


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
Monday 21st December 2020
Application for Planning Permission

Case Officer:	Nathaniel Soneye-Thomas	Valid Date:	31.07.20
Applicant:	Mr J Boom	Expiry Date:	03.12.20 (Subject to further P.E.A)
Application Number:	20/01570/FULL	Ward:	Gascoigne
Address:	2a Cranborne Road And Land Adjoining, Barking, IG11 7XE		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at 2a Cranborne Road And Land Adjoining, Barking, IG11 7XE.

Proposal:

Demolition of existing buildings and erection of a three storey building to provide 12 flats, together with access, disabled car parking spaces, amenity space and landscaping.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with the Head of Legal Services to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 of this report and the Conditions listed in Appendix 6 of this report; and
3. that, if by 21st June 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:
Mandatory conditions

- Time
- Approved Drawings & Documents

Prior to all works/commencement Conditions

- Scheme of Acoustic Protection

- Contaminated Land
- Construction Management
- Drainage Scheme
- Waste Management Plan

No Above Ground works

- Materials and Balcony Details
- Hard/Soft Landscaping Details
- Trees

Prior to first occupation and/or use Conditions

- Travel Plan
- Cycle Parking Implementation
- Crime Prevention Scheme

Monitoring & Management Conditions

- Renewable Energy Infrastructure
- Accessible Units

S106 – Summary of Heads of Terms:

Administrative:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's reasonable fees in monitoring and implementing the Section 106 and payable on completion of the deed at £3000; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Affordable Housing:

4. Financial contribution of £90,000 to the council for offsite affordable housing to be paid upon the sale or occupation of the 9th residential unit.

Transport:

5. Commitment to a car parking permit free agreement.
6. To enter into a section 278 agreement with the council for the delivery of 1 on street electric vehicle charging point.

Employment:

7. Secure an Employment, Skills and Suppliers Plan and administration of monitoring fee at £1,500.00 payable 6 months in advance of commencement of the development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.

Sustainability:

8. The development shall achieve a minimum 54.7% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon calculated at : £60 (price per tonne) x 208.3 (tonnes over a 30-year period).

9. A monetary contribution shall be paid to the council prior to the occupation of the residential units should the development fail to achieve air quality neutrality. The offsetting contribution rate is calculated at £29k per tonne of NOx over the benchmark.
10. A sum of £15,000 to be paid to the council prior to the commencement of the development to go towards the improvement of local highways green space within a 1.5km radius of the site.

OFFICER REPORT

Planning Constraints:

Located in Barking Town Centre Area Action Plan (AAP) Area.

Site, Situation and relevant background information:

The application site is a piece of land which comprises a car wash building to the front and unused green space to the rear, incorporating grassland, trees and bushes. It is sited on the corner of Cranborne Road, on the junction with Wedderburn Road which adjoins the main A123 Ripple Road. The site is neither listed nor located within a conservation area but sits within the designated area of the Barking Town Centre Area Action Plan. Officers give regard to a materially similar previous proposal at the application at the site under reference: 19/00227/FUL. The proposed development was refused giving rise to a number of reasons for refusal relating to the design, impacts to the neighbouring amenity, lack of landscaping provision to offset the loss of existing green space and failure to provide affordable housing. The applicant has since engaged with officers through the pre-application process to progress the proposed development and overcome the previous reasons for refusal.

This application seeks permission for the demolition of the car wash building and the redevelopment of the site, erecting a three-storey block of 12 flats, with associated landscaping and car parking. The material changes to the scheme shall be discussed within the below report

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Employment
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage

Planning Assessment:

Principle of the development:

<i>Existing use(s) of the site</i>	Sui Generis
<i>Proposed use(s) of the site</i>	C3

- 1.1 The National Planning Policy Framework (MHCLG, February 2019)(NPPF) seeks to promote delivery of a wide choice of high-quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership, and which create sustainable, inclusive and mixed communities.
- 1.2 The London Plan - The Spatial Development Strategy for London (GLA, consolidated with alterations since 2011 and published March 2016) (LP) Policy 3.3 which outlines that there is a pressing need for more homes in London to meet need, allocating a strategic target of 12,355 homes in Barking and Dagenham between 2015 and 2025. Policies 3.5 and 3.8 also require that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures in accordance with Local Development Frameworks. Residential developments should enhance the quality of local places and take account of the physical context, character, density, tenure and mix of the neighbouring environment and incorporate as a minimum the space standards outlined within table 3.3 and the more detailed requirements as outlined within the London Housing Supplementary Planning Guidance (SPG, GLA March 2016). Draft London Plan: The Spatial Development Strategy for Greater London (Intend to publish,

December 2019) aims to deliver ‘good growth’, while significantly increasing housing delivery within its boundaries, with a renewed focus on delivery of affordable housing.

- 1.3 The Draft London Plan (Intend to publish, December 2019) Objective GG4 states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. The policies outlined in Chapter 4 (Housing) further acknowledges the stress on housing demand and provides increased targets for Local Authorities and revised policies in respect of ensuring additional housing contribution according to local needs. Policy H1 and H2 echoes existing policy 3.3 reinforcing the need to increase the housing supply to promote opportunity and provide real choice or all Londoners. In particular policy H2 seeks to ensure Borough’s pro-actively support well-designed homes on small sites.
- 1.4 On a local level, Policy CM1 of the Core Strategy DPD that development should meet the needs of new and existing communities and deliver a sustainable balance between housing, jobs and social infrastructure, with Policy CM2 further emphasising the specifying housing growth targets of the Borough. Policy BP10 of the Borough Wide DPD further supports this by emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough’s high levels of identified housing need.
- 1.5 The proposed development seeks to demolish the existing car wash and operations at the site and erect a three-storey building comprising 12 residential units (Use Class C3) with associated amenities. Officers give regard to the residential context of the surrounding properties and therefore consider the principle of the proposed development to be acceptable, given the contribution to the boroughs overall housing stock.

Dwelling mix and Quality of accommodation:			
<i>Proposed Density u/ph:</i>	141 u/ha	<i>Overall % of Affordable Housing:</i>	16%
<i>LP Density Range:</i>	45/185 u/ha	<i>Comply with London Housing SPG?</i>	Yes
<i>Acceptable Density?</i>	Yes	<i>Appropriate Dwelling Mix?</i>	Yes

Dwelling Mix

- 1.6 The NPPF seeks “to deliver a wide choice of high quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. In addition, Policy 3.8 of the London Plan seeks to ensure that new residential developments comprise a mix of unit sizes to address the housing needs of the local area.
- 1.7 Draft London Plan Policy H10 sets out all the issues that applicants and boroughs should consider when considering the mix of homes on a site. Having regard to Draft London Plan Policy H10, officers afford less weight to this policy as the Core Strategy and Draft Local Plan Regulation 19 version clearly identifies that there is substantial need for family housing within the Borough. Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3-bedroom units or larger).
- 1.8 Officers note, although the previously refused application did not contain a reason for refusal for the failure to provide family housing. Notwithstanding this, it was outlined to the applicant throughout the pre-app that any subsequent proposal must seek to provide on site family housing. The residential mix for the development is outlined below :
 - 7 x 1 bedroom units
 - 3 x 2 bedroom units
 - 2 x 3 bedroom units

1.9 Officers consider the development proposes an appropriate mix in the context of the site.

Affordable Housing

1.10 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 57 states: "Where up to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."

1.11 Policy 3.12 of London Plan (Negotiating affordable housing should be sought when negotiating on individual private residential and mixed-use schemes) states that:

A) The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes, having regard to:

- a) Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8, 3.10 and 3.11 and having particular regard to the guidance provided by the Mayor through the London housing Strategy, supplementary guidance and the London Plan Annual Monitoring Report;
- b) Affordable housing targets adopted in line with Policy 3.11;
- c) The need to encourage rather than restrain residential development (Policy 3.3);
- d) The need to promote mixed and balanced communities (Policy 3.9);
- e) The size and type of affordable housing needed in particular locations;
- f) The specific circumstances of individual sites;
- g) Resources available to fund affordable housing, to maximise affordable housing delivery output and the investment criteria set by the Mayor;
- h) The priority to be accorded to provision of affordable family housing in policies 3.8 and 3.11.

B) Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations') and other scheme requirements.

C) Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided offsite. A payment in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

1.12 The salient points of the above London Plan context are reiterated through Policies H1, H2, H5 and H6 of the Draft London Plan which seek to deliver 50% of all new homes delivered across London to be affordable.

1.13 The proposed development was accompanied by a financial viability review produced by S106 management dated 23rd July 2020 which was been independently scrutinised by BNP Paribas. The initial report provided by S106 management concluded that the scheme based on the existing use value would generate a deficit of £336,723 and would therefore not be able to provide any on site affordable housing or provide a cash in lieu payment. BNP Paribas however following the review of the submitted report concluded that the scheme could deliver 2 shared ownership units on site or provide a cash in lie payment of £77,286.

- 1.14 Following receipt of BNP Paribas report there has been additional discussion between the applicant and officers to agree the position on affordable housing. Whilst the above conclusions and methodology adopted by BNP Paribas in reaching the conclusions were accepted by the applicant ex-gratia offer of £90,000 was made by the applicant. Officers accept this position from the applicant given that it goes above what has been considered the maximum reasonable provision at this juncture which has been reflected within the heads of terms.
- 1.15 Taking the above into consideration, officers are satisfied with the proposed financial contribution towards affordable housing which exceeds the maximum amount that be considered reasonable in this instance.

Quality of Accommodation

- 1.16 The MHCLG Technical Housing Standards – nationally described space standard specifies the space standards required for new dwellings. The London Plan, Policy 3.5 and supporting Housing SPG require new housing development to meet these standards as a minimum and provides further criteria to ensure an acceptable quality of accommodation is provided for users. The Council's Local Plan reiterates the need for housing development to conform to these requirements. The Technical Housing Standards stipulate minimum gross internal floor areas (GIAs) for dwellings/units based on the number of bedrooms, intended occupants and storeys, minimum bedroom sizes of 7.5m² for single occupancy and 11.5m² for double/twin occupancy, plus further dimension criteria for such spaces. Built in storage is required for all units with minimum sizes depending on the number of bedrooms and occupants, and minimum floor to ceiling heights are stipulated as at least 2.3m for at least 75% of the GIA.
- 1.17 London Plan Policy 3.8 (Housing choice) requires ninety percent of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings'. The Council may impose a condition in respect of the quantum of housing that must meet Category M4(2) and M4(3) of the Building Regulations, however the applicant is required to conform to building regulation requirements and ensure the development is deliverable.
- 1.18 Policy D6 of the Draft London Plan seeks minimum standards in relation to private internal space and private outdoor space. Draft London Plan Policy D5 seeks to ensure that at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and that all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 1.19 The draft London Plan specifically through Policies GG4, D1, D2, D4 and D6 all emphasise the importance of high-quality design in development. Policy D4 reiterates and includes further requirements of the Technical Housing Standards within the policy itself and the minimum 2.5m floor to ceiling height is stipulated as a requirement rather than merely strongly encouraged.
- 1.20 Officers apportion weight to adopted London Plan Policy 3.5 which outlines that "Housing developments should be of the highest quality internally and externally in relation to their context and to the wider environment". In addition to the space standards above the SPG also specifies standards in relation to access to outlook, daylight and sunlight
- 1.21 It is noted that all of the 12 residential units accord with the minimum internal space standards set out above; additionally, adequate private amenity space has been provided in accordance with the Housing SPG and London Plan standards. The submitted plans have also indicated that the floor plans would allow efficient use of the internal space without creating undue additional effort, contributing positively to the fitness for purpose of the internal spaces. Furthermore, the stacking of units is generally acceptable and consistent throughout the development as well as having no single aspect units.
- 1.22 The scheme also proposes a communal rear garden which has an area of 218sq/m. Officers consider this to be a positive inclusion within the proposed development along with the soft landscaping within this area to increase the overall biodiversity of the site and provide additional play areas for future occupants of the building.
- 1.23 In line with the abovementioned policies, 10% of units must been designed to be fully wheelchair accessible, adhering to Building Regulations M4(3). All the remaining units must be designed to be fully wheelchair adaptable, adhering to Building Regulations M4(2) officers consider it

necessary to recommend a compliance condition to ensure that these units are designed to this standard upon occupation of the residential units.

Density

- 1.24 London Plan Policy 3.4 seeks to optimise housing output for different types of locations within the relevant density range as indicated within Table 3.2. This policy also acknowledges that the density matrix should not be applied mechanistically, and that other factors such as context, layout, residential quality and impact to amenity need to be taken into account in concluding whether the density is appropriate. The site is characterised as urban for the purposes of calculating density and benefits from a PTAL of 6a; as such, the London Plan requirements for the site would be a density range between 45-185 u/ha.
- 1.25 Draft London Plan Policy D6 states that development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. The Draft London Plan has not yet been adopted and whilst material and relevant, Officers apportion less weight to these requirements than those within adopted policies outlined above which are accorded full weight. Draft London Plan Policy H12 seeks to ensure schemes deliver an appropriate mix of units to the nature and location of the site.
- 1.26 On the basis of the site being urban in character and having a PTAL rating of 6a, Table 3.2 of the London Plan sets out indicative density guidance of between 45/185u/ha. The development proposes a density of 141 u/ha which sits comfortably within the density expected for a site of this nature.
- 1.27 Whilst officers accept that the density matrix does not necessarily need to be applied mechanistically and there can be variance subject to further consideration into the detailed design and overall benefits of the scheme. It is considered in this instance that the proposed development however would sit within the expectations for site of this size in its urban context in this instance and accords with the abovementioned policies and the sustainable density matrix.

Summary

- 1.28 Taking into consideration the above and imposition of relevant conditions. Officers consider the proposed development in respect of the quality of accommodation to be acceptable

Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes
<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 1.29 Objective 124 of the NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
- 1.30 Objective 125 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 1.31 Objective 127 details that planning policies and decisions should aim to ensure that developments:
 - will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 1.32 Objective 129 states: “Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life”.
- 1.33 Further, objective 130 states: “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)”.
- 1.34 Policy 7.1 of the London Plan states that the design of new buildings and the spaces they create should help reinforce the character and accessibility of the neighbourhood.
- 1.35 Policy 7.2 of the London Plan details that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and will support the principles of inclusive design which seek to ensure that developments can be used by all, regardless of disability, age, gender, ethnicity or economic circumstances.
- 1.36 Policy 7.4 of the London Plan additionally requires development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, new development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.
- 1.37 Policy 7.5 stipulates that the quality of the public realm has a significant influence on quality of life and can affect people’s sense of place, security and belonging, as well as having an influence on a range of health and social factors. For this reason, public and private open spaces, and the buildings that frame those spaces, should contribute to the highest standards of comfort, security and ease of movement possible. Moreover, it is considered that places should be distinctive, attractive, vital and of the highest quality. Policy 7.6 of the London Plan outlines that the architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. It also advises that buildings and structures should be of the highest architectural quality and comprise details and materials that complement, not necessarily replicate, the local architectural character.
- 1.38 Policy D1 of the Draft London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the Draft London Plan which seeks good design.

- 1.39 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the sites context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 1.40 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 1.41 Policy D5 of the Draft London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design.
- 1.42 Policy D6 considers the importance of achieving and maintaining a high quality of design through the planning process and into delivery stage.
- 1.43 Policy D8 of the Draft London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 1.44 This is further supported by policy BP11 of the Borough Wide DPD, policy CP3 of the Core Strategy DPD and policy DM16, SP4 and DM11 of the Draft Local Plan Regulation 19 which ensures that development is designed in a sensitive and appropriate manner which minimises impact on surrounding neighbours and respects the character of the area.
- 1.45 As previously mentioned, officers note that the previous application was refused and contained a number of reasons for refusal relating directly to the design and quality of the scheme. More specifically, it was considered by officers that the proposed development was considered unacceptable by virtue of its scale, massing and poor-quality design.
- 1.46 As mentioned in an earlier section of this report London and Local Plan policies seek to reduce crime and create safer neighbourhoods with this being achieved through creating active frontages creating natural surveillance and effectively designing out crime. Officers have imposed a condition requiring the scheme to adhere to secured by design principles prior to first occupation of the development to accord with the abovementioned policies.
- 1.47 Having regard to the site surroundings, officers note that the site is predominantly characterised by two storey terraced dwellinghouses to the North across Cranborne Road, with the exception of a large school building to the West of the site (Ripple Primary School). The proposed development although at three storeys would remain commensurate in relation to its surroundings. The proposed three storey building would appear only marginally taller than the nearest residential property at 2 Cranborne Road. Moreover, given the location of the scheme as a prominent corner development, officers accept the slight increase in massing subject to a high quality modern external appearance.
- 1.48 The proposed development has evolved throughout the pre-application and application process to achieve an indicative high-quality design. The development proposes a range of materials and in particular brick types and tones to give the building more architectural interest. The scheme proposed individual entrances to units on the ground floor with an additional communal entrance point for the rest of the flats within the building. The applicant has revised the entrances to provide a more legible access point, which is welcomed by officers in positively contributing to the place making of the scheme. Officers give further regard to the hard and soft landscaping and boundary treatments to the principal elevation.
- 1.49 In relation to crime and safety matters, officers have received a consultation response from the Metropolitan Police regarding the proposed development. The initial response outlined concerns with respect to the communal entrance to the building which has been addressed through the amended plans and drawings. Moreover, in response to the consultation received and noting the

neighbour representation received in relation to crime and safety, conditions have been recommended by Metropolitan police requiring each part of the building to achieve the secured by design accreditation prior to the first occupation of the development.

1.50

1.51 Officers acknowledge that the failure to provide high quality landscaping formed a reason for refusal as part of the previous submission. As such, officers consider it necessary in this instance to impose a number of robust planning conditions ensuring that additional details are provided prior to the construction of the development relating to material details inclusive of windows and balconies and hard and soft landscaping.

Impacts to neighbouring amenity:

1.52 NPPF Objective 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.

1.53 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal and should minimise carbon dioxide emissions across the site. London Plan Policy 7.1 requires, amongst other things, that the design of new buildings and the space they create should help reinforce or enhance the character, legibility, permeability and accessibility of the development. Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 outlines that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.14 seeks to protect people in areas of poor air quality (such as AQMAs). Policy 7.15 seeks to avoid significant adverse noise impacts on health and quality of life as a result of new development.

1.54 Policy D1 of the Draft London Plan states that development design should deliver appropriate outlook, privacy and amenity. Policy D14 of the Draft London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life.

1.55 Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings and goings and/ or lighting during construction and occupation. This is supported by policies DM11, DM16 and DM25 of the Draft Local Plan.

1.56 In relation to standards for privacy, daylight and sunlight the London Plan Housing SPG states that "An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm."

Daylight and Sunlight

1.57 The application has been accompanied by a Daylight and Sunlight Assessment prepared by The Daylight Lab, dated July 2020. The applicant has conducted an assessment which has taken into consideration the vertical sky component (Vsc) and Average Daylight Factor (ADF) for the surrounding residential properties as well as the existing building. The daylight and sunlight report outlined that 12 of the closest windows serving residential properties were surveyed across Cranborne Road and St Awdrys Road.

- 1.58 The report outlines that of all of the windows surveyed, all would accord with BRE guidelines with respect to vertical sky component and Annual Probable Daylight Hours.
- 1.59 Further to the above, the report has included the accompanying models to forecast potential overshadowing as a result of the increased built form at the development site. Officers note that the properties to the North East along St Awdrys Road would receive marginally less daylight as a result of the overshadowing caused by the proposed building. Officers accept however that this additional loss of light is limited and would be concentrated to the rearmost portion of the rear gardens.
- 1.60 Notwithstanding the above however, given the proximity of 2 Cranborne Road to the development site is outlined that there would be noticeable overshadowing caused by the proposed building. Officers are satisfied however having regard to the dense nature of the surrounding terrace, that an even more moderate proposal at 2 storeys would likely give rise to similar effects. This has not however outweighed the overall benefits of the proposal. Furthermore, given the accordance with BRE Guidelines in protecting the access to daylight and sunlight for the habitable internal officers consider the proposed development in this regard to be acceptable.

Outlook/Privacy/Overbearingness

- 1.61 Given the change in the use and the scale of the development within an urban setting it is reasonable to assume that there will be potential for perception of loss of privacy and outlook will to those existing residential occupiers who neighbour the site. As aforementioned, the existing site does not currently comprise any active residential uses. Furthermore, noting the single storey nature of the existing site in its entirety, when operational it would not pose any immediate loss of outlook/overlooking or privacy issues. Taking this into consideration given the dense nature of the development which seeks an uplift in built form at the application site.
- 1.62 The proposed building line has largely aimed to remain consistent with the property at 2 Cranborne Road to the rear with a protruding element positioned to the eastern edge of the site. Officers consider this approach successful in attempting to reduce any sense of overbearingness upon the neighbouring properties. Additionally, it is noted the protruding element of the building is located approximately 19.00m away from the rearmost wall of the nearest residential property on St Awdrys Road. This is considered an appropriate buffer in protecting the residential amenity of these properties with respect to loss of privacy, overlooking and overbearingness.
- 1.63 The submitted plans have indicated that the development proposal benefits from windows that overlook the terrace to the North. Nevertheless, these have been limited and given the positioning of the development in relation to the terrace at Cranborne Road it is considered that any loss of outlook would be concentrated to the rear gardens.
- 1.64 Further to the above, officers acknowledge that the proposed balconies have all been positioned to street facing elevation which overlooks the highway. This arrangement is considered acceptable in ensuring that there is no loss of privacy or outlook that arises from residents using their balconies.

Noise

- 1.65 The application site is currently in operation as a car wash business. The proposed noise and comings and goings within the operating hours typically associated with this type of use would be considered to have potential discernible impacts upon the surrounding neighbouring properties. It is considered that the introduction of 12 residential dwellings in this location would be more commensurate to the local context given the predominantly residential composition within the immediate surroundings. As such, officers consider that the pattern of comings and goings and resultant noise, from the proposed development, would be within acceptable parameters.
- 1.66 It is accepted that the demolition and construction phase however would result in significantly increased levels of noise. Whilst this would be temporary and not a permanent contributor of noise to the surrounding properties officers have recommended a robust demolition and construction management plan to be secured by way of a condition. Officers note that this must be submitted and agreed by the Local Planning Authority prior to any above ground works being carried out. This is to ensure that the method of demolition and construction is agreed and would be designed to minimise the potential risk of adverse impacts to any of the surrounding neighbouring properties.

- 1.67 Additionally, officers have recommended a condition controlling hours of construction given that there are existing residential properties within proximity to the development site. As such, the construction hours shall be limited to: 08:00 and must finish no later than 18:30 Monday to Friday and 09:00 – 13:00 on Saturdays with no construction works taking place on Sundays or public holidays.
- 1.68 LBBD Environmental Health have reviewed the application and have recommended the imposition of conditions relating to noise to safeguard the proposed residential units. The proposed conditions recommended would require a full survey measuring noise levels generated from road traffic and include appropriate mitigation measures.

Air Quality

- 1.69 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan also states that all development should be air quality neutral as a minimum.
- 1.70 The Air quality report has been considered by officers and is acceptable in aligning with the above policies. The proposed development has adopted on site measures to remain air quality neutral. Environmental Health have reviewed the report and outlined the requirement for the applicant to provide additional mitigation measures. Officers consider the applicant has responded to this adequately through the agreement of a car parking free development and provision of on street electrical vehicle charging points. The conditions imposed would require the applicant to provide certification that the development has achieved air quality neutral status prior the occupation of the proposed units and in line with the approved report. Notwithstanding this, a head of term has been included to ensure that any failure to accord with these standards would result in an offset contribution calculated at £29,000 per tonne of NOx over the established benchmark figure which would be payable prior to occupation.

Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	2 (Blue Badge)	<i>PTAL Rating</i>	6a
<i>Proposed number of cycle parking spaces:</i>	19	<i>Closest Rail Station / Distance (m)</i>	Barking (725m)
<i>Restricted Parking Zone:</i>	Yes	<i>Parking stress survey submitted?</i>	Yes / No

- 1.71 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians. Please make your assessment here
- 1.72 The London Plan seeks to shape the pattern of development by influencing the location, scale, density, design and mix of land uses such that it helps to reduce the need to travel by making it safer and easier for people to access jobs, shops, leisure facilities and services by public transport, walking and cycling.
- 1.73 Policy 6.1 (Strategic Approach) of the London Plan seeks to promote sustainable modes of transport and accessibility, and reduce the need to travel by car. Policy 6.3 (Assessing Effects of Development on Transport Capacity) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. London Plan Policy 6.13 (Parking) seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well-considered travel plans aim to reduce reliance on private means of transport.

- 1.74 Both the London Plan through Policy 6.9 and supported by emerging Policy T5, T6 within the Draft London Plan and seek to encourage sustainable modes of transport including through provision of cycle storage facilities to promote bicycle take up reducing reliance on private motor vehicles.
- 1.75 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 1.76 Officers have received numerous neighbour representations regarding the proposed development's level of parking and the resultant impact that could potentially have on the local amenity. Officers note that the proposed development which seeks to provide 12 residential units has the potential to give rise to additional parking stress within the vicinity. Notwithstanding this however, the proposed development has been sought as a car parking permit free development with the exclusion of 2 accessible spaces which are provided on site. Officers consider this to be acceptable and appropriate heads of terms and conditions shall be included in this regard to secure these details.
- 1.77 A total of 19 cycle spaces are to be provided within the development. The proposals exceed the minimum requirement and therefore accord with the abovementioned policies. Officers have included a condition to ensure that the cycle parking shall be delivered in full prior to the occupation of the residential units and retained thereafter. This is to ensure that sustainable modes of transport are promoted and easily available without additional effort for residents.
- 1.78 A Demolition and Construction Management has been recommended by way of a condition requiring various logistical matters pertaining to the demolition and construction phase of the development. This is to be submitted for approval and subsequent implementation. A detailed condition is recommended to secure as such. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding highways or quality of the public realm and neighbouring amenity during the development phase.

Summary

- 1.79 Officers therefore consider the proposed development with respect to transport matters to be considered acceptable.

Employment:

- 1.80 The proposed development will also contribute to employment for residents within the borough. Officer will secure an Employment, Skills and Suppliers Plan ensuring that reasonable endeavours are undertaken to ensure a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.
- 1.81 It is therefore considered by officers that on balance that the proposal will be provide far reaching benefits beyond the description of development.
- 1.82 It is therefore considered that the proposal accords with London Plan Policies 3.1, 3.3, 3.4, 3.8, 3.9, 3.10, Draft London Plan policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to affordable housing and building inclusive communities.

Waste management:

- 1.83 London Plan Policy 5.3 (Sustainable Design and Construction) seeks to ensure that the highest standards of sustainable design and construction are achieved and seeks to ensure minimisation of the generation of waste and maximisation of reuse and recycling whilst adopted London Plan Policy 5.17 (Waste Capacity) specifically stated that suitable waste and recycling storage facilities are required in all new developments.

- 1.84 The above policies are reinforced by Draft London Plan Policies D6 and S18 (Waste Capacity and Net Waste Self-Sufficiency). Policy INF3 (Waste and Recycling) of the Local Plan seeks to minimise or mitigate the impacts of waste transport and management on the environment and the borough's residents
- 1.85 Refuse storage will be accommodated internally with secure refuse storage provided. A waste management plan has not accompanied the formal submission however a condition has been recommended to secure a waste management plan.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):	
<i>Renewable Energy Source / %</i>	Photovoltaic Panels/Air Source Heat Pumps
<i>Proposed CO₂ Reduction</i>	54.7%

- 1.86 The NPPF strongly emphasises a presumption in favour of sustainable development, stating that there are three dimensions to sustainable development: economic, social and environmental.
- 1.87 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
1. Be lean: use less energy
 2. Be clean: supply energy efficiently
 3. Be green: use renewable energy
- 1.88 Policy 5.2 states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations 2010 leading to zero carbon residential buildings from 2016. The policy stipulates that every major proposal should be accompanied by an energy assessment demonstrating how the targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy.
- 1.89 London Plan Policy 5.3 requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement
- 1.90 Policy 5.7 of the London Plan (Renewable energy) seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected carbon dioxide emission through the use of on-site renewable energy generation, where feasible.
- 1.91 Policy 5.9 of the London Plan (Overheating and cooling) requires major development proposals to reduce potential overheating and reliance of air conditioning systems and demonstrate this in accordance with the following cooling hierarchy: 1) minimise internal heat generation through energy efficient design; 2) reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3) manage the heat within the building through exposed internal thermal mass and high ceilings; 4) passive ventilation; 5) mechanical ventilation; and 6) active cooling systems (ensuring they are the lowest carbon options). The policy also requires major development proposals to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. This is further supported by Policy 5.10 that promotes urban greening such as tree planting, green roofs and walls, and soft landscaping. The above policies are reinforced in the Draft London Plan at Chapter 9.
- 1.92 Section 43 of the Deregulation Act 2015 outlines that development consisting of the construction or alteration of buildings to provide dwellings, or the carrying out of any work on dwellings should be designed and completed in accordance with the energy efficiency requirements outlined within building regulations.

- 1.93 The application has been submitted accompanied by a sustainability statement and energy statement prepared by Innervision Design Ltd. dated July 2020. The energy statement and the submitted plans outlined that the proposed development would seek to use Solar Photovoltaic Panels (PV) and Air Source Heat Pumps which are considered appropriate to be installed to the flat roof of the building, would be noiseless and low maintenance. This technology would have aim to reduce carbon emission by offsetting grid electricity which has a high carbon footprint.
- 1.94 The initial emissions reduction has been calculated at 54.7% which would be in excess of the 35% baseline set for non-residential major development. As outlined above however there is a requirement for domestic development of this nature to achieve a zero-carbon target. Where these emissions targets cannot be met on-site the London Plan states any shortfall should be provided off-site or through a cash-in-lieu contribution which is used to secure carbon dioxide savings elsewhere. The report accompanying the planning application calculates the application scheme will need to off-set a total of 208.3 Tonnes (6.94 Tonnes CO₂/yr) tonnes of CO₂ over the 30 years to meet the requirements of Zero Carbon. This would be calculated as followed: £60 (price per tonne) x (tonnes over a 30-year period).
- 1.95 The above financial contribution will be included as part of the application's section 106 heads of terms. A condition will also be included for the passive and renewable energy savings measures in the Energy & Sustainability Statement to be implemented prior to the development being occupied.
- 1.96 Subject to suitable conditions and S106 Heads of Terms to safeguard the above measures, the proposal is considered satisfactory in terms of sustainability and energy matters and in compliance with the aforementioned policies.

Biodiversity & Sustainable drainage:

Biodiversity

- 1.97 Policy 7.19 of the London Plan and Policy G6 of the Draft London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging local plan (Reg 19 stage).
- 1.98 Officers note that the previous planning application raised concerns with respect to the partial loss of green land that was included in the redline boundary to the eastern edge of the side fronting Wedderburn Road. The existing green area was considered beneficial as a buffer and offering a visual screen between the adjacent highway and the residential terraces. Officers accept that the green space was not protected in planning policy terms however, given the existing vegetation and trees that existing within this space; its loss was considered regrettable and it was outlined that any proposal that comes forward on this site should seek to adequately offset the loss of this green space.
- 1.99 The previous proposal failed to incorporate adequate on-site greening having regard to the generous communal space to the rear as well as the opportunity for landscaping across the whole scheme. Officers apportion weight to the current proposal subject of this application which has addressed this matter and through the provision of an arboriculture report outlining the increase in green space across the site to positively contribute to urban greening.
- 1.100 Additionally, the previous proposal raised concerns with respect to the loss of the land at Wedderburn Road which currently comprises unoccupied grassland and trees. The applicant has acknowledged that the loss of this land without mitigation would be regrettable despite the land not being formally designated as open space and as such as offered a cash contribution of £15,000 along with the onsite greening measures to offset this. Officers are accepting of this contribution and have reflected this in the heads of terms. It is considered that this should be paid prior to the commencement of the scheme and be used within a local highways greenspace similar to the land being lost within a 1.5km radius of the site in consultation with the council.

Sustainable Drainage

- 1.101 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (Suds') unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by Policy SI13 of the Draft London Plan and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 1.102 A drainage strategy/flood risk assessment has been submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers. Officers have recommended a condition requiring an approved detailed drainage design to be provided prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.

Conclusions:

In recommending to grant planning permission, Officers have found the proposal to be acceptable following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations. Officers are satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement

Appendix 1:

Development Plan Context:

The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:

National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)

<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 1.1 - Delivering the strategic vision and objectives for London Policy 3.1 - Ensuring equal life chances for all Policy 3.3 - Increasing housing supply Policy 3.4 - Optimising housing potential Policy 3.5 - Quality and design of housing developments Policy 3.8 - Housing choice Policy 3.9 - Mixed and balanced communities Policy 3.10 - Definition of affordable housing Policy 3.16- Protection and enhancement of social infrastructure Policy 5.3 - Sustainable design and construction Policy 5.10 - Urban greening Policy 5.17 - Waste capacity Policy 6.1 - Strategic approach Policy 6.3 - Assessing effects of development on transport capacity Policy 6.9 - Cycling Policy 6.10 - Walking Policy 6.13 - Parking Policy 7.1 - Lifetime neighbourhoods Policy 7.2 - An inclusive environment Policy 7.3 - Designing out crime Policy 7.4 - Local character Policy 7.5 - Public realm Policy 7.6 - Architecture Policy 7.8 - Heritage assets and archaeology Policy 7.14 - Improving air quality Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes Policy 7.19 - Biodiversity and access to nature</p>
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The Mayor of London's Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.

<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London's form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the designed approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards Policy D7 – Accessible Housing</p>
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	<p>Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H2 - Small sites Policy H4 – Delivering affordable housing Policy H5 – Threshold approach to applications Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H10 – Redevelopment of existing housing and estate regeneration Policy H12 - Housing size mix Policy HC1- Heritage and conservation Policy S1 -Developing London’s social infrastructure Policy S3 – Education and childcare facilities Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI7 - Reducing waste and supporting the circular economy Policy SI8 - Waste capacity and net waste selfsufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP2 - Protecting and Promoting our Historic Environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP2 - Conservation Areas and Listed Buildings Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an “advanced” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and substantial weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020)</i></p>	<p>Policy SPDG1 - Delivering Growth Policy SP4 - Delivering Homes that Meet People’s Needs</p>

	<p>Policy SP2 - Delivering High Quality Design in the Borough</p> <p>Policy SP6 – Green and Blue Infrastructure</p> <p>Policy SP7 - Securing a Sustainable and Clean Borough</p> <p>Policy SP4- Delivering social infrastructure in the right locations</p> <p>Policy DMH1 - Affordable Housing</p> <p>Policy DM2 - Housing Size and Mix</p> <p>Policy DMD1 - Responding to Place</p> <p>Policy DMNE1 - Protecting and Improving Parks and Open Spaces</p> <p>Policy DMNE2 Urban greening</p> <p>Policy DMNE3- Nature Conservation and Biodiversity</p> <p>Policy DMNE5 - Trees</p> <p>Policy DMSI 2 - Energy, Heat and Carbon Emissions</p> <p>Policy DMSI4 - Improving Air Quality</p> <p>Policy DMSI6 - Managing Flood Risk, including Surface Water Management</p> <p>Policy DMSI9 - Managing our Waste</p> <p>Policy DMT1 - Making Better Connected Neighbourhoods</p> <p>Policy SP4: Planning for social infrastructure</p> <p>Policy DMS1- Protecting or enhancing facilities</p>
<p><i>Supplementary Planning Documents</i></p>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)</p> <p>Housing Supplementary Planning Guidance (2017)</p> <p>Accessible London: Achieving an Inclusive Environment (2014)</p> <p>Affordable Housing and Viability (2017)</p> <p>Character and Context (2014)</p> <p>Housing (2016)</p> <p>Play and Informal Recreation (2012)</p> <p>Sustainable Design and Construction (2014)</p> <p>Barking Town Centre Area Action Plan (2011)</p>

Additional Reference:

Human Rights Act

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

Equalities

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

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

Appendix 2:

Relevant Planning History:			
Application Number:	19/00227/FUL	Status:	Refused
Description:	Demolition of car wash building and redevelopment of site to erect a three storey building to provide 12 flats together with associated landscaping and car parking.		

Appendix 3:

The following consultations have been undertaken:

- Infrastructure Deliver Manager LBBB
- Cllr Dominic Twomey (Gascoigne)
- Cllr Abdul Aziz (Gascoigne)
- Cllr Saima Ashraf (Gascoigne)
- Environmental Health and Trading Standards (Noise, Fumes etc)
- LBBB District Heating / Energy
- LBBB Lead Local Flood Authority
- LBBB Transport
- LBBB Access Officer
- Trees (LBBB)
- Designing Out Crime
- LBBB Contaminated Land
- Archaeology
- Urban Design

Appendix 4 :

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
LBBB – Access	<ul style="list-style-type: none">• No objection comments recommended in respect of accessibility	The comments provided have been noted.
LBBB Environmental Health	<ul style="list-style-type: none">• No objection subject to conditions relating to control any loss of amenity.	Noted. Conditions have been recommended accordingly
Transport	<ul style="list-style-type: none">• No objection subject to conditions and heads of terms relating to :<ul style="list-style-type: none">- Car free development- Demolition and Construction- Delivery and servicing	Noted. Discussed in the relevant sections of the report. Conditions and heads of terms included.
LLFA	<ul style="list-style-type: none">• No objection subject to conditions.	The response is noted and is discussed in further detail in the relevant sections of the report.
Urban Design	<ul style="list-style-type: none">• Acknowledgement of the	Officers have recommended appropriate

	<p>improvements to the design as part of this proposal. The detailing and materiality should be secured by way of conditions.</p> <ul style="list-style-type: none"> Initial concerns with respect to the communal entrance and legibility. 	<p>conditions in relation to the response on urban design. Further amendments were received during the course of the application to address the minor concerns raised by the urban design officer and are considered acceptable.</p>
Metropolitan Police – Secured by Design	<ul style="list-style-type: none"> Concerns with respect to the communal entrance point with respect to its overall legibility 	<p>This has been addressed through the updated plans and compliance conditions have been secured in relation to secured by design standards.</p>

Appendix 5:

Neighbour Notification:	
Date Site Notice Erected:	27.08.2020
Date of Press Advertisement:	10.08.2020
Number of neighbouring properties consulted:	28
Number of responses:	1 petition received
Address:	Summary of response:
<p>The following comment has been attached to a petition pertaining 39 signatures from residents along Cranborne Road in objection to the planning application.</p>	<p>We feel the need to address issues specifically relating to the consultation of this planning application. First of all, we are absolutely disgusted that this is not the first time but the second time consecutively that residents, who would strongly object this planning application once again, have not been informed. Instead, only residents living at numbers 2 and 4 have been sent letters.</p> <p>Secondly, although the letter dated the 7th August 2020 stated that it was giving 24 days from that date to respond, the residents who were given a letter only received it on the 14th August 2020 which is a week later. This left residents with exceptionally limited time to respond.</p> <p>Lastly, receiving the consultation letter during the COVID19 lockdown has meant that we do not feel comfortable reaching to further residents not only on Cranborne Road but especially residents of St. Awdry's Road and the parents of schoolchildren attending Ripple Nurse School who would also be strongly opposed to the application (attached are the current signatures received that oppose planning permission being granted).</p> <p>PRIVACY – Currently, the premises at 2A Cranborne Road is a single story. However, the planning application is for a 3 storey development. The houses on Cranborne Road and St Awdry's Road whether they have loft conversions or not does not greatly invade privacy. In the case of this proposed development it does so to a massive extent. The key reason for this is that the properties on the 2nd and 3rd floors will be able to look directly across many houses not just a few starting from the beginning of Cranborne Road and St Awdry's Road. This is a total disregard for the privacy of all these residents affected. In addition, it appears that there will be 2 balconies on Cranborne Road in particular that will further invade privacy of residents who do not want to be constantly overlooked by other residents as the leave or enter their homes.</p> <p>LOSS OF LIGHT/OVERSHADOWING – To even increase the size of</p>

the house by even a single story leads to a loss of light/overshadowing and is caused by neighbours on the right due to where the light is coming in from. This entire block is not only situated on the far right hand side of all the neighbours but it is also 3 storey development. This will definitely have a great impact on further light loss/overshadowing. The fact that this development will all so run across the full length of existing properties adds to this concern.

ADEQUACY OF PARKING – The planning application mentions the development will come with parking. We are certain that that parking will not be sufficient for the residents where they own more than one car or have family or friends visiting. Currently, despite all the parking restrictions in place on Cranborne Road we are still suffering from a lack of parking. We are getting residents from St. Awdry's Road also parking on our road as they already have their own parking lack of parking issues. Many of our residents get anxiety of where to park especially over the weekend. We are also getting residents that live on top of shops on Ripple Road that have blue badges parking on our road. We also have cars and vans belonging to people that do not live on our road that also abuse the parking. No doubt that these new residents or their friends and family will also take the spaces that we already lack.

IMPACT ON HIGHWAY SAFETY – We have too many people using Cranborne Road and St Awdry's Road as a short-cut from near Lidl to get to Movers Lane, A13 or Ripple Flyover. Vehicles exiting the development anywhere in this area which is already crazy at peak times means an imminent risk of serious accidents.

NOISE & DISTURBANCE RESULTING FROM USE – Currently the premises are being used as business operating during the day time only. This residential application will result in 24 hour usage.

CRIME - We have a number of residents that are involved in the Gascoigne Ward Panel run by the Safer Neighbourhoods Local Police Team. Infact, we have the highest representation which we felt we had to have over the last few years. . We have experienced and it is backed up by statistics how Cranborne Road use to have very low levels of crime. However, in the last few years we have experienced a big spike including blue badge thefts, car thefts, vandalism and burglary. Having a new block of social housing will only add to this problem which we are trying to control.

ANTI-SOCIAL BEHAVIOUR - In recent years in addition to increased crime levels, we are also trying to control anti-social issues. We are already experiencing major issues including drug dealing, prostitution, drinking, loud music, dumping and litter. Again, a new social block will add fuel to the fire. Fortunately, we only had one stabbing a few years ago but a new social block could change that. We know of the history and what Gascoigne Estate taught us! It is very likely that corner will become a new hot-spot for the wrong crowd.

The entire junctions around the development are a recipe for disaster and especially during school drop-off and pick-up times. We have seen -and have been fortunate enough to have the team working at the car wash come to the rescue in addition to neighbours and parents of school children. Consequently, children have no choice but to cross in-between cars who move all of a sudden and

quickly as are in a rush to get moving again.

A three storey building will overlook into the school which is attended by extremely young and vulnerable children. Unfortunately, we live in times where we have the responsibility of taking steps to protect these children. We have our own children, our own grandchildren, children of other residents that we know or have even attended the school ourselves when we were much younger. How anyone can permit such an application to go through is beyond belief!

The disruption caused during the works if granted permission will not only effect residents 24/7 but will greatly impact the school during pickup and drop -off times. The impact of approving this application will be felt immediately by the school especially when they will be getting plenty of complaints from parents. The works will contribute to exceptionally high risk levels to children relating to traffic and crossing the road further away from the school putting them in increased danger.

We look forward to your team taking note of the high-level of resistance from Cranborne Road residents and good reasons to pull the plug on this and any further applications as soon as possible.

Officer Summary:

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

Appendix 6:

Conditions & Informatives:

Conditions:

1. Statutory Time Limit - Planning Permission

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

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

2. Development in accordance with Approved Plans

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

- Drawing Title : Proposed Block Plan – Drawing Number : 2661-RDJWL-XX-XX-DR-A-0017 C02 – Dated : September 2020
- Drawing Title: Proposed Ground & First Floor Plans – Drawing Number : 2661-RDJWL-01-ZZ-DR-A-0025 Rev. C02 – Dated : September 2020
- Drawing Title: Proposed 2nd Floor & Roof Plan – Drawing Number : 2661-RDJWL-01-ZZ-DR-A-0026 Rev.C02 – Dated : September 2020
- Drawing Title : Proposed Elevations & 3D views – Drawing Number : 2661-RDJWL-ZZ-ZZ-DR-A-0027 Rev.C02 – Dated : September 2020
- Drawing Title : Proposed Elevations & 3D views – Drawing Number : 2661-RDJWL-ZZ-ZZ-DR-A-0028 Rev.C02 – Dated : September 2020

Documentation

- Arboriculture Impact Assessment – Dated : July 2020
- Air Quality Assessment – Dated : April 2019
- Daylight and Sunlight Assessment – Produced by : The daylight Lab – Dated : July 2020
- Energy Statement – Produced by : Innervision Design Ltd – Dated : July 2020

No other drawings or documents apply.

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

Prior to all works/commencement Conditions

3. Scheme of Acoustic Protection

Prior to commencement of the development full details of a scheme of acoustic protection of habitable rooms against noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

- a. 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- b. 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

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

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

4. Contaminated Land

No development shall commence until:

(a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and

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

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors

5. Construction Management

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

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

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

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

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

Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF

6. Drainage Scheme

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

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

7. Waste Management Plan

Prior to commencement of any works a detailed waste management Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval, the waste management plan shall be implemented before commencing of works.

Reason: In the interests of highway safety.

Prior to above ground works

8. Materials and Balcony Details

Prior to the commencement of any above ground works details of all balconies and all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials and balcony details. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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

9. Hard/Soft Landscaping Details

Prior to the commencement of any above ground works detailed soft and hard landscaping strategies must be submitted and approved in writing by the Local Planning Authority.

Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

10. Trees

Prior to the commencement of any above ground works, a Tree Planting Strategy is submitted to and approved in writing by the Local Planning Authority.

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

Prior to first occupation and/or use Conditions

11. Travel Plan

Prior to first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. On approval the Travel Plan shall be implemented prior to first occupation and maintained.

Reason: In the interests of sustainable transport.

12. Cycle Parking Implementation

Prior to the first occupation of the development the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

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

13. Crime Prevention Scheme

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme (silver), or alternatively achieve security standards (based on Secured by Design principles) through consultation with the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

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

14. Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by Innervision Design Ltd Dated : July 2020 delivering a 54.7% reduction in site wide CO2 emissions. A verification report must be submitted in writing and approved by the Local Planning Authority and implemented in full prior to first occupation of the dwellings.

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

Monitoring & Management Conditions

15. Accessible Units

Two (16%) dwellings identified as Flats 1 and 3 shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: Wheelchair user dwellings (2015 edition).

The remaining units shall be constructed to comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) as a minimum.

Reason: To ensure the accessibility of the residential dwellings hereby approved.

16. Air Quality

The Air Quality mitigation measures outline within the approved Air Quality Assessment document dated : July 2019, must be installed in full prior and provide certification in writing prior to the first occupation of any residential for the relevant phase of the development.

Reason: to protect the residential amenity of future occupiers.

Appendix 7:

s.106 Proposed Heads of Terms:

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

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's reasonable fees in monitoring and implementing the Section 106 and payable on completion of the deed at £3000; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Affordable Housing:

4. Financial contribution of £90,000 to the council for offsite affordable housing to be paid upon the sale or occupation of the 9th residential unit.

Transport:

5. Commitment to a car parking permit free agreement.
6. To enter into a section 278 agreement with the council for the delivery of 1 on street electric vehicle charging point.

Employment:

7. Secure an Employment, Skills and Suppliers Plan and administration of monitoring fee at £1,500.00 payable 6 months in advance of commencement of the development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.

Sustainability:

8. The development shall achieve a minimum 54.7% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon calculated at : £60 (price per tonne) x 208.3 (tonnes over a 30-year period).
9. A monetary contribution shall be paid to the council prior to the occupation of the residential units should the development fail to achieve air quality neutrality. The offsetting contribution rate is calculated at £29k per tonne of NOx over the benchmark.
10. A sum of £15,000 to be paid to the council prior to the commencement of the development to go towards the improvement of local highways green space within a 1.5km radius of the site.