Adjoining occupiers

A total of 5 letters and or emails have been received from 7 addresses, objecting to the proposal.

The main issues raised are as follows:

- The property has been vastly overdeveloped.
- The property is out of character with the rest of the Leftley Estate.
- The extension will overhang the boundary with number 4 Stratton Drive, thus removing the chance to extend above the existing garage.
- The new bay window will overlook the windows of 4 Stratton Drive.

Much of the correspondence also raised objections to some outbuildings being built in the rear garden of 2 Stratton Drive. The gym/ swimming pool building has been built as permitted development and therefore does not require planning permission. In terms of the other out building, we have recently received an application for its use as a granny annex. Once this application is validated consultation letters will be sent to all the adjoining neighbours.

UDP Policy

H22 and appendix 7 Extensions and alterations

No policy issue.

Analysis

Policy H22 and appendix 7 outline a range of policies that are used to determine applications for household extensions. In terms of this application the bay windows and new roofs over the first floor side extensions comply with these policies as they are considered to be sympathetic in form and enhance the appearance of the dwelling. The previous permission showed roofs that were very shallow and would require regular maintenance, and these plans now show pitched tiled roofs which are far more in keeping with the design of the existing roof.

With regards to the comments received from the adjoining occupiers, the proposal does not overhang the boundary with number 4 Stratton Drive, and there is a gap of at least 2.2m from the new bay window and this boundary. Therefore any proposed extension to the side of number 4 would not be impinged by these alterations. In terms of overlooking, the proposals have been plotted on a plan showing both number 2 and number 4 Stratton Drive and there would be no overlooking from this new bay window into the front windows of the adjoining property.

With regards to the other points raised in the objection letters that the site is overdeveloped and that the house is out of character with the Leftley Estate. In terms of overdevelopment, this application relates only to additional bay windows to extensions that have already been granted planning permission whilst the new roofs will improve the appearance of the property. This proposal is not increasing the number of rooms in the property. The property is located on a large plot of land which has allowed for a large amount of work to be approved without prejudicing both the openness of the plot or the character of the Leftley Estate. The property is unique to the Leftley Estate and was built as a one off, large family dwelling for a doctor.

The proposals comply with policy H22 and appendix 7 and in conclusion it is felt that the objections raised by the objectors are not sufficient enough to warrant a refusal in this case.

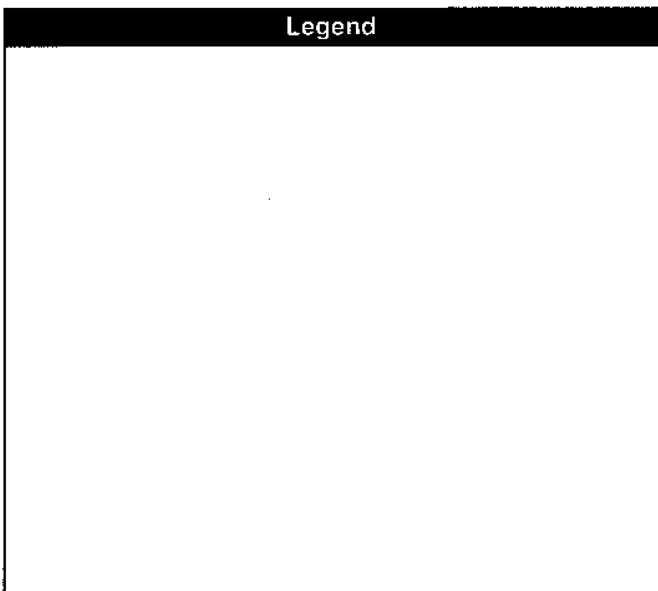
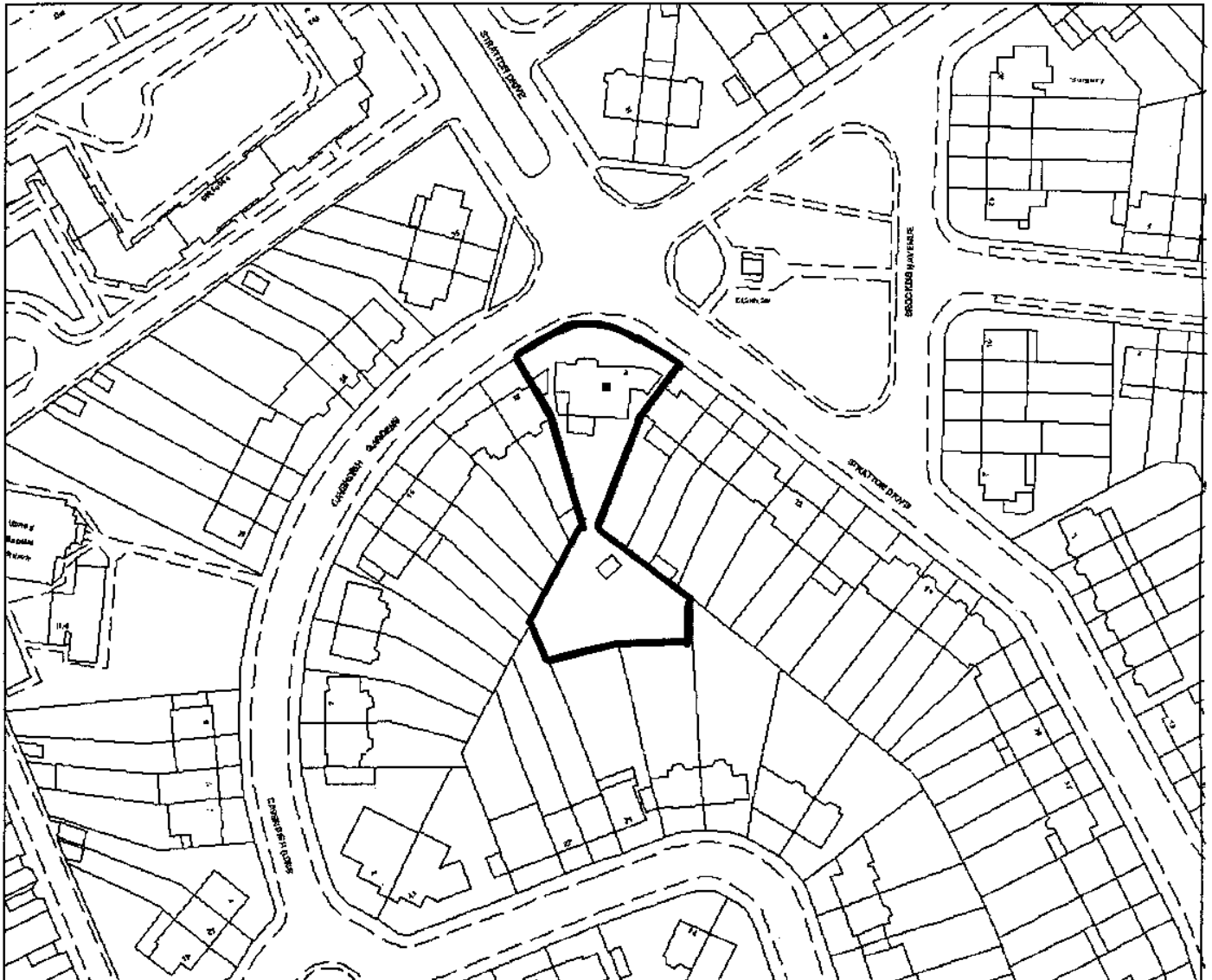
Recommendation

That planning permission be granted subject to the following condition:

1. Q03 Matching Facing Materials

DC/04/00497/FUL

2 Stratton Drive, Barking



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Organisation	London Borough of Barking and Dagenham
Department	Leisure and Environmental Services
Comments	Not Set
Date	04 August 2004
SLA Number	Not Set

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Plan: E DC/04/00260/OUT Whalebone Ward (A)

Address: 243-245 High Road, Chadwell Heath.

Development: Erection of three 3-4 storey buildings to provide 42 two bedroom and one three bedroom flats with accompanying car parking.

Applicant: R J Jenman

Introduction and Description of Development

The application site (0.33 hectares) contains land located to the rear of 243-245 High Road; the site operates on a commercial basis through a mixture of lawful and unproven existing industrial and transport related uses. The site is bounded by a car sales plot and Whalebone Library to the south west and south eastern boundaries, 2 storey houses in Whalebone Lane North and Burchetts Way to the west and north and by 3 storey flat roofed elderly persons accommodation in Forsters Close to the east.

The proposed development includes the erection of three 3-4 storey buildings to provide 42 two bedroom and one 3 bedroom flats incorporating roof terraces to top floor flats. Two larger blocks comprising 36 flats would be located along the eastern boundary of the site, whilst a smaller block of 6 units would be sited in the north western corner of the site. 15 affordable housing units will be provided on site, these will comprise a mix of rented and shared ownership units. This is an Outline application reserving details of external appearance and landscaping but considering matters relating to siting, design and means of access.

Background

Outline permission (DC/03/00010/OUT) granted consent on April 2003 for erection of two 3 storey blocks containing 30 x 2 bed flats plus 28 parking spaces. The present scheme differs from that approved by increasing the number of proposed residential units in a longer eastern block, demolishing two existing houses (no's 243 & 245) fronting to the High Road and retaining all affordable units on site rather than requesting a part payment in lieu.

Consultations

a) Adjoining Occupiers

Three Adjoining Occupiers have objected to the proposed scheme on the basis of; additional vehicular congestion and that the development is over three stories.

b) Housing Strategy

No objection, the affordable element of the scheme should be a mix of rented and shared ownership.

c) Access Officer

No objection.

d) Education

Request a contribution of £71,700 for future education provision.

- e) Metropolitan Police – Crime Prevention.

Concerns expressed will be dealt with by landscaping condition (unprotected ground floor windows and concentration of parking to front). However, this is exactly the same design as that approved previously.

- f) Essex and Suffolk Water

No objection.

- g) English Heritage

No objection.

- h) Environmental Management Division

No objection.

- i) Traffic and Road Safety Division

No objection.

- j) London Fire and Emergency Planning Authority

No objection.

U.D.P. Policy

DE34	Locally Listed Buildings
H1	Housing Supply
H4	Low cost housing
H6	Housing for People with Disabilities
H13 - H17	New Residential Development Standards
E2	Change of use from Employment
G40	Energy

Policy Issue – conflict with Policy DE34.

Analysis

Council Policy as contained in the Unitary Development Plan promotes the construction of high quality residential development that will improve the physical environment whilst contributing to the housing aspirations of the community. This development would create 43 new residential units, of which 15 will be affordable. The proposal represents a significant contribution towards the Borough and regional housing targets for both private and affordable housing.

Loss of employment

The proposed site is an area of mixed/light industrial uses, ranging from car repair to HGV storage. The redevelopment of this site will generate a loss of employment land and thus a loss of jobs in the location. Whilst the loss of employment land is not supported by policy, in this location it is considered that the provision of new residential units outweighs the existing site uses, which are of a low intensity and provide few jobs. A change of use of

this site from employment based to a residential use has already been accepted in principle by the previous outline approval.

Affordable Housing

The proposed development has been considered against adopted UDP policy H4 and supporting guidance of the Mayor's London Plan. UDP policy H4 in conjunction with DETR circular 6/98 (Planning and Affordable Housing) sets out a requirement of 25% affordable housing provision, working to a 25 unit trigger level. Revised and emerging policy in the London Plan is looking to a target of 50% affordable, though this remains unadopted in terms of the UDP. It is considered that a level of 35% affordable provision is satisfactory on this particular site. The applicant has submitted that the provision of 35% affordable housing (15 units) will be met on site, primarily in the north western and north eastern blocks.

This application is an improvement on that scheme previously approved as all affordable housing provision will now be on site.

Design

The proposed design is in a modern style, reflecting in form the nearby terrace at Forsters Close, the scheme has an innovative curved roof and terraced areas at roof level facing into the site. The scheme comprises three buildings of three stories and half floor above. The southernmost building at the point fronting the High Road rises to four stories proper, culminating in a curved prow. This element of the development will provide a distinctive and high profile feature to the entrance of the site and will be further enhanced by a concentration of landscaping to this part of the site.

The two buildings on the eastern side of the site, are separated by a 3m gap which acts to break up the massing on this side of the site. The proposed site layout achieves appropriate relationships to neighbouring developments. The layout of the flat blocks following approximately the building line of Burchett Way properties.

External appearance remains an issue for determination under reserved matters, however it is anticipated that the resultant design has the potential to utilise high quality materials either with the aim of achieving a modern innovative development or attempt to reflect that of nearby more traditional buildings.

The proposed scheme involves the demolition of 2 attractive dwellings, one of which is locally listed, on the High Road frontage. This is unfortunate but unavoidable, neither building has any statutory status (local listing does not confer statutory status) and they are therefore not protected from demolition.

Amenity

The scheme incorporates private amenity areas for all ground floor flats, balcony areas for first floor flats and roof amenity areas for top floor flats. All ground floor units have a private space ranging from 34sqm up to 59sqm. Second floor units have 30sqm roof terraces which function as amenity areas whilst first floor units will have balconies giving approximately 1.4sqm per unit (details of these will be determined at reserved matters stage). This provides a range of amenity space, providing a maximum element of choice for prospective tenants and represents an innovative mechanism of dealing with amenity space provision.

Overall the proposed total of amenity space will be below adopted Council standards. However, it is considered that due to varying levels of amenity space provision and choice

available a shortfall is deemed acceptable. Adjacent developments feature no predominant type of amenity space provision. The most relevant and comparable adjoining development being the Forsters Close estate which has no private (individual) amenity space provided for residents whatsoever.

Access

The only access to the site will be gained from High Road. The proposed scheme allows for clear vision for vehicles entering and exiting the site as well as allowing safe pedestrian access.

Parking

The proposed scheme contains 29 parking spaces for 43 flats. This accords with adopted parking standards (January 2002) which seek a maximum provision of one space every 1-2 bed flat and 1.5 spaces per 3+ bed flats. The site has good access to a number of bus routes which helps justify a car parking provision of 67% (0.67 parking spaces per unit).

Conclusion

The overall development is considered to have the potential to be an excellent design for the location. The development facilitates the removal of non conforming uses within a residential location which presently cause a loss of amenity to adjoining occupiers.

Should any approval be forthcoming, reserved matters will clarify issues relating to external appearance and landscaping.

Recommendation

That, subject to the completion of an agreement under Section S106 of the Town and Country Planning Act 1990 in respect of the provision of 15 affordable housing flats and an education contribution of £71,700, planning permission be granted subject to the following conditions.

1. C1 Reserved Matters
2. C3 Commencement
3. C2 Submission of Details
4. All houses and flats are to be built to lifetime home standards in accordance with the specifications set out by the Joseph Rowntree Foundation.
5. I6 Completion of Parking Areas
6. I12 Cycle Parking Details
7. O1 Details of Dustbin Enclosures
8. P1 Details of Boundary Treatment
9. U1 Land Contamination Survey
10. M4 Hours of Construction Work
11. The roof terraces forming part of this approval shall not be filled, infilled nor

receive any addition or alteration to the approved form.

- 12 All parts of the development, including the car park and all external circulation areas shall be designed to be accessible to people with disabilities in accordance with details submitted to and approved by the Local Planning Authority.
13. Notwithstanding the details shown on the submitted drawings no approval is hereby given to the size of the balconies for the first floor flats.

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243-245 High Road, Chadwell Heath

DC/04/00260/OUT



Legend

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Organisation	LBB
Department	RED
Comments	
Date	06 August 2004
SLA Number	Not Set

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Plan: F DC/04/00302/FUL River Ward (A)

Address: Old Bus Depot Perry Road, Dagenham

Development: Change of use of an existing Bus Depot and associated buildings to an End-of-Life Vehicles (ELV) Authorised Treatment Facility (ATF), including associated treatment and recycling of tyres, metals arising from the ELV's, involving the storage of vehicular spare parts and insurance damaged cars for trade resale. Also, the erection of ancillary storage and administration buildings.

Applicant: Angel Autos Limited

Introduction and Description of Development

The application site measures 9094 square metres (0.94 ha) located to the north of Perry Road and is immediately to the east of Chequers Lane, which provides the main road link to Perry Road. The site is bounded to the north by the Barking Power Station, having approximately 16,000 tonnes of distilled fuel oil tanks adjacent to the boundary. The Power Station is a strategic facility providing electricity to a large part of London. The subject site forms part of Dagenham Dock which is designated for employment and regeneration purposes.

The site is presently vacant, but was formerly used as a bus depot. The site still includes much of the infrastructure used for the former use, including workshops and vehicle washing machinery.

The application relates to the use of the former depot as an End-of-Life Vehicle authorised treatment facility, including associated treatment and recycling of tyres, metals arising from ELV's, involving the storage of vehicular spare parts and insurance damaged cars for resale. The application consists of the erection of ancillary storage and administration buildings.

There are a number of existing buildings within the application site that will be used as part of the proposed operation. There are existing offices and a toilet block, adjacent to this there is a shell structure that has previously been used as a workshop for the repair of vehicles. The workshop would be used for the ELV de-polluting and dismantling. Each of the components would be individually separated and stored for recycling. Immediately opposite the workshop there is a hardstanding area where the ELVs would be stored prior to being de-polluted and a concealed bailer which would crush the shell of vehicles to be transported off site.

To facilitate in the storage of components a new building is proposed along the north/northeast boundary highlighted as 'Phase 2'. This would cover an area of 615 square metres. The vehicle parts would be housed in individual sections. 103 spaces have been allocated for the purpose of storing damage repairable vehicles for trade resale.

Background

There have been a number of applications that have been submitted on the subject site;

Commercial vehicle repairs and the erection of a building to provide workshop. Office and storage accommodation – approved 1981.

Use of the premises as a bus depot and erection of new workshop building – approved 1989.

Application for the demolition of existing buildings and erection of 2 storey office building and toilet block – approved 1993.

The most recent of applications was for the "Use of Former Bus Depot as Metal Recycling facility including the Erection of Concrete Push Walls" (reference 03/00293/FUL). This was resolved to be approved in September 2003 by the Development Control Board subject to conditions and a Section 106 agreement relating to a contribution of £70,000 towards infrastructure upgrading, public transport/accessibility and the ETRCL site wide management to be paid on implementation. This legal agreement is yet to be resolved. (Refer to Appendix A for a copy of the Development Control Board report)

Consultations

a) Neighbours/Publicity

The neighbouring occupiers were notified of the submission of the planning application. The proposed development has also been advertised on site and in the local press. To date one objection has been received from Nabarro Nathanson on behalf of the Barking Power Station raising the following points;

- The previous application was submitted by SE Metals.
- Due to the concern with the previous application regarding the cars brought onto the site and the possible fire risk the application was deferred pending a Fire Risk Assessment (FRA) to be commissioned by the Fire Brigade.
- Tenos Fire Safety Engineering Consultants carried out the FRA both for the previous and the current application.

- No report has been completed by the Fire Brigade.
- The proposed recycling operation is within 30 metres of 2 tanks containing approximately 16,000 tonnes of distilled fuel oil.
- The Power Station has commissioned its own Fire and General Health and Safety Risk Assessment to establish the potential risks of the proposal to the Power Station which are material to this application.
- The use would have an impact on the condition of the local roads.
- Chequers Lane already is in a very poor condition and this application would seriously aggravate the situation.
- It is stated that 100 vehicles would flow into the site during a normal working day approximately 10% would be HGVs.
- LDA have adopted Chequers Lane/Perry Road without a specific plan and time table in place. Planning permission should not be granted as the road's condition would be made worse.
- Section 54A of the Town and Country Planning Act 1990 requires determination of applications in line with the Local Planning Authority Unitary Development Plan unless material considerations indicate otherwise.
- UDP Policy E1 encourages B1, B2 and B8 uses on application site.
- Site falls within employment area.
- Due to the nature of the use it is not considered to fall under B2 Use therefore is sui generis and does not have Section 54A support and there is a presumption against granting planning permission.
- Increase emphasis on manufacturing/processing industries does not comply with the Dagenham Dock Interim Planning Guidance for a Sustainable Industrial Park.
- The applicant's analysis of the London Plan policies is inaccurate and out of date.
- The application should be refused on the following grounds;
 - Contrary to Local Plan policies
 - No material considerations to justify departure from the local plan.
 - Unsafe location for proposal in relation to Power Station
 - Environmental controls to mitigate the impact of this proposal can not be effectively monitored at this location and proposal should be allocated to an alternative site.
- However, should the application be acceptable there is a list of conditions outlined that should be imposed.

b) Environment Agency

- No objection in principle to the proposed development subject to imposing conditions relating to the submission of a land

contamination survey and details of the surface and foul water drainage system; and restricting ground levels and storage within the land liable to flood.

c) LFEDA

- The Brigade is satisfied with the proposals.

d) Thames Water

- Need to determine ability of local sewers to dispose of foul and surface water for this development and recommending a condition be imposed requiring submission of drainage works.
- If off-site drainage works are necessary it is recommended that a Section 106 agreement is entered into.

e) English Heritage

- Site lies within an archaeological priority area as defined in the Unitary Development Plan; however it is not considered that these proposals will have a significant effect on any buried archaeological deposits. Therefore there is no requirement for archaeological investigations as result of the application.

f) Health and Consumer Services – Environmental Protection

- Storage of Chemicals should be adequate to prevent exposure to ground as well as staff.
- Adequate ventilation in areas where chemicals are vented/decanted.
- The new buildings would give rise to the requirement for a contamination survey.

g) Traffic and Road Safety Division

- Applicant to provide and indicate on plan turning facilities.

h) Economic Development

- Generally in favour of application.
- Submission sets out how businesses will have to address new legislation and move away from traditional image of car dismantlers/recyclers.
- The need for ELV facilities has been recognised by government and the Greater London Authority (GLA).

- They offer good employment/training opportunities and opportunities to grow and utilise new technologies as well as opportunities to tie in with other businesses in Dagenham Dock.
- Whilst the site will never look particularly attractive it is ideally located for such uses due to the lack of road frontage.
- It lies within the recycling zone defined within the Dagenham Dock Interim Planning Guidance. Therefore in principle it is in tune with the vision for a Sustainable Industrial Park as opposed to present lawful use as a bus depot.
- However, have the following concerns;
 - The Bunded tank farm taking liquids from the processing building takes up half the road running along side the building. Is there adequate room for a vehicle to pass?
 - The tyre processing and storage area is only shown as rectangles on the plans – more details are required – are they enclosed, what is the process?
 - Is there any noise issue from the bailer?
 - The stacked cars was initially a concern however it can be conditioned that the storage is set out as a maximum 4 high, and that the stacking rack be used in the (screened) location stated as suggested. However there shall be no stacking elsewhere on site.
 - Bicycle racking is required.
 - Phase two makes the application more favourable and should address the Power Stations previous concerns.
- Section 106 requirement of £70,000 as previous agreement on site to look at local training/employment issues.
- Regarding conditions the broad thrust of those applied to the previous application should be covered.

Response to Comments by Applicant's Agents

The previous application was deferred in August 2003 subject to a Fire Risk Assessment being conducted. The report was referred back to the Development Control Board with a report by Tenos Limited as the London Fire Brigade was not prepared to carry out a fire risk assessment. Members then resolved to approve the application subject to a Section 106 Agreement.

Tenos was commissioned to produce a report for the present application as they had an existing knowledge of the site and the associated fire risk issues.

It has been noted that the LFEPA has been consulted on the application and are happy with the proposals.

It is considered that a suitable assessment of the fire risks presented by the proposals has been carried out which demonstrates that the proposed development would not present an unacceptable fire risk and therefore the Power Station's concerns are unfounded.

Proposal fully accords with policies and the proposed development presents a significant improvement to that that has been proposed by SE Metals.

The London Plan was in a draft format whilst the application was being prepared. Even now that the London Plan is adopted the Plan's policy aims have not altered.

The conditions suggested by the Power Station are considered to be either unnecessary or inappropriately worded.

Drawing JER2891-008 shows the routes most likely to be used on site. The bunded tank farm has been slightly moved to the southwest to avoid the path of the turning circles of the larger vehicles.

The liquid store would be surrounded by a brickwork bund that would intercept any liquid that may escape from the tanks as required by the Environment Agency and would also provide the protection required from vehicles.

The larger tanks would be frequently emptied as opposed to the smaller tanks that may be emptied once a month.

The tyre storage area will be contained with appropriate bays. The tyre processing machine will stand on its own on a concrete square bolted to the ground and will be loaded by a fork lift truck. A conveyor will then carry the particles to a closed storage container. This machine is also surrounded with a safety fence. It is anticipated that the machine will be run once a day to keep the stock pile of waste tyres to a minimum.

The bailer is a self contained machine that squashes cars into bales. It will stand on a square of concrete and will be bolted to the ground. Oil contained in the vehicles before entering the bailer would be minimal they are de-polluted beforehand and the oil would be caught in its own sump tank. It would be run through the day to avoid the accumulation of de-polluted vehicles. It is considered that the noise from the bailer is unlikely to be an issue given the locality.

Height of Stacked Cars and Provision of Bicycle Racks is agreed to be secured by conditions.

The office will be turned into a reception area for the public to sit and fill in forms. The public would only be permitted in the reception building. But trade customers will be able to access the insurance damaged vehicle storage area.

UDP Policy

Strategic Policy E

Strategic Policy F

Strategic Policy L

Strategic Policy X

E1 Employment Development within Employment Areas

E4 Access for People with Disabilities

E6 Employment Promotion

T1 Accessibility to Public Transport

T13 Development Standards

T31 Lorries

T32 Service Areas

T33 Movement of Freight

BR4 Dagenham Dock Employment Area

BR12 Dagenham Dock Road System

G27 Derelict, Disturbed and vacant Land

G28 Contaminated Land

G31 Waste re-use and Recycling

G38 Water Pollution

DE1 Urban Design

DE5 Facilities for People with Disabilities

DE6 Safety and Security

DE17 Soft Landscaping

DE36 Development on Site of Archaeological Significance

DE37 Protection of Archaeological Sites

DE39 Planning Applications and Archaeological Sites

C17 Planning Obligations

Dagenham Dock Interim Planning Guidance for a Sustainable Industrial Park
(April 2003)

Interim Parking Standards (January 2002)

The London Plan (February 2004)

No policy issues.

Analysis

Principle of Use

The Dagenham Dock area comprises 133 hectares of largely under-utilised brownfield land and it is one of London Riverside's major development sites

bounded to the south by the River Thames and to the north by the London - Tilbury - Southend railway line and by 2007, the Channel Tunnel Rail Link.

The draft Urban Strategy for London Riverside highlights Dagenham Dock as a 'Sustainable Industrial Park ' with a special focus on the environmental business sector and a new Environmental Technology Resource Centre for London (ETRCL). This is supported by the Interim Planning Guidance for Dagenham Dock which following a period of public consultation was formally adopted on 15 April 2003 by the Council's Executive. The Interim Planning Guidance has the status of supplementary planning guidance (SPG) and its purpose is to clarify and supplement the adopted UDP policies in light of current circumstances.

As stated in PPG12, SPG's are material considerations that may be taken into account in the assessment of planning applications.

The application site falls within an employment designated area. Policy E1 states that "the Council will encourage the retention and expansion of General Industry in Employment areas.....within any employment area there should be a **mix of business development**, including B1 Light Industry, B2 General Industry and B8 Warehousing. Applications which would result in the undue concentration of warehousing and/or transport uses within an employment area will normally be refused...." The proposed development would be an employment based activity providing for general industrial purposes. Under Policy DD3 of the Dagenham Dock Interim Planning Guidance the subject site also falls under the designation for recycling industries. The development accords with the Dagenham Dock Interim Planning Guidance and the London Plan in terms of providing a recycling facility.

Employment opportunities

Both the Unitary Development Plan and the Dagenham Dock Interim Planning Guidance emphasise the drive to expand businesses and promote employment based uses within designated areas. Policy E6 highlights that "the Council will promote employment and seek to ensure conditions for business enterprise to succeed in the Borough by....identifying activities that would beneficially be added to the economic structure in order to strengthen it or provide new directions for growth.....identifying and supporting sectors, which are crucial to the local economy and the prospects of its workforce..." The scheme proposes to provide 24 new jobs, with recruitment being predominately from within the Borough and also offering apprenticeship schemes, hence it is considered that the proposal would be in line with Policy E6.

Nature of Product Entering the Site and Operation

The operators are also stated to be members of the Motor Vehicle Dismantlers Association. The operation of the proposed use is predominately governed by European legislation.

The ELVs entering into the site would be stacked near the entrance of the site at a maximum height of 4 vehicles. The vehicles would be fully intact in that they still contain tyres and fuel tanks. However, they will be de-polluted and dismantled in the workshop building opposite the stacking area. Each of the dismantled components would be individually separated and stored to be sold for recycling. This would include the various forms of liquids from the vehicles. The carcass for the ELVs would be crushed on site and then transported to other sites for metal recycling. Approximately 8 vehicles are proposed to be de-polluted per day.

It has been highlighted in the supporting statement that due to the new restrictive European legislation there are tighter controls on the nature and operation of such uses. There are minimum technical requirements on site which are;

- a) Removal of batteries and liquefied gas tanks.
- b) Removal or neutralisation of potential explosive components (e.g. air bags)
- c) Removal and separate collection and storage of fuel, motor oil, transmission oil, gear box oil, cooling liquids, anti freeze, brake fluid, air conditioning system gases and any other fluid contained in ELV unless necessary for the reuse of parts concerned.
- d) Removal as far as possible of parts containing mercury.

As a result it is therefore considered that the proposed development would be a cleaner form of metal recycling compared to the proposed previous application.

Highways

It has been stated in the submission that there would be approximately 100 vehicles entering the site per day. This is perceived to be along similar levels if not less compared to its lawful use as a Bus Depot. The general master plan for Dagenham Dock makes allowances for intense use of employment sites within this part of the Borough.

The roads in this locality are presently under the ownership of the London Development Agency. It is proposed in the near future that they are upgraded to adoptable standards and would cater for the new developments in Dagenham Dock.

The subject of this application proposes to provide 18 parking spaces for staff and visitors. This is in line with the requirements of the Interim Parking Standards.

Design

The submitted drawings provide elevations of only the security office and of Phase 2. These are considered generally in keeping with the existing buildings

on site and its locality. However, further details are required for the office, reception, security/welfare and tyre storage buildings.

Fire Risk Assessment

Fire Risk Assessments have been conducted by Tenos Fire Safety Engineering Consultants on behalf of the applicants and by the Power Station.

The report provided as part of the planning application concludes that there is a minimal risk of a fire and an even lower risk of fire spreading beyond the point of origin.

The drainage of liquid is carried out by specialist equipment thereby reducing the hazard potential. It goes on to state that “the location of the process within the existing building, away from the site boundary common with the Barking Power Station, is suitable fire safety precaution.”

The storage of unpolluted ELVs presents a potential risk, however, this element is located at least 44m away from the northeast boundary with the Power Station.

It is stated that the storing of insurance vehicles would present no greater risk compared to a car park. This point is emphasised in light of the site’s lawful use.

Another point that is highlighted is the storage of tyres which “presents a potential for serious fires, will be kept to a minimum and separated into bays to prevent extensive fire spread throughout the stock”.

The report submitted by Nabarro Nathanson refers to the previous application and has not been adjusted to take into account the present submission. However, there have been a number of points that have also been raised are electrical hazards relating to the testing of electrical appliances, general health and safety, also security of the premises which are not controllable through the planning legislation. However, there have been other points raised such as the storage of flammable materials and the use of certain tools and machinery near the vulnerable boundary which are material considerations that need to be taken in account.

The introduction of the ‘Phase 2’ building in the present application is considered to be a supportive solution in forming a protective boundary between the site and the Power Station. This aspect did not form part of the previous application which hence required the imposing of more stringent conditions.

The agents have stated that there would be a delay in implementing Phase 2 due to financial implications. This is considered an issue for the above reasons and therefore should the application be acceptable then the imposing of relevant conditions to reduce and prevent the risks to the northern boundary is recommended.

Conclusion

In considering the above on balance is considered that the proposed development would be in line with UDP policy and would result in minimal fire risk with the imposition of recommended conditions.

Recommendation

That subject to the successful signing of a Section 106 Legal Agreement, in respect of a contribution of £70,000 towards infrastructure upgrading, public transport/accessibility and the ETRCL site wide management, planning permission be approved subject to the following conditions:

1. Details of the hard standing to include an impervious base shall be submitted to and approved in writing by the Local Planning Authority and laid down in accordance with those details prior to any materials being stored or processed on site.
2. Until the completed implementation of Phase 2 there shall be no plant/machinery or materials stored within 22 metres of the boundary with the Barking Power Station, as indicated by the grey dotted line in drawing Jer2891-003a and a scheme for a brick wall boundary treatment along the north/northeast boundary shall be submitted to and approved by the Local planning Authority and implemented prior to the commencement of the operation of the site.
3. There shall be no burning or incineration of any materials on site at any time.
4. Surface water shall be drained via deep trapped gullies to a suitable oil separator the design of which should be submitted to and approved in writing by the Local Planning Authority following guidelines set out in the Environment Agency's Pollution Prevention Guidelines (PPG3) for the use and Design of Oil Separators. Surface water gullies should not be situated within or adjacent to areas of potential contamination, for example, in the area where the crane working/unprocessed material site is proposed. The consent shall not be implemented until these are installed in accordance with the details approved.
5. Details of a car-parking layout shall be submitted to and approved in writing by the Local Planning Authority And laid out prior to the commencement of the use. The approved layout shall be retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and shall not be used for any other purpose.
6. A plan showing disabled parking bays for one vehicle marked with a British Standard disabled symbol shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use. The approved layout

shall be retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and shall not be used for any other purpose.

7. No open storage shall take place north of the existing vehicle repair workshop other than in the areas defined on drawing Jer2891-003a.

8. Unless otherwise stated all development shall take place strictly in accordance with drawing Jer2891-003a hereby permitted and no exemption or alterations shall take place without the prior written approval of the Local Planning Authority.

9. Full details of the site lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby permitted.

10. An additional petrol interceptor to the specification described in Condition 4 above shall be installed between the area for the storage of damaged repairable vehicles and the area designated for Phase 2 prior to the commencement of operations.

11. The development shall not be commenced until details of all boundary fences and walls have been submitted to and approved by the Local Planning Authority and no part of the development shall be occupied until the approved fences and walls for that part have been provided. The approved fences and walls shall be retained unless the Local Planning Authority gives prior approval to their removal.

12. Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

13. There shall be no raising of existing ground levels on the site.

14. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

15. Development shall not commence until details of on site drainage works have been submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No works which result in discharge

of foulds water or surface water from the site until the onsite drainage works referred to above have been completed.

17. The development hereby permitted shall not commence until details of the design in the form of full elevations and materials for the bunded tank farm, the reception, security and welfare cabins, tyre processing and storage area and the storage for the steel bales and racking for the ELVs prior to their de-polluting have been submitted to and approved by the Local Planning Authority. All works shall be completed prior to the commencement of the use unless otherwise agreed in writing by the LPA.

18. F01B Landscaping

19. F02 Implementation of Proposed Landscaping

20. Details of Dustbin Enclosures

21. I12 Cycling Parking (Details)

22. All parts of the development, including the car parks and all external circulation areas, shall be designed to be accessible to people with disabilities in accordance with details submitted to and approved in writing by the Local Planning Authority.

23. The height of the storage racking for the un-polluted ELVs shall not exceed a maximum 4 stacked vehicles.

24. Prior to the implementation of Phase 2 details of its design and materials shall be submitted to and approved in writing by the Local Planning Authority.

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Appendix A

Plan: G 03/00293/FUL River Ward (A)

Address: Old Bus Depot Perry Road Dagenham

Development: Use of former bus depot as metal recycling facility including the erection of `Concrete push walls`

Applicant: SE Metals

Introduction and Description of Development

At its meeting of 18 June 2003 the members of the Development Control Board expressed concern about the management and use of the Hindmans Way site used by SE Metals. Specific concerns related to the frequency of fires occurring at this site and the poor condition and management of the site. As a result members resolved to defer the application subject to additional operational details of the proposal and consultation with the Fire Brigade. A copy of the officers' report is attached as appendix A to this report.

Background

The Vision for a Sustainable Industrial Park and the associated Interim Planning Guidance (IPG) seeks to create a 'new generation' manufacturing centre catering to contemporary and emerging needs of the environmental business sector. The vision seeks to harness the growth potential of the sector and the opportunities for new manufacturing and processing operations whilst bringing existing operators into the vision. As part of a spectrum of environmental businesses the Interim Planning Guidance promotes and encourages recycling operations within a specific zone.

The application is at the low technology end of the spectrum of environmental businesses encouraged at Dagenham Dock however it provides an important resource which offers the potential for increased technology as legislation and directives such as the End of Life Vehicles directive come into force.

The Council recognise the need to allocate some land for recycling operations but, as the IPG makes clear, "Whilst applications for new recycling operations will be considered favourably [in the defined Recycling zone] they will need to show clearly how the site will be run and how the appearance of the area will be improved and maintained."

The policy allows some ancillary open storage in the recycling zone provided:

- 1) it is not visible from the highway
- 2) it is contained within strong retaining walls and

Appendix A

- 3) is stored for operational reasons and not stockpiled. The application fulfils these requirements and conditions attached to any permission would secure them.

The scrap yards and metal recyclers on the former Distillers site were an example of bad practice – no hardstanding, no interceptors for drainage, disorganised layout, poor management practices, undefined stockpiles of materials and offering a poor appearance on a highly visible site. Any permission on the less visible Perry Road site would include enforceable conditions, which address the above problems.

Additional consultation

- a) London Fire & Emergency Planning Authority

No objections raised as the access and fire-hydrants would be unaffected by the proposal.

UDP Policy

See appendix A attached

Analysis

In response to the concerns raised by members the applicant's have submitted amended drawings showing a bypass petrol interceptor and 2700 litre water tank to the northern corner of the site along with an explanatory statement attached as appendix B.

In summary the statement provides additional information about SE Metals and its activities. The applicants emphasise that they will not be operating a car breakers yard. Cars are not dismantled or stored on the site, they arrive with already drained of oils, petrol and associated fluids, with plastics, tyres and engines having been stripped and removed. The applicant's argue further that vehicle processing would only form 20% of metals processed at the site and that there would be no stockpiling of vehicles on the site. The main process would involve the recycling of secondary metal.

In response to concerns about fires at the Hindmans Way site currently used by SE Metals, the applicants have stated that they have contacted the Fire Safety officer who has carried out a search of the relevant database. Apparently 4 fire incidents were reported over the last 24 months. Two of which, according to the applicants were on the adjacent car breakers site.

To support their contention that they were not responsible for the majority of fire incidents at the site a letter has been included from the Landlord of the Hindmans

Appendix A

Way site, which states that he is unaware of any major fires on the site. This letter is attached as appendix C.

The applicants have also identified potential areas of risk and have highlighted those areas relating to fire hazards, particularly in relation to the adjacent Power station. Copies of certificates of staff training in the use of fire extinguishers have also been included and are attached as appendix D.

In order to ensure that the necessary infrastructure is in place prior to the commencement of the use, additional conditions have been appended at the end of this report requiring prior implementation. Moreover the requirement for regular site inspections by the fire brigade will help to ensure good practice at the site.

A S106 contribution of £70,000 would be required of any significant planning application on the site following policy DD11 of the Interim Planning Guidance. Whilst it would not be acceptable to turn refuse an application of existing poor road and drainage infrastructure, applicants are required to mitigate the problems, hence a financial contribution to the London Development Agency/London Borough of Barking and Dagenham's future infrastructure upgrading scheme.

Conclusion

The applicants' in their statement have addressed concerns raised by members about the management and operation of the site and it is considered that the conditions and legal agreement attached to this report fully address the concerns raised.

Moreover, the use of the Perry Road site for metal recycling is in tune with the planning guidance for Dagenham Dock provided the site is developed and operated in accordance with the attached conditions. Due to concerns over fire risk, an additional requirement for regular inspections by the London Fire Service and any recommendations implemented will form part of the S106 agreement. In addition further conditions in relation to materials that cannot be stored on site are included.

Recommendation:

That subject to the successful signing of a section 106 Legal Agreement in respect of a contribution of £70,000 towards infrastructure upgrading, public transport/accessibility the ETRCL site wide management and quarterly site inspections by the London Fire Service planning permission be approved subject to the following conditions:

- 1.

Appendix A

2. The concrete pushwalls as shown on drawing 4276/01 C shall be constructed prior to any storage of materials on site.
3. No Plant/Machinery or materials shall be stored within 22 metres of the boundary with the Barking Power Station to the north of the site or above 3 metres in height elsewhere on the site without the written approval of the Local Planning Authority.
4. There shall be no burning or incineration of any materials on site at any time.
5. Surface water shall be drained via deep trapped gullies to a suitable oil separator the design of which should be submitted to and approved in writing by the local planning authority following the guidelines set out in Environment Agencies Pollution Prevention Guidelines (PPG3) for the use and Design of Oil Separators. Surface water gullies should not be situated within or adjacent to areas of potential contamination, for example, in the area where the crane working/unprocessed material site is proposed.
6. Details of the car parking layout shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use.
7. A plan showing disabled parking bays for two vehicles marked with a British Standard disabled symbol shall be submitted to and approved in writing by the local planning authority prior to commencement of the use.
8. All elements of the proposal as shown on the drawing numbered 4276/01 REVC shall be in place prior to the commencement of the use hereby permitted.
9. The existing vehicle repair shop shall only be used ancillary to the main use of the site and shall not be used for independent motor repairs.
10. No open storage shall take place north of the existing 5 metre high building and the existing vehicle repair workshop other than in the areas defined on drawing 4276/01 REVC .
11. Unless otherwise stated all development shall take place strictly in accordance with the drawing 4276/01 Rev C hereby permitted and no exemption or alterations shall take place without the prior written approval of the Local Planning Authority.
12. All vehicles brought onto the site for processing shall be drained of flammable liquids.
13. Full details of site lighting shall be submitted to and approved in writing by the local planning authority prior to the commencement of the use hereby

Appendix A

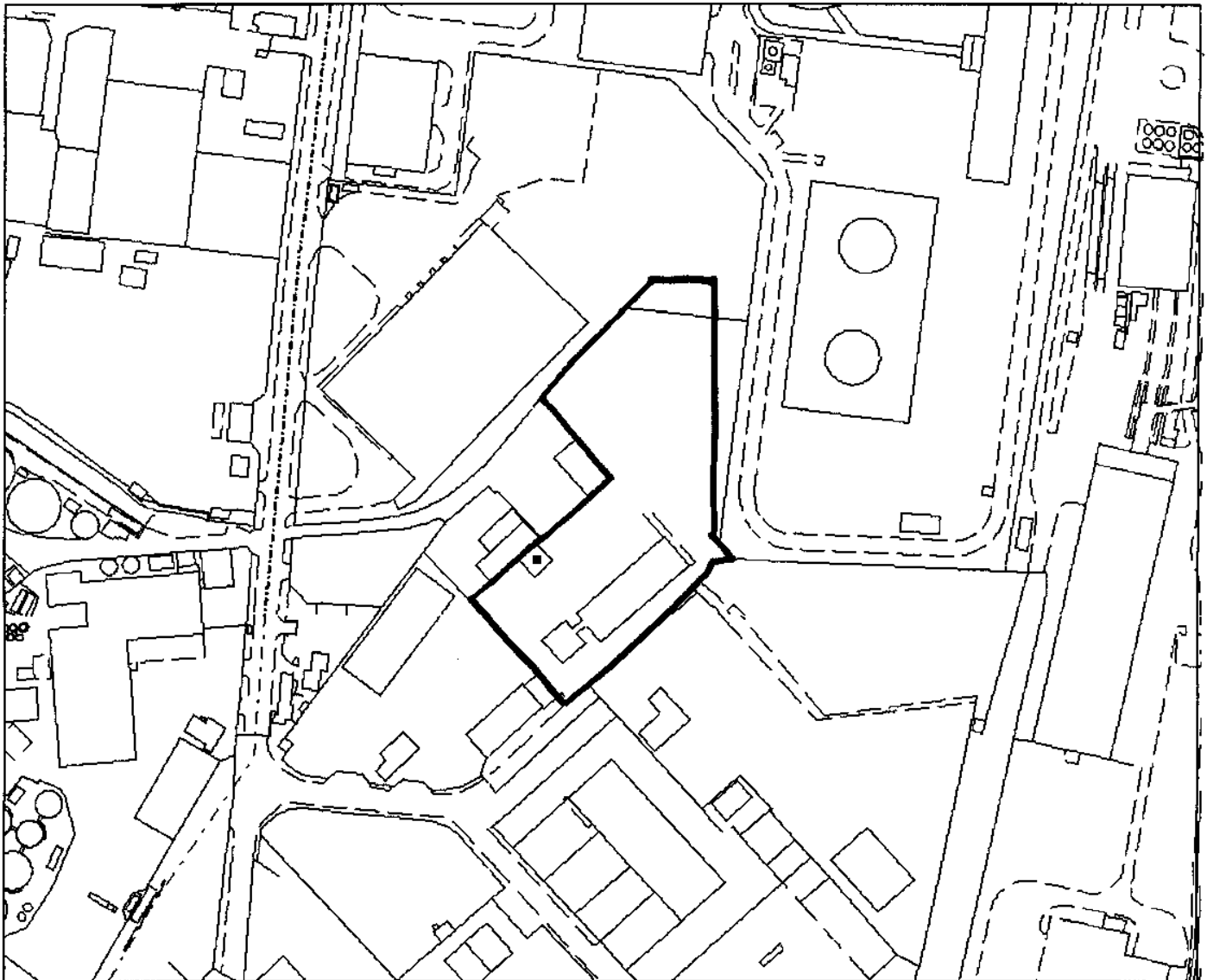
permitted.

14. An additional petrol interceptor to the specification described in Condition 5 above, shall be installed between the car processing area and the open north end of the site prior to the commencement of operations.
15. The development shall not be commenced until details of all boundary fences and walls have been submitted to and approved by the local planning authority and no further part of the development shall be occupied until the approved fences and walls for that part have been provided. The approved fences and walls shall be retained unless the local planning authority gives prior approval to their removal.

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Old Bus Depot, Perry Road Dagenham

DC/04/00302/FUL



Legend

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Organisation	Not Set
Department	Not Set
Comments	Not Set
Date	10 August 2004
SLA Number	Not Set

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DEVELOPMENT CONTROL BOARD**18 Aug 2004****REPORT OF THE DEVELOPMENT CONTROL MANAGER,
REGENERATION AND ENVIRONMENT DEPARTMENT**

TOWN PLANNING APPEALS		FOR INFORMATION
<p><u>Summary</u></p> <p>This report advises Members of recent Appeals, that have been lodged and the outcomes of decisions made and those that have been withdrawn.</p> <p><u>Recommendation</u></p> <p>Members are asked to note this report.</p>		
<p>Contact Officer: Tim Lewis</p>	<p>Development Control Manager</p>	<p>Tel: 020 8227 3706 E-mail: tim.lewis@lbbd.gov.uk</p>

1. Appeals Lodged

1.1 The following appeals have been lodged:

- a) Erection of a one bedroom bungalow on land at rear - 219 Rose Lane Marks Gate
- b) Retention of two static internally illuminated projecting box signs - 58B Ripple Road Barking

2. Appeals Determined

2.1 The following appeals have been determined:

None

3. Appeals Withdrawn

3.1 The following appeals have been withdrawn:

- a) None

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Application Refused under Delegated powers
19 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00430/ FUL	Application Refused on 19th July 2004	Mrs N Pascal Okeoma	Use of premises as a 47 place daycare nursery at 36 Lodge Avenue Dagenham RM8 2JA	Becontree Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
20 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00422/ FUL	Application Permitted on 20th July 2004	Mr P Dentry	Erection of first floor side extension at 26 Ashton Gardens Chadwell Heath Romford RM6 6RT	Chadwell Heath Ward (2002)
04/00440/ REG3	Application Permitted on 20th July 2004	Mr Bob Garton	Erection of demountable classroom block and relocation of existing demountable classroom at Gascoigne Primary School Gascoigne Road Barking IG11 7DR	Gascoigne Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
21 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00152/ FUL	Application Permitted on 21st July 2004	Mr T Sinclair	Erection of a single storey rear extension and front porch at 50 Brewood Road Dagenham RM8 2BL	Mayesbrook Ward (2002)
04/00281/ FUL	Application Permitted on 21st July 2004	Barking Stone Ltd	Construction of Jetty, together with associated conveyors at 80 River Road Barking IG11 0DS	Thames Ward (2002)
04/00453/ FUL	Application Permitted on 21st July 2004	Mr & Mrs Humphreys	Erection of single storey side/rear extension at 6 Lucy Gardens Dagenham RM8 3ES	Parsloes Ward (2002)
04/00449/ FUL	Application Permitted on 21st July 2004	Mr B & Mrs L J Watkinson	Erection of single storey rear extension at 28 Hamden Crescent Dagenham RM10 7HP	Heath Ward (2002)
04/00448/ FUL	Application Permitted on 21st July 2004	IDP 2 (Trading Subsidiary) Ltd	Erection of gatehouse and vehicle barriers at the entrance to site at The IO Centre 59-71 River Road Barking	Thames Ward (2002)
04/00471/ CLU_P	Issue Certificate on 21st July 2004	Mr R Robinson	Application for a certificate of lawfulness for a proposed loft conversion involving the construction of a hip to gable end roof and a rear dormer window at 90 Burlington Gardens Chadwell Heath Romford RM6 6ET	Whalebone Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
22 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00467/ FUL	Application Permitted on 22nd July 2004	Adam Property Development Ltd	Erection of double garage in rear garden at 12 Blithbury Road Dagenham RM9 4PX	Mayesbrook Ward (2002)
04/00457/ FUL	Application Permitted on 22nd July 2004	Mr & Mrs P Shanahan	Erection of single storey rear extension at 86 Bradfield Drive Barking IG11 9AS	Longbridge Ward (2002)
04/00488/ FUL	Application Permitted on 22nd July 2004	Mr S Huckfield	Erection of first floor side extension and side garage at 35 Dronfield Gardens Dagenham RM8 2YD	Mayesbrook Ward (2002)
04/00508/ FUL	Application Permitted on 22nd July 2004	Miss Kennedy	Erection of two storey side and single storey rear extensions at 44 Raydons Road Dagenham RM9 5JP	Parsloes Ward (2002)
04/00518/ FUL	Application Permitted on 22nd July 2004	Mr F Silah	Erection of two storey side, single storey rear extension and side garage at 187 Valence Wood Road Dagenham RM8 3AJ	Valence Ward (2002)
04/00520/ FUL	Application Permitted on 22nd July 2004	Kierbeck Holdings Ltd	Renewal of temporary permission for the retention of office and welfare facilities at 24A River Road Barking IG11 0DG	Thames Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
22 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00534/ CLU_P	Issue Certificate on 22nd July 2004	Mr Kukis	Certificate of lawfulness for a proposed development - loft conversion involving the construction of a rear dormer window at 91 Sandringham Road Barking IG11 9AF	Longbridge Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided/Refused under Delegated
powers
27 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00284/ FUL	Application Permitted on 27th July 2004	Mr & Mrs Martin	Erection of two storey side and part single/part two storey rear extension at 3 Mayswood Gardens Dagenham RM10 8UU	Village Ward (2002)
04/00368/ FUL	Application Permitted on 27th July 2004	Mr P Giordmania	Change of use of first and second floors from Class B1 (Offices) to Class D1 - Training rooms/church at Bryson House 131 Church Elm Lane Dagenham	Village Ward (2002)
04/00386/ FUL	Application Permitted on 27th July 2004	Mr F Shelkin	Erection of single storey rear extension in connection with use of ground floor for retail purposes and erection of 2 floors above to provide residential accommodation comprising 2 two bedroom flats and 2 one bedroom flats at 123-123A Broad Street Dagenham RM10 9HP	River Ward (2002)
04/00394/ FUL	Application Refused on 27th July 2004	Rainham Architectal Fabrications Ltd	Retention of a detached 3 bay garage on forecourt at Unit 2 Rippleside Commercial Estate Ripple Road Barking IG11 0RJ	Thames Ward (2002)
04/00441/ FUL	Application Permitted on 27th July 2004	Mr Akif Ozberk	Erection of two storey rear extension at 266 Heathway Dagenham RM10 8QS	Alibon Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided/Refused under Delegated
powers
27 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00443/ FUL	Application Permitted on 27th July 2004	A S Rajbans	Erection of three storey rear extension in connection with use of ground floor as shop and conversion of first and second floor into 2 one bedroom flats at 14 Becontree Avenue Dagenham RM8 2UB	Becontree Ward (2002)
04/00446/ FUL	Application Permitted on 27th July 2004	Miss J Jones	Erection of single storey rear extension at 34 East Road Chadwell Heath Romford RM6 6XP	Chadwell Heath Ward (2002)
04/00481/ REG3	Application Permitted on 27th July 2004	Mrs A Brookes	Erection of single storey drama building at Warren Comprehensive School Whalebone Lane North Chadwell Heath Romford RM6 6SB	Chadwell Heath Ward (2002)
04/00504/ REG3	Application Permitted on 27th July 2004	Mrs A Brookes	Raising of height of part of art block roof and erection of external escape stairs at Warren Comprehensive School Whalebone Lane North Chadwell Heath Romford RM6 6SB	Chadwell Heath Ward (2002)
04/00502/ FUL	Application Permitted on 27th July 2004	The Royal Bank Of Scotland	Alterations to entrance to improve disabled access at 27 High Road Chadwell Heath Romford RM6 6PU	Chadwell Heath Ward (2002)
04/00514/ FUL	Application Permitted on 27th July 2004	Mr K Statham	Erection of single storey rear extension at 247 Stamford Road Dagenham RM9 4EJ	Eastbury Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided/Refused under Delegated
powers
29 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00220/ FUL	Application Permitted on 29th July 2004	Fuji Motors Ltd	Retention of roller shutters at Mayesbrook Garage (BP) Ripple Road Barking IG11 9PG	Eastbury Ward (2002)
04/00278/ FUL	Application Permitted on 29th July 2004	Hern & Co	Erection of two storey rear extension and rear dormer window in connection with change of use from offices to provide 3 two bedroom flats and 1 one bedroom flat and 1 four bedroom maisonette at 76 Longbridge Road Barking IG11 8SF	Abbey Ward (2002)
04/00382/ FUL	Application Permitted on 29th July 2004	Mrs L C Harley	Change of use from shop (class A1) to hot food takeaway (Class A3) at 814 Dagenham Road Dagenham RM10 7UB	Eastbrook Ward (2002)
04/00390/ CLU_P	Application Refused on 29th July 2004	Mr Wayne Farmer	Application for a Certificate of lawfulness for a proposed Use: Use for storage and distribution and as a waste transfer station at 2 Pacific Wharf Hertford Road Barking IG11 8BL	Abbey Ward (2002)
04/00424/ FUL	Application Permitted on 29th July 2004	Mr & Mrs M Lally	Erection of rear conservatory at 3 Thicket Grove Dagenham RM9 4NR	Mayesbrook Ward (2002)
04/00473/ FUL	Application Refused on 29th July 2004	Mr S Hussain	Erection of single storey rear extension at 98 Park Avenue Barking IG11 8QX	Abbey Ward (2002)

**LONDON BOROUGH OF BARKING AND DAGENHAM
 REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
 DIVISION**

**DEVELOPMENT CONTROL BOARD
 Applications Decided/Refused under Delegated
 powers
 29 July 2004**

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00480/ FUL	Application Permitted on 29th July 2004	B Sahib	Conversion of first floor of shop into one bedsit and one 1 bedroom flat at 86 Longbridge Road Barking IG11 8SF	Abbey Ward (2002)
04/00509/ FUL	Application Refused on 29th July 2004	Mrs J A Alayo	Change of use of shop (Class A1) to a restaurant (Class A3) and installation of extract duct at 288 Becontree Avenue Dagenham RM8 2TR	Becontree Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided/Refused under Delegated
powers 30 July 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00241/ FUL	Application Refused on 30th July 2004	Mrs Odukale	Erection of first floor rear extension in connection with use of premises as day nursery at 2 Sterry Road Dagenham RM10 8PB	Alibon Ward (2002)
04/00469/ FUL	Application Permitted on 30th July 2004	Mr J Lillywhite	Erection of single storey rear extension at 16 Ashbrook Road Dagenham RM10 7ED	Heath Ward (2002)
04/00477/ FUL	Application Permitted on 30th July 2004	London Borough Of Barking And Dagenham	Construction of a 2400mm high brick wall to boundary with 66-68 Stevens Road at Becon Youth Centre Becontree Avenue Dagenham RM8 3BX	Becontree Ward (2002)
04/00483/ FUL	Application Permitted on 30th July 2004	Mr & Mrs Everett	Erection of single storey side extension at 95 Ivyhouse Road Dagenham RM9 5RP	Alibon Ward (2002)
04/00485/ FUL	Application Permitted on 30th July 2004	Mr A Freitas	Erection of side garage at 34 Aldborough Road Dagenham RM10 8AS	Village Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided/Refused under Delegated
powers
2 August 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00476/ FUL	Application Permitted on 2nd August 2004	Mr & Mrs P Shepherd	Erection of single storey rear and two storey side extension at 21 Clare Gardens Barking IG11 9JH	Longbridge Ward (2002)
04/00515/ FUL	Application Permitted on 2nd August 2004	Dept. Of Education Arts & Libraries	Change of use from shop (Class A1) to a Drop-in centre for Sure Start Programme and installation of new shopfront and roller shutters at 129A St Marys Barking IG11 7TF	Gascoigne Ward (2002)
04/00522/ FUL	Application Refused on 2nd August 2004	Mr Saeed	Change of use from retail shop to Class A3 (food and drink) and installation of roller shutter and extract ducting to rear at 349 Ripple Road Barking IG11 9PN	Eastbury Ward (2002)
04/00525/ ADV	Application Permitted on 2nd August 2004	Somerfield Stores	Installation of internally illuminated fascia and projecting box signs at 691 Green Lane Dagenham RM8 1UU	Becontree Ward (2002)
04/00535/ FUL	Application Permitted on 2nd August 2004	Mr J Madden	Erection of part single storey part two storey rear extension, two storey side extension and loft conversion involving the construction of a rear dormer window at 322 Dagenham Road Rush Green Romford RM7 0TB	Eastbrook Ward (2002)
04/00537/ FUL	Application Refused on 2nd August 2004	M Rahman	Change of use from retail shop (Class A1) to restaurant (Class A3) and installation of extractor duct to rear at 246 Oxlow Lane Dagenham RM10 7YX	Alibon Ward (2002)

**LONDON BOROUGH OF BARKING AND DAGENHAM
 REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
 DIVISION**

**DEVELOPMENT CONTROL BOARD
 Applications Decided/Refused under Delegated
 powers
 2 August 2004**

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00543/ FUL	Application Refused on 2nd August 2004	Mr J Clarke	Erection of two storey 3 bedroom end terrace dwelling at Land Adjacent To 2 Groveway Dagenham RM8 3XB	Parsloes Ward (2002)
04/00545/ FUL	Application Permitted on 2nd August 2004	Mr & Mrs Murphy	Erection of rear conservatory at 1 Spinnaker Close Barking	Thames Ward (2002)
04/00554/ FUL	Application Permitted on 2nd August 2004	Gediminas Garmus	Erection of two storey side and part single/part two storey rear extension at 4 Springpond Road Dagenham RM9 5DP	Parsloes Ward (2002)

LONDON BOROUGH OF BARKING AND DAGENHAM
 REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION DIVISION

DEVELOPMENT CONTROL BOARD
 Applications Decided/Refused under Delegated powers
 3 August 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00482/ FUL	Application Permitted on 3rd August 2004	Mr & Mrs Howlett	Revocation of condition No. 2 of planning permission number TP/265/87 to allow conversion of garage into habitable room at 19 Woodbridge Road Barking IG11 9ER	Longbridge Ward (2002)
04/00484/ FUL	Application Refused on 3rd August 2004	G Mullen	Erection of two storey side extension and front canopy at 23 Whalebone Grove Chadwell Heath Romford RM6 6BU	Whalebone Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
4 August 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00487/ FUL	Application Permitted on 4th August 2004	Ms E Humm	Erection of single storey rear extension and conservatory at 16 Eliot Road Dagenham RM9 5XT	Parsloes Ward (2002)

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LONDON BOROUGH OF BARKING AND DAGENHAM
REGENERATION & ENVIRONMENT DEPARTMENT PLANNING & TRANSPORTATION
DIVISION

DEVELOPMENT CONTROL BOARD
Applications Decided under Delegated powers
5 August 2004

Application Reference	Decision	Applicant	Brief Description of Development and Location	Ward
04/00547/ FUL	Application Permitted on 5th August 2004	Mr M Brookes	Erection of single storey rear extension at 49 Beccles Drive Barking IG11 9HX	Longbridge Ward (2002)
04/00564/ FUL	Application Permitted on 5th August 2004	Hays Distribution Services	Retention of three demountable buildings at Hays Transport Services Pooles Lane Dagenham RM9 6RS	Thames Ward (2002)
04/00565/ FUL	Application Permitted on 5th August 2004	Hays Distribution Service	Retention of two security gate houses at Hays Transport Services Pooles Lane Dagenham RM9 6RS	Thames Ward (2002)
04/00566/ FUL	Application Permitted on 5th August 2004	Hays Distribution Services	Retention of five demountable buildings at Hays Transport Services Pooles Lane Dagenham RM9 6RS	Thames Ward (2002)
04/00577/ FUL	Application Permitted on 5th August 2004	Jaswinder Kaur	Erection of two storey rear extension at 85 Upney Lane Barking IG11 9LD	Longbridge Ward (2002)
04/00592/ FUL	Application Permitted on 5th August 2004	Leigh & Letcher Limited	Retention of single storey demountable office building at Leigh And Letcher Limited Chequers Lane Dagenham	Thames Ward (2002)

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