


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
20 May 2024
Application for Full Planning Permission and Listed Buildings Consent

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| Case Officer: | Alex Tayler | Valid Date: | 19 th December 2023 |
| Applicant: | Mr Avinash Tiwari (Scientific Designs) | Expiry Date: | 31 st May 2024 |
| Application Numbers: | 23/01878/FULL 23/01937/LBC | Ward: | Eastbrook and Rush Green |
| Address: | The Eastbrook Hotel, Dagenham Road, Dagenham RM10 7UP | | |

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for full planning permission and an application for listed buildings consent: This is being brought to Planning Committee for determination as there are a number of objections to the scheme.

Proposal:
23/01878/FULL

“Change of use to a hotel (Use Class C1) with retention of public house (sui generis) at ground floor, partial demolition to internal areas and to the rear elevation, and the construction of a part one storey, part two storey and part three storey extension, and loft conversion including front and rear dormers relating to 23/01937/LBC.”

23/01937/LBC

“Listed building consent relating to the change of use to a hotel (Use Class C1) with retention of public house (sui generis) at ground floor, partial demolition to internal areas and to the rear elevation, and the construction of a part one storey, part two storey and part three storey extension, and loft conversion including front and rear dormers relating to 23/01878/FULL.”

Officer Recommendations:

In relation to 23/01878/FULL, 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 (or authorised officer) to grant planning permission subject to the Conditions listed in Appendix 5 of this report.

In relation to 23/01937/LBC, 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 (or authorised officer) to grant listed building consent subject to the Conditions listed in Appendix 6 of this report.

Conditions Summary:**23/01878/FULL**

1. Statutory Time Limit
2. Approved Plans
3. Permitted Uses
4. Hours of Use
5. Construction Logistics Plan
6. Mechanical Services
7. Commercial Kitchen Extract Ventilation System
8. Construction Environmental Management Plan
9. Hard/Soft Landscaping Details
10. Materials
11. Car Parking Design and Management Plan
12. Delivery and Servicing Plan
13. Travel Plan
14. Secured by Design, Lighting and CCTV
15. Cycle and Bin Stores
16. Window Sealed Shut and Obscure Glazed

23/01937/LBC

1. Statutory Time Limit
2. Approved Plans
3. Site Meeting
4. Structural Survey
5. Building Contract
6. Detailed Schedule of Repairs and Restoration
7. Architectural Details (including Windows and Doors)
8. Materials
9. Internal Finishes and Decoration
10. Oak Bar Fireplace
11. Geometric Bathroom Tiles
12. Utility Service Routes
13. Internal Walls and Cornices
14. Internal Doors
15. Retention of Fabric
16. Retained Downstand and Nibs

17. Retention, Repair and Reuse of Attic Panelling

OFFICER REPORT

Site, Situation and Relevant Background Information:

Site Description

The application site sits on the south side of Dagenham Road, one of the main historic routes linking London and Essex. It comprises an inter-war Grade II* listed two storey 'improved public house', including generous car park and an enclosed beer garden. It has been extended on several occasions over time, but is generally well preserved in its original form. Internally, preservation of the ground floor bar and toilet areas is excellent, with many original features also well preserved within the upper levels. Notwithstanding, the building is in need of restoration, as part of an ongoing maintenance programme, in order to ensure its continued preservation, with parts of the site having been allowed to fall into a state of poor repair.

Dagenham Road runs through partly built-up urban development, open fields and the Chase Nature Reserve/Eastbrook Country Park. To the northeast of the site, the road is characterised by a series of interwar terraced housing which terminates at the country park. Further south along Rainham Road South, the street also comprises a series of 1930s terraced housing with shopfronts at street level where local amenities are concentrated. Both roads are busy traffic thoroughfares, which is a key reason for the pub's strategic location. The west side of Rainham Road South is dotted with large 20th and 21st century industrial buildings. Generally, there are no features of particular interest or quality that contribute to the setting of the listed building or the wider townscape around the site.

Planning Designations

Being a short walk north of Dagenham East station, the Site has a PTAL of 3. It sits within Flood Zone 1, denoting a low risk of fluvial flooding. The site falls within an Air Quality Management Area. As set out within the draft new Local Plan, it is within the Dagenham East and The Village Strategic Planning Sub Area, although it also sits on the boundary with the Becontree Heath and Rush Green Strategic Planning Sub Area. In addition to its status as a Grade II* Listed Building, the site is noted as a cultural location, being one of LBBB's remaining public houses.

Planning History

The site has a planning history going back many years. It is of note that recent applications on the site for a greater scale enlargement were withdrawn following officer advice. The applicant has since undertaken extensive pre-application engagement with LBBB officers and the proposals have also been considered thoroughly by Be First's appointed heritage advisors at Essex County Council.

The Proposal

The proposed development is for a rear extension, and the conversion of attic space through the creation of new dormer windows. This will enable the creation of 18 hotel rooms, including the conversion of existing accommodation on the upper floors, which is currently used by the tenants of the pub and other residential occupiers. The car park area would be resurfaced, with spaces formally demarcated. A new site boundary and landscaping is also proposed in the form of a perimeter hedge.

Key issues:

1. Principle of the Development
2. Design and Landscape

- 3. Impacts to Neighbouring Amenity
- 4. Sustainable Transport, Waste Management and Construction Impacts

Planning and Heritage Assessment:

1. Principle of Development:

- 1.1 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990). Planning (Listed Buildings and Conservation Areas) Act 1990 gives the LPA special duties in respect of heritage assets. Section 16 sets out that the decision maker should have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 1.2 The National Planning Policy Framework 2023 (NPPF) sets out that sustainable development must be pursued in a positive way. At its heart, it sets out a presumption in favour of sustainable development. For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.
- 1.3 Paragraph 195 of the NPPF recognises that heritage assets are an irreplaceable resource and requires the significance of heritage assets to be considered in the planning process, whether designated or not. Paragraph 200 places a duty on local planning authorities to require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 1.4 Paragraph 205 of the framework states that, ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 1.5 Paragraph 206 of the framework states that, ‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’
- 1.6 Paragraph 207 of the framework states that, ‘Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.’
- 1.7 Paragraph 208 of the framework states that, ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.’
- 1.8 Paragraph 214 of the Framework sets out that Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning

policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

- 1.9 Policy HC1 of the London Plan states that “Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.
- 1.10 Policy E10 of the London Plan sets out that serviced accommodation [such as hotels] should be provided in locations that are well connected by public transport.
- 1.11 Policy HC7 of the London Plan sets out that boroughs should protect public houses where they have a heritage, economic, social or cultural value to local communities. Applications that propose the loss of public houses with heritage, cultural, economic or social value should be refused. Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use should be resisted. This is echoed by policy DMS3 of the emerging Local Plan.
- 1.12 Policy DMD4 of the emerging Local Plan sets out that development proposals affecting designated heritage assets should preserve the setting of the assets and its historic significance. They should also demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the asset and its setting and secures its long-term viability. Where a development proposal would lead to harm to designated or non-designated heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.
- 1.13 Policy DME4 of the emerging Local Plan sets out that proposals for visitor accommodation must not create an over-concentration of such accommodation or have a significant adverse impact on the surrounding amenity of local character. It also sets out that proposals for visitor accommodation must be considered in relation to emerging Policy DME3. This states that town centre uses, such as visitor accommodation, should generally be focussed within designated town centres.
- 1.14 Officers also note the LBBDD “Last Orders? Preserving Public Houses SPD” (2014). The policies and guidance notes set out within this document set out that specific protection should be applied to public houses of heritage value to local communities. The Eastbrook is one of very few Grade II* Listed Buildings in LBBDD and a significant element of the heritage significance of the building lies in its continued use as a public house.
- 1.15 The site is currently in use as a public house. Residential accommodation is provided at upper floors, within former guest bedrooms. The proposal is for the enlargement and refurbishment of the building, to restore the hotel use within the upper floors.
- 1.16 As set out in the relevant local planning policies, hotel accommodation should generally be located within designated town centre locations. Whilst the site is not within a town centre, it does sit within a small area of shops, designated as the Eastbrook Neighbourhood Centre. Further, the site sits in very close proximity to a range of important facilities in the borough, including the Pearl, the Eastbrook Film Studios and a wide range of other local businesses. It is also situated within a ten-minute walk of Dagenham East station, which provides frequent connections throughout the borough and into Central London. Given this location, a relative lack of hotel accommodation in the area and the historic hotel use at the site, officers consider that this is an acceptable location for such a development in this instance.

- 1.17 Officers note the thrust of development plan policy to ensure the protection of public houses in the borough, particularly those of noted heritage or cultural value. The applicant has advised that the public house, in its current form, is unviable. Without some form of intervention, this puts the public house at risk of closure. Thus, the applicant has set out that additional revenue streams are required to remain in business and preserve the public house.
- 1.18 As set out in the applicant's heritage statement, the site is an inter-war "improved pub", which would have originally included visitor accommodation at upper floors. The proposals would therefore result in the restoration of the original use of the site, whilst aiding the long-term viability of the existing public house at ground floor.
- 1.19 Notwithstanding, the site is one of very few statutorily listed buildings in the borough and the only Grade II* public house. Therefore, there are a number of important heritage considerations relevant to the principle of the proposed development. The relevant assessment criteria for heritage buildings and the statutory duties of local authorities in relation to heritage buildings are clearly set out in the NPPF and in the Planning (Listed Buildings and Conservation Areas) Act 1990. The relevant policies are outlined above and officer assessment in relation to heritage matters is set out below.
- 1.20 Officers consider the proposed design of the development in significant detail within the design section below. Based on this assessment, officers consider that the proposal would result in less than substantial harm to the Listed Building. This is primarily due to loss of the original layout (first and attic floors), the addition of the proposed dormer windows, the inclusion of the proposed rear extension and the loss of some historic fabric. Paragraph 205 of the NPPF requires great weight to be given to the asset's conservation while paragraph 208 requires harm to be weighed against any public benefits of the proposal.
- 1.21 A key element of the building's listing lies in the preservation of the interior architecture, which has been largely unaltered over time. Great significance of the listing also lies in its use as a public house. The applicant has advised that the current operation is not viable. If the public house were to close for this reason, then a significant element of its historic significance would be lost. The proposals would result in the addition of 18 hotel rooms, which would help generate additional custom for the public house and additional revenue for the site as a whole. Given the historic pub/hotel use of the site, securing the continuation of its operation is considered to constitute the optimum viable use and would ensure the continued enjoyment of the general public and ensure that the historic use is preserved. Further, the addition of the hotel rooms would result in the restoration of the site's original use as a public house with visitor accommodation. In heritage terms, these attributes represent significant benefit of the proposals. More broadly, securing the optimum viable use of the site would ensure the preservation of an important community and cultural asset, particularly in the context of Barking and Dagenham, where many pubs have closed down over recent decades. In addition to this, the hotel would provide new visitor accommodation for visitors coming to local assets, such as the Eastbrook Film Studios, the UCL Pearl, or visiting local businesses/residents. This will help to boost Barking and Dagenham's wider economy, through encouraging overnight stays as well as boosting local employment.
- 1.22 In securing the optimum viable use of the site, ensuring the preservation of an important heritage, cultural and community asset, and in adding value to the local economy, officers attribute significant weight to the benefits of the proposed development. In this instance, it is considered that this outweighs the identified less than substantial harm. The identification of less than substantial harm would not, therefore, be a reason for refusal of the application.
- 1.23 As noted in paragraph 214 of the NPPF, Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the

disbenefits of departing from those policies. Whilst the proposed hotel development would not strictly be located within a town centre, it would support the conservation of the heritage asset. Further, it is located within a Neighbourhood Centre, in close proximity to neighbouring businesses and visitor destinations.

- 1.24 Officers, having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990 and the relevant paragraphs in the NPPF in relation to conserving the historic environment, are satisfied the proposal would preserve the Listed Building and its setting, and that despite the identification of some 'less than substantial' harm, this harm would be outweighed by the significant benefits to the public of preserving a cultural asset and to the preservation of the building, be securing its optimum viable use. Officers are also satisfied that the proposed hotel development would be acceptable in more general land use terms, given the location and the public benefits of securing the ongoing use of the public house with additional hotel accommodation.
- 1.25 In light of the above, it is considered that the principle of the development is considered acceptable, subject to the full assessment of all relevant matters, as set out in the subsequent sections of this report, below.

2. Design and Landscaping

- 2.1 Paragraph 124 of the NPPF stresses the importance of good design and states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 2.2 Chapter 3 (Design) of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability, and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.
- 2.3 Policy CP3 (High quality-built environment) of the Core Strategy states that all development proposal will be expected to achieve high quality standards in relation to the design and layout of new building and spaces. Policy BP11 (Urban design) sets design principles that new development should follow.
- 2.4 Emerging Local Plan Policy DMD 1 (Securing high-quality design) sets out that the Council will support development proposals that make a positive contribution to the character of the surrounding area.
- 2.5 In relation to heritage buildings, Policy DMD4 of the emerging Local Plan (Heritage assets and archaeological remains) sets out that development proposals affecting designated heritage assets will be granted if they:
- a) set out how the application accords with the latest relevant national guidance and London Plan policies
 - b) demonstrate that the proposed development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context
 - c) preserve the setting of the asset/s and its historic significance, and include hard and soft landscape proposals, where appropriate, that respect the character and appearance of the heritage asset; and
 - d) demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the asset and its setting and secures its long-term viability

- 2.6 The proposed development benefits from effective pre-application engagement with Be First Officers, as outlined in the applicant's planning statement. It is accompanied by a very detailed heritage statement, which describes the proposed design changes and their significance. This has been reviewed by Be First's independently appointed heritage consultants at Essex County Council, as well as Historic England.

Design and Layout

External Alterations

- 2.7 To the north (front) and west elevations, limited alterations are proposed, excluding the dormer windows, which are discussed below. The historic public house signage and swan neck lighting is to be retained and the redundant mechanical fans are to be removed.
- 2.8 To the rear of the building, a number of piecemeal extensions have been added over time. The proposals would include a modest scale extension to the rear of the building. It is considered that this will result in an improved, rationalised appearance at the rear. In order to facilitate this, part of the original rear wall would be lost, as would some of the original steel windows. However, these are considered to be of low significance. A modern timber door and uPVC windows would also be removed as part of this proposal. These are considered to detract from the building at present and their removal is welcomed. A lift overrun would be visible from the rear. However, this has been designed such that it will blend in with the roof design of the existing building and use matching materials. Further, visibility of this part of the site from most public vantage points will be limited.
- 2.9 The proposed rear extension at first and second floor will somewhat lengthen the eastern flank elevation of the building. This would somewhat distort the proportions of the original. However, this change is not considered to be of significant detriment to the building as a whole and represents a modestly scaled extension that officers consider to be acceptable. Notably, this would allow for the inclusion of additional hotel rooms, thereby functioning as a key element of the proposals to develop a viable hotel operation and secure the long-term use of the public house.
- 2.10 The most notable change to the building will be the addition of modestly scaled dormers. These will enable the conversion of the attic into hotel accommodation and are therefore a key element of the proposals. During the course of the application, some of the dormers have been re-positioned, so that they better align with other windows on the relevant elevations. The design and materials of the dormers will match the existing building as closely as possible, and it is considered that they will sit reasonably comfortably within the roof slope.
- 2.11 Whilst the proposals for alteration to the exterior are considered to be well conceived and resolved, they would invariably result in some level of 'less than substantial' harm, given the alteration to the original design of the building. This is considered in the round with other relevant matters within the summary and heritage balancing section below.
- 2.12 In addition to the above, a programme of restoration and maintenance works would be secured by condition prior to the commencement of development. This would require significant improvement to the building, where it has been allowed to deteriorate over time. In particular, many of the original windows are in a very poor state of repair. The requirement to restore the building as a condition of planning permission is seen as a significant additional benefit to the scheme as a whole.

Internal Alterations

- 2.13 The ground floor will remain largely unaltered compared with the existing situation. The two distinct bar areas, the Oak Bar and the Walnut Bar, will be maintained. Original features, such as the fireplace in the Oak Bar, will also be opened up as part of the proposals. These areas are

some of the most important in the listing of the building in heritage terms and officers support their preservation and restoration. The listed buildings entry notes that the rear service areas of the ground floor are plainer and of less interest. It is here that the main ground floor alterations are proposed. The kitchen area will be slightly extended, and a new hotel lobby/reception area will be created to the rear of the building, within the existing alleyway area. This would be linked to the existing building through the removal of a modern timber door, which is considered to detract from the building at present. This change is therefore welcomed.

- 2.14 At first floor level, the broad layout of the existing building would remain intact. Key features, such as original fireplaces, cornicing and geometric bathroom tiles would be retained as part of the proposals. There would, however, be some changes. As set out, a new rear extension would adjoin the existing first floor area. In addition, an internal dividing wall, splitting a corridor would be removed. This is considered to be of a lesser value than many of the other historic features. Further, its removal is required to facilitate the movement of wheelchairs and prams etc. throughout this floor. Nonetheless, a condition is recommended which would include the retention of a downstand (to preserve any cornicing) and nibs, thereby providing a reminder of the historic arrangement.
- 2.15 Modern hotels typically require ensuite facilities. Therefore, it is proposed to sub divide many of the rooms, to allow for bathroom provision. In order to mitigate any loss of historic fabric, new partition walls for bathrooms would be required to cut around the cornicing and ensure this is preserved in situ. Some room layouts were amended during the course of the application to ensure that the proposed sub-divisions would not be visible behind windows on the main elevations. Overall, therefore, officers consider that the proposed first floor layout and amendments have been well considered in relation to the proposed use and the effective preservation of the heritage asset.
- 2.16 The attic floor is currently used for storage and is unremarkable in its design. It includes low quality wood panelling. Whilst this may be original, its loss is not considered unduly harmful in the wider context of the development as a whole. A condition is recommended which would require the applicant to reuse some of the panelling or offer it to relevant conservation bodies for reuse elsewhere. In terms of layout, the attic floor would be converted into further hotel accommodation, through the inclusion of dormers. This appears logical and is supported. The works would not result in a need to raise the roof level, the design would respect the character of the building as existing and the natural building hierarchy, whereby the more important ground floor and central rooms on the first floor, benefit from taller ceilings and larger room sizes. This is also supported.
- 2.17 Whilst the proposals for alteration to the interior are considered to be well conceived and resolved, they would invariably result in some level of 'less than substantial' harm, given the alteration to the original design of the building. This is considered in the round with other relevant matters within the summary and heritage balancing section below.

Accessibility

- 2.18 Policy E10 of the London Plan sets out that development proposals for serviced accommodation should provide 10% of rooms as wheelchair accessible rooms or 15% of rooms as accessible rooms under the requirements of 19.2.1.2 of British Standard BS8300-2:2018.
- 2.19 The proposals will include a new lift to all floors, which will ensure a good level of accessibility for those with mobility impairments, heavy baggage or children. LBBB's Access officer reviewed the proposals and commented that there didn't appear to be an accessible room or accessible bathroom on the upper floors. This has since been amended and the proposals now include a wheelchair accessible room. Within a new build development, officers would have expected a greater provision of wheelchair accessible rooms. However, it is important to balance this with the heritage nature of the building. The provision of fully complaint wheelchair accessible accommodation would have been very difficult to achieve without further removal of historic

fabric. Given the Grade II* status of the building, preservation of the building in its historic form is given significant weight. Officers support the inclusion of a lift and the provision of a wheelchair accessible room, and consider that the proposals in relation to accessibility are acceptable in this instance, given the unique nature of the site.

Designing Out Crime

- 2.20 Policy D11 (Safety, security, and resilience to emergency) of the London Plan states that development proposals should maximise building resilience and minimise potential physical risks, including measures to design out crime. This approach is supported by Policy CP3 (High quality built environment) of the Core Strategy and Policy BC7 (Crime prevention) of Borough Wide Development Policies DPD.
- 2.21 The proposals would not result in the creation of any new public access points into the building and would not create new hiding places or opportunities for crime to arise. The Designing Out Crime Officer for the Metropolitan Police was consulted on the application. He raised no objection to the proposals but provided detailed information, on matters such as the use of secure door and window sets etc. which the applicant should take into consideration at detailed design stage. A condition is recommended that would require the applicant to demonstrate security measures based on secured by design standards and include details of any lighting and CCTV. Overall, it is considered that the proposals are well considered in relation to the designing out of crime. Subject to the recommended condition, officers consider the proposals acceptable in relation to the designing out of crime.

Landscaping

- 2.22 Policy D8 (Public realm) of the London Plan requires development proposal to amongst other things, ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Policy G1 (Green infrastructure) expects development proposals to incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.
- 2.23 At local level, Policy CR2 (Preserving and enhancing the natural environment) of the Core Strategy stated that the Council will seek to preserve and enhance the boroughs natural environment. Policy BR3 (Greening the Urban Environment) of the Borough Wide Development Policies DPD states that all development proposal needs to demonstrate that the sequential approach set out below to preserving and enhancing the natural environment.
- 2.24 A key feature of the 1930s 'road house' or 'improved pub' was the presence of a large car park. Therefore, the retention of the car park is relevant in respecting the character of the building and its original purpose. Nonetheless, improvements are proposed, which officers consider will respond sensitively to the site. A perimeter hedge will surround the car park, thereby softening the setting and improving the wider streetscape. The planting of a native hedge would also be in keeping with the architectural style and period of design. In addition, the car park would be resurfaced, replacing the present expanse of concrete, which is considered to detract from the setting. The proposed surface would be permeable, thereby helping to reduce surface water run off and thereby reducing local risk of surface water flooding.
- 2.25 A condition is secured which would require full details of all hard and soft landscaping prior to the commencement of works. Through this condition, officers will explore the possibility of additional planting and trees, where possible.
- 2.26 As the application was submitted in January, there is no mandatory requirement to achieve 10% biodiversity net gain. Nonetheless, the proposed hedge planting would result in the creation of linear habitats, which is likely to benefit biodiversity on the site.

- 2.27 Overall, the landscaping strategy is considered appropriate and will increase the level of greening on the site, in accordance with the objectives of the development plan.

Summary and Heritage Balancing

- 2.28 Whilst the proposals are considered well resolved in relation to design matters, through their nature, it is considered that they will result in some level of 'less than substantial' harm to the designated heritage asset. On the scale of assessment of heritage buildings, it is important to note that the proposals will not result in 'substantial' harm or total loss of significance. Further, this level of harm is taken into account within the balancing exercise. The proposals will help to secure the long-term use of the public house, thereby preserving the significance in the use of the building. It will further ensure the optimal viable use of the site and provide important visitor accommodation in close proximity to numerous local facilities. The design is considered to be respectful of the original design and full detail will be tightly controlled by condition. The key elevations and the ground floor interiors, the most important elements in the building's listing, will also be well preserved. In addition, a programme of building restoration would be secured, and the proposed development also includes the addition of high-quality landscaping, which will improve the setting of the heritage asset. Therefore, despite some 'less than substantial' harm, officers consider the application acceptable with regards to matters of design.

3. Impacts to neighbouring amenity:

- 3.1 Paragraph 125 of the NPPF states that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 3.2 Policy BP8 of the Borough Wide Development Policies DPD sets out that all developments are expected to have regard to the local character of the area. They should not lead to significant overlooking or overshadowing.
- 3.3 Policy DMD1 of the draft Local Plan sets out that all development proposals must consider the impact on the amenity of neighbouring properties. Major development should clearly demonstrate consideration of the individual and cumulative impact on amenity and neighbouring buildings.
- 3.4 Officers note objection from local residents at 8 properties nearby the site, largely set out in the form of a petition. The concerns raised are set out in appendix 4 and this section of the report covers all relevant planning matters in relation to the concerns raised.

Daylight, Sunlight and Overshadowing

- 3.5 The development site is situated largely to the north of neighbouring dwellings and would not result in a sizeable expansion of the building's footprint. Further, the proposed dormers on the front and side elevation would not project beyond the existing roofslope and the roof is not proposed to be increased in height. Given this, it is not anticipated that an unacceptable impact will arise in relation to loss of daylight or sunlight.
- 3.6 The proposals include a small rear extension. This would not project any further than the greatest extent of the existing rear building line at first floor level. The extension at second floor level would match that at first floor level. Given this and given the building orientation in relation to neighbouring dwellings and the presence of existing trees, there is the potential for minimal impact through overshadowing onto the rear of some gardens during the late evening. However, this would barely be perceptible and is not considered unacceptable. It is noted that the rear elevations at upper floors are set back from the site boundary, further reducing the likelihood of harmful impact.

Privacy and Overlooking

- 3.7 Whilst the proposal is for the conversion of the upper floors into hotel accommodation, officers note that the upper floors have been used as residential accommodation for some time. Therefore, a degree of mutual overlooking between the Eastbrook and neighbouring residents on Felhurst Crescent and on the other side of Dagenham Road already exists.
- 3.8 New dormer windows will be added to the front of the site facing onto Dagenham Road. However, officers note that there is approx. 29 m between the Eastbrook and these dwellings, which represents a high degree of separation. This far exceeds the level at which officers would raise concern in relation to overlooking. No concern is therefore raised in relation to loss of privacy or overlooking with residents on Dagenham Road.
- 3.9 Properties on Felhurst Crescent sit in closer proximity to the site. At first floor, there would be no increase in the number of windows facing south onto Felhurst Crescent. One window, currently serving a toilet would be removed as part of a small extension, and would be replaced by a bedroom window, within a small rear extension. This would result in a separation distance of approx. 18m between facing first floor windows. It is notable that the neighbouring windows on Felhurst Crescent would sit at an oblique angle to the Eastbrook and would not face each other 'head on'. Further, a separation distance of 18m is not untypical within an urban area. Therefore, the impact in this location is not considered unacceptable and would not be a reason to refuse the scheme. Two new windows would be created facing east. However, these are angled away from properties to the south of the site and would benefit from over 45m distance from directly facing windows. These windows may result in some incidental overlooking over gardens on Felhurst Crescent. However, there would be no new impact when considered against the existing situation of passive overlooking by multiple neighbouring properties adjacent to each other along Felhurst Crescent.
- 3.10 Within the attic level at second floor, four dormer windows would be added to the roof slope facing south onto neighbouring dwellings. Of these, three would service bedrooms and one would service a stairwell. Given the height of the window relative to the stairwell and the stairwell not being a habitable room, it is unlikely that any harmful impact to neighbouring amenity would arise from this window. As per the new window serving the room below (room 7), the new dormer window serving room 15 would maintain a separation distance of approx. 18m from any facing windows. Again, these would sit at oblique angles to each other. As such, no new harmful impact is anticipated such that officers would consider this unacceptable.
- 3.11 On the other side of the attic floor, a new dormer window would serve room 17. Whilst this would sit just over 15m from the nearest facing window, officers note that it would sit directly above an existing window, which also has a 15m separation distance between the Eastbrook and the nearest property on Felhurst Crescent. As with other facing windows, the angle between them is oblique and the windows would not face each other 'head on'. Further, the Eastbrook, has a differing building height to the relevant neighbouring residential buildings, such that the windows are not aligned in height either. This further reduces the potential for harmful impact. Given these factors combined, officers do not consider that a new harmful impact would arise in this location.
- 3.12 Finally, a new dormer window is proposed to serve room 18. This would sit approx. 13.4 m away from the nearest window and there are no windows below it. Given the angle of the Eastbrook compared with the property on Felhurst Crescent, the windows would not face each other directly. However, this has the potential to generate a new impact, which could be considered harmful without mitigation. As such, this window would be obscure glazed and sealed shut. This is marked in the plans and would also be secured by way of planning condition. Subject to this condition, it is considered that no undue impact would arise in relation to privacy or overlooking, and that the development is acceptable in this regard.

Noise and Disturbance

- 3.13 Officers note neighbour concerns in relation to the potential for increased noise and disturbance resulting from the proposed development. It is important to consider the existing use of the site as a public house. This use would remain unchanged as part of the proposals and has been the use of the site since it was constructed. This use would continue to generate the greatest number of comings and goings, and is also likely to result in the greatest amount of noise. Currently, officers are unaware of opening hours being restricted by planning condition. As part of the proposed development, officers have recommended a condition which would restrict the opening hours of the public house, thereby ensuring the long-term protection of neighbouring amenity, whilst allowing the continued functioning of the public house.
- 3.14 The proposals for hotel accommodation would result in some increased comings and goings to the site. However, it is noted that the proposals are for a relatively modest expansion to provide just 18 hotel rooms. Further, the upper floors of the property are already in residential use. The transport statement sets out the relatively low number of new trips that would be associated with the proposals. LBB Environmental Protection have also reviewed the submission and do not consider that any undue noise impacts would arise.
- 3.15 If any mechanical plant or ventilation were to be installed then this could give way to noise disturbance. Therefore, a condition is recommended which would require full details, including a noise assessment, to be provided prior to installation. This would also require fresh listed buildings consent. On the basis that additional consent would be required and that this would be controlled by condition, officers do not consider that any negative impact would arise from the installation of plant or ventilation, as part of these applications.

Summary

- 3.16 Officers have assessed the proposals thoroughly in relation to any potential impacts on neighbouring amenity. Where necessary, conditions have been recommended to ensure that no undue impacts would arise. However, such impacts have mainly been prevented through a carefully considered layout and design. Overall, the proposed development is considered to accord with the relevant planning policies and is therefore considered acceptable with regards to impacts on neighbouring amenity.

4. Sustainable Transport, Waste Management and Construction Impacts

- 4.1 Paragraph 110 of the NPPF sets out that development proposals should ensure that appropriate opportunities to promote sustainable transport modes can be taken up; that there is safe and suitable access to the site for all users; that the design of streets, parking areas and other transport elements reflect current national guidance; and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.2 Policy BR11 (Walking and cycling) of the Borough Wide Policies DPD seeks to ensure that conditions for cyclists and pedestrians are protected and where appropriate improved. Policy BR10 (Sustainable Transport) of the Borough Wide Policies DPD seeks to encourage sustainable transport.
- 4.3 Policy T6 of the London Plan sets out that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point of all development proposals that are well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Disabled persons parking should be provided for Blue Badge Holders.
- 4.4 Policy BR9 (Parking) of the Borough Wide Policies DPD states that car parking standards set out in the London Plan will be used as a maximum parking standard for new development. Policy

DMT 2 (Car parking) also adopts the maximum London Plan car parking standards and other aspirations.

- 4.5 Policy BR9 (Parking) of the Borough Wide Policies DPD states that in relation to cycle parking TfL cycle parking standards, will be used as a minimum parking standard of new development.
- 4.6 Policy DMT 3 (Cycle parking) of the draft Local Plan states that all development must adopt the maximum London Plan cycle parking standards with the design and layout of cycle parking being in accordance with the London Cycling Design Standards.
- 4.7 Policy T5 (Cycling) and Table 10.2 of the London Plan states that Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Access and Travel Plan

- 4.8 A Transport Statement was prepared by Savi Designs in support of the application.
- 4.9 Access into the site would be from Felhurst Crescent and also Rainham Road South. This is unchanged from the existing and is considered to be more than sufficient for the number of trips associated with the proposed development. Visibility splays are appropriate and there is sufficient manoeuvre room for all vehicles that would be required to access the site.
- 4.10 Trips information was provided in relation to the proposed development and this demonstrated that the development, combined with the existing situation on site, would likely generate 2 inbound and 3 outbound weekday AM peak vehicle trips. Within the PM peak, 4 additional inbound and 4 additional outbound trips are anticipated. These movements are considered insignificant and likely to have a negligible impact on local highways movements.
- 4.11 A Travel Plan Statement was submitted within the Transport Statement. This sets out a number of measures to ensure car related trips are kept to a minimum, including staff car share schemes and encouraging event organisers to use mini bus travel for group bookings. The Travel Plan is secured by condition to ensure ongoing compliance with it.
- 4.12 Be First Highways officers were consulted on the application and raised no objections in relation to access and supported the provision of the submitted travel plan.

Car Parking

- 4.13 At present, the car park area consists of a single span of hardstanding none of the car parking spaces within the site are formally demarcated. The proposed development includes the formal demarcation of parking spaces, including blue badge parking, a delivery and servicing bay and a drop off area.
- 4.14 20 car parking spaces are proposed, including 2 blue badge bays. The London Plan sets out that car parking for hotel development should be determined on a case by case basis within areas of PTAL 0-3. Given the modest number of hotel rooms provided, as well as the removal of existing residential accommodation, it is considered that there would be sufficient parking to allow for visitors of the hotel and the public house to drive to the site, noting that many will also choose to arrive on foot, by taxi or public transport. Be First Highways officers have reviewed the proposed provision and raise no concerns in relation to the proposed parking provision, which they consider sufficient for the proposed use.
- 4.15 The London Plan requires that 6% of spaces should be designated blue badge bays and that 5% should be provided as enlarged bays. The 2 blue badge bays broadly correspond with this

requirement and the proposal is considered acceptable in this regard.

- 4.16 To ensure the effective management of the car park and to ensure measures to reduce the number of staff and visitors driving to the site, a car parking design and management plan will be required prior to the first occupation of the proposed development. In accordance with the relevant London Plan requirements, this condition will also require that at least 20% of spaces are provided with active EV charging, whilst the remainder shall feature passive EV charging.

Cycle Parking

- 4.17 16 cycle spaces are proposed as part of the development. This accords comfortably with the minimum requirements set out in the London Plan, which only requires 1 space per 20 bedrooms as long stay and 1 space per 50 bedrooms as short stay. The proposed spaces would therefore also cater to the public house, thereby encouraging sustainable travel to the existing site. These will be contained within a secure cycle shelter. Installation and final details of these cycle parking spaces in accordance with the London Cycling Design Standards is required by condition prior to first occupation of the development.

Construction Impacts

- 4.18 Officers note the concerns of residents in relation to the potential for construction disruption. At the request of Be First Highways and LBBB Environmental Protection Officers, a Construction Logistics Plan and a Construction Environmental Management Plan will be required by condition prior to the commencement of any works. This will ensure that no undue impacts arise during the construction period.
- 4.19 Minimal groundworks would be required as part of the development. Nonetheless, an informative forms part of the draft decision notice, which would require the applicant to cease all works and notify the local planning authority in the event that any contaminated soils are found during construction.

Waste, Delivery and Servicing

- 4.20 The applicant's highways statement set out that approx. 1 delivery per day is anticipated in association with the public house and hotel. All deliveries would be accommodated within the proposed delivery and servicing bay. It is therefore considered that there would be no unacceptable impacts in this regard. Bin storage would continue to be situated to the rear of the site, away from public view. A condition is recommended which would secure a Delivery and Servicing Plan as part of any consent. This would require that deliveries only take place outside of peak hours. Details will also be provided in relation to refuse collection, which would be provided by a private operator as per the existing situation. Subject to this condition, the development is considered acceptable in this regard.

Summary

- 4.21 Overall, it is considered that access provisions have been well considered, car and cycle parking provision is appropriate, and all other matters are well resolved. Be First Highways, LBBB Highways and LBBB Waste have all confirmed that they raise no objection to the proposals.

Conclusions:

The proposed development is for the retention of the public house at ground floor, with the conversion of the upper floors to provide 18 hotel rooms. This will help to secure the optimal viable use of a Grade II* heritage asset and preserve an important public house of heritage, community and cultural value. Whilst some 'less than substantial' harm would result from the proposals, the scheme is generally well considered and designed. Restoration and refurbishment of the full building would also be secured as

part of any consent. It would not result in harmful neighbouring amenity or transport impacts. It is supported by the relevant consultees, most notably Historic England and Be First's Heritage officer. The applicant has engaged in a robust pre-application and presented a scheme which officers consider will help secure the long-term viable future of the building and of the public house, for future residents and visitors of LBBD to enjoy. It is therefore recommended for approval.

Appendix 1:

| Development Plan Context: The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance: | |
|---|---|
| <i>National Planning Policy Framework (NPPF) (Department for Levelling Up, Housing and Communities (DLUHC), 2023)</i> | |
| London Plan (2021) | <p>Chapter 1 Planning London’s Future – Good Growth:</p> <ul style="list-style-type: none"> • Policy GG1 (Building strong and inclusive communities) • Policy GG2 (Making the best use of land) • Policy GG5 (Growing a good economy) <p>Chapter 3 Design:</p> <ul style="list-style-type: none"> • Policy D1 (London’s form, character and capacity for growth) • Policy D4 (Delivering good design) • Policy D5 (Inclusive design) • Policy D8 (Public realm) • Policy D11 (Safety, security and resilience to emergency) • Policy D12 (Fire safety) • Policy D13 (Agent of change) • Policy D14 (Noise) <p>Chapter 5 Social infrastructure:</p> <ul style="list-style-type: none"> • Policy S1 (Developing London’s social infrastructure) <p>Chapter 6 Economy:</p> <ul style="list-style-type: none"> • Policy E2 (Providing suitable business space) • Policy E10 (Visitor Infrastructure) <p>Chapter 7 (Heritage and Culture):</p> <ul style="list-style-type: none"> • Policy HC1 (Heritage conservation and growth) • Policy HC5 (Supporting London’s culture and creative industries) • Policy HC6 (Supporting the night-time economy) • Policy HC7 (Protecting public houses) <p>Chapter 8 Green infrastructure and natural environment:</p> <ul style="list-style-type: none"> • Policy G1 (Green infrastructure) • Policy G5 (Urban greening) • Policy G6 (Biodiversity and access to nature) • Policy G7 (Trees and woodlands) • Policy G9 (Geodiversity) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Policy SI 1 (Improving air quality) • Policy SI 2 (Minimising greenhouse gas emissions) • Policy SI 3 (Energy infrastructure) • Policy SI 4 (Managing heat risk) • Policy SI5 (Water infrastructure) • Policy SI 6 (Digital connectivity infrastructure) |

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| | <ul style="list-style-type: none"> • Policy SI 7 (Reducing waste and supporting the circular economy) • Policy SI 12 (Flood risk management) • Policy SI 13 (Sustainable drainage) <p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • 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) • Policy T7 (Deliveries, servicing and construction) <p>Chapter 11 Funding the London Plan</p> <ul style="list-style-type: none"> • Policy DF1 (Delivery of the plan and planning obligations) |
| <p>Local Development Framework (LDF) Core Strategy (July 2010)</p> | <p>Chapter 4 Managing growth:</p> <ul style="list-style-type: none"> • Policy CM1 (General Principles for Development) • Policy CM4 (Transport Links) • Policy CM5 (Town Centre Hierarchy) <p>Chapter 5 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy CR1 (Climate change and environment management) • Policy CR2 (Preserving and enhancing the natural environment) • Policy CR3 (Sustainable Waste Management) • Policy CR4 (Flood management) <p>Chapter 6 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy CC2 (Social Infrastructure to Meet Community Needs) • Policy CC3 (Achieving Community Benefits through Developer Contributions) <p>Chapter 7 Ensuring a Vibrant Economy and Attractive Town Centres</p> <ul style="list-style-type: none"> • Policy CE1 (Vibrant and Prosperous Town Centres) <p>Chapter 8 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy CP1 (Vibrant Culture and Tourism) • Policy CP2 (Protecting and Promoting our Historic Environment) • Policy CP3 (High quality-built environment) |
| <p>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</p> | <p>Chapter 2 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy BR1 (Environmental Building Standards) • Policy BR2 (Energy and on-site renewables) • Policy BR3 (Greening the Urban Environment) • Policy BR4 (Water Resource Management) |

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| | <ul style="list-style-type: none"> • Policy BR5 (Contaminated land) • Policy BR9 (Parking) • Policy BR10 (Sustainable Transport) • Policy BR11 (Walking and cycling) • Policy BR13 (Noise mitigation) • Policy BR14 (Air quality) • Policy BR15 (Sustainable Waste Management) <p>Chapter 3 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy BC6 (Loss of Community Facilities) • Policy BC7 (Crime Prevention) • Policy BC8 (Mixed Use Development) • Policy BC10 (The Health Impacts of Development) • Policy BC11 (Utilities) • Policy BC12 (Telecommunications) <p>Chapter 4 Ensuring a Vibrant Economy and Attractive Town Centres:</p> <ul style="list-style-type: none"> • Policy BE2 (Development in Town Centres) • Policy BE3 (Retail Outside or on the Edge of Town Centres) • Policy BE4 (Managing the Evening Economy) • Policy BE5 (Offices – Design and Change of Use) <p>Chapter 5 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy BP1 (Culture and Tourism) • Policy BP2 (Conservation Areas and Listed Buildings) • Policy BP3 (Archaeology) • Policy BP8 (Protecting Residential Amenity) • Policy BP11 (Urban design) |
| <p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an “advanced” stage of preparation, having gone through Local Plan Examination in Public in November 2023. Having regard to NPPF paragraph 48, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p> | |
| <p>The London Borough of Barking and Dagenham’s Draft Local Plan (Regulation 19) – (Submission version December 2021)</p> | <p>Chapter 3 Transforming LBBD:</p> <ul style="list-style-type: none"> • Strategic Policy SPDG 1 (Delivering growth in Barking and Dagenham) • Policy SPP5 (Dagenham East) • Policy SPP7 (Becontree Heath and Rush Green) <p>Chapter 4 Design:</p> <ul style="list-style-type: none"> • Strategic Policy SP2 (Delivering a high-quality and resilient built environment) • Policy DMD 1 (Securing high-quality design) • Policy DMD 4 (Heritage Assets and Archaeological remains) <p>Chapter 6 Social infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policy SP4 (Delivering Social Infrastructure, in the Right Locations) |

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| | <ul style="list-style-type: none"> • Policy DMS 1 (Protecting and enhancing existing facilities) • Policy DMS 2 (Planning for new facilities) • Policy DMS 3 (Public Houses) <p>Chapter 7 Economy:</p> <ul style="list-style-type: none"> • Strategic Policy SP5 (Promoting inclusive economic growth) • Policy DME 4 (Visitor Accommodation) • Policy DME 5 (Evening Economy) <p>Chapter 8 Natural environment:</p> <ul style="list-style-type: none"> • Strategic Policy SP6 (Green and blue infrastructure) • Policy DMNE 1 (Parks, open spaces and play space) • Policy DMNE 2 (Urban greening) • Policy DMNE 3 (Nature conservation and biodiversity) • Policy DMNE 4 (Water Environment) • Policy DMNE 5 (Trees) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policy SP7 (Securing a clean, green, and sustainable borough) • Policy DMSI 1 (Sustainable design and construction) • Policy DMSI 2 (Energy, heat, and carbon emissions) • Policy DMSI 3 (Nuisance) • Policy DMSI 4 (Air quality) • Policy DMSI 5 (Land contamination) • Policy DMSI 6 (Flood risk and defences) • Policy DMSI 7 (Water management) • Policy DMSI 8 (Demolition, construction and operational waste) • Policy DMSI 9 (Smart Utilities) <p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • Strategic Policy SP8 (Planning for integrated and sustainable transport) • Policy DMT 1 (Making better connected neighbourhoods) • Policy DMT 2 (Car parking) • Policy DMT 3 (Cycle parking) • Policy DMT 4 (Deliveries, servicing, and construction) <p>Chapter 11 Enabling Delivery</p> <ul style="list-style-type: none"> • Strategic Policy SP9 (Managing Development) • Policy DMM1 (Planning Obligations – Section 106) |
| Other Relevant Planning Documents | <ul style="list-style-type: none"> • MHCLG National Design Guide (October 2019) • London Borough of Barking and Dagenham, Archaeological Priority Area Appraisal dated July 2016 by Historic England • Adopted Site Allocations Document 2010 |

- The BRE Report, Site layout planning for daylight and sunlight: a guide to good practice
- LBBB Draft Planning Obligations SPD (September 2022)

Additional Reference:

Human Rights Act

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

Equalities

In determining this planning application, Be First, 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 not considered to be any adverse equalities issues.

Be First is the Council's urban regeneration vehicle and undertakes planning statutory services on its behalf, including development management. LBBB remains the decision-maker. For major schemes Members determine planning applications at Planning Committee, and for smaller schemes, typically householder, decision-making powers are delegated to LBBB's Head of Planning Assurance. Appropriate governance procedures are followed to ensure there are no conflicts of interest.

Appendix 2 (Recent Relevant Planning History):

| Reference Number | Description of development | Status |
|----------------------|---|-----------|
| 22/01479/FULL | Construction of a double storey side extension, rear extension and loft conversion | Withdrawn |
| 21/01279/LBC | Listed building consent for works to a listed building: Construction of a double storey side extension and loft conversion. | Withdrawn |
| 16/00076/LBC | Application for Listed Building Consent: Installation of replacement and additional signage comprising hanging signs, building mounted signs. | Approved |
| 16/00032/ADV | Installation of replacement and additional signage comprising hanging signs, building mounted signs and freestanding signs. | Approved |
| 07/00383/FUL | Erection of covered patio area in side garden. | Approved |
| 05/00107/FUL | Erection of single storey front extension to provide W.C. | Approved |

Appendix 3:

The following consultations have been undertaken:

- Cllr Princess Bright (Eastbrook and Rush Green)
- Cllr Tony Ramsay (Eastbrook and Rush Green)
- Metropolitan Police (Designing Out Crime Officer)
- Historic England (GLAAS)
- Historic England (Archaeology)
- LBBD Access
- Be First Highways
- LBBD Highways
- LBBD Refuse Services
- LBBD Environmental Protection
- Be First Heritage Community Engagement
- LBBD Heritage and Culture

| Summary of Consultation responses received: | | |
|---|--|---|
| Consultee and date received | Summary of Comments | Case Officer Comments |
| Designing Out Crime Officer (Metropolitan Police) 09.01.2024 | No objection to the proposed development. Suggested a number of mitigation to maximise safety, including in relation to boundary treatments, doors, mail provision, windows, CCTV, lighting and parking. A condition was recommended in relation to secured by design principles at detailed design stage. | A designing out crime condition is included in the draft decision notice, which would also require details of lighting and CCTV. |
| GLAAS Archaeology 10.01.2024 | “On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England’s Greater London Archaeological Advisory Service” | N/A |
| Historic England 28.01.2024 | <p>“Historic England has been involved in discussions regarding proposals for this important building for several years and we consider the current proposals to be acceptable in heritage terms. We recommend this application is determined in line with your own specialist conservation advice, and in line with local and national planning policy.</p> <p>We have drafted the necessary letter of authorisation (attached) for your authority to determine the application as you see fit and referred the case to the National Planning Casework Unit (NPCU). You will be able to issue a formal decision once NPCU has returned the letter of authorisation to you unless the Secretary of State directs the application to be referred to them.</p> <p>Should you be minded to approve the applications, we recommend that consideration is given to adding conditions to the listed building consent to safeguard the building's exceptional architectural significance, particularly concerning</p> | In collaboration with out independent heritage consultants and Historic England, officers have recommended a number of conditions in relation to the preservation of the listed building. |

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| | new windows and the methodology of repair of historic features.” | |
| Be First Heritage 09.01.2024 | Noted that the applicant’s heritage information is very detailed, and that the application has undergone significant pre-application engagement. Noted that this is one of very few nationally listed buildings in the borough and that extra care is required to protect it. Noted that many specialist crafts people exist who will be able to help deliver on many of the preservation objectives of the proposal. There is also potential to obtain grant funding from heritage bodies, who may be able to assist in the project. Listed many items which are particularly worth saving. Noted that if there are any items which cannot be saved as part of the development then these should be moved to other parts of the building or offered to Valence House Museum. Also noted support for the building remaining in use as a public house, which is consistent with the historic purpose of the building. | The applicant has been advised that they should seek grant funding to aid in the delivery of their project should planning permission be granted. |
| Barking and Dagenham Heritage Conservation Group 22.02.2024 | Objects to the proposals. Believes the building should be preserved in its current form for local heritage reasons as it is a listed building. | Officers note the objection. However, advice has been taken from our independent heritage consultants at Essex County Council, Historic England and Be First’s Heritage advisor. As part of the balancing exercise set out in the NPPF, it is considered that the identified harms are outweighed by the benefits in this instance. A full assessment is set out in sections 1 and 2 of this report. |
| LBBD Access 16.01.2024 | There’s no accessible WC within the hotel. There appears to be an accessible WC in the pub, however, this will mean coming out of the hotel to access the WC. Client will need to install an accessible WC within the hotel. | The applicant has since amended their plans and included an accessible room with accessible wash and toilet facilities. |
| LBBD Environmental Protection 25.01.2024 | No objection, subject to the inclusion of conditions on noise, ventilation systems, construction environmental management, floodlights, security lights and decorative external lighting. In addition, a contaminated land informative was recommended. | The recommended conditions have been duly included on the draft decision notice on the FULL application. Additional listed building consent may be required for additional items, such as plant and floodlights. |
| Be First Highways 29.11.2023 | It is important to ensure there is a designated pick up/drop off zone. It is also recommended that a dedicated delivery bay be provided. A delivery and servicing plan should be conditioned. 6% of parking spaces should be disabled bays, with 5% of bays being enlarged for future conversion to disabled bays, as may be required. At least 20% of spaces should be provided with active EV charging provision, whilst the remainder should include passive provision. A Car Park Design and Management Plan should be submitted. Cycle | The recommended conditions have been duly included in the draft decision notice. |

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| | <p>parking should be provided on site in accordance with the London Cycling Design Standards. The applicant has submitted a travel plan statement, which will help to keep trip generation to a minimum and encourage use of sustainable modes. A CLP should be submitted prior to any works taking place.</p> | |
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Appendix 4: Neighbour Consultation

| Neighbour Notification: | | |
|---|---|---|
| Date Site Notice Erected: | 08.01.2024 | |
| Date of Press Advertisement: | 08.01.2024 | |
| Number of neighbouring properties consulted: | 85 | |
| Number of public responses: | 9 | |
| | | |
| Address | Neighbour Comments | Case Officer Comments |
| Petition from 2, 6, 12, 19, 25, 29, 31 and 33 Felhurst Crescent | <ul style="list-style-type: none"> - Concern that development will result in loss of light and overshadowing - Concern that development will overlook properties and result in loss of privacy. Would like relevant windows opaque glazed and sealed shut. - Concern around separation distances of 13.4m to 17.3m and questioned whether these measurements were accurate. - Confusion over disparities between documents, with 18 hotel rooms shown but transport statement reflecting 30 hotel rooms. - Concern that 20 parking spaces is insufficient and will result in parking issues for residents if there is overspill. Noted that this already happens. Concern that car traffic associated with the site will result in exhaust fumes and pollution for local residents. - Concern that construction noise will result in loss of quality of life and that the proposals could result in mental health issues for residents. | The matters raised in the neighbour comments are fully assessed in section 3 of the report. |
| Not supplied | <ul style="list-style-type: none"> - Concern around loss of privacy and overlooking as hotel would face house directly. - Concern around construction disturbance. | The matters raised in the neighbour comments are fully assessed in section 3 of the report. |

Appendix 5

23/01878/FULL Conditions:

1. Time

The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

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

2. Approved Plans

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

- Location Plan, SD/094, 04/07/2023,
- Proposed Block Plan, A103, 02, R0, 04/07/2023
- Existing Basement Plan and Existing Ground Floor Plan - Existing Floor Plans Use Layout, A103, 03, R0, 04/07/2023
- First Floor Plan and Existing Loft Floor Plan - Existing Floor Plans Use Layout, A104, 04, R0, 04/07/2023
- Existing Basement Plan - Existing Floor Plans – A105, 05, R0, 04/07/2023
- Existing Ground Floor Plan - Existing Floor Plans, A106, 06, R0, 04/07/2023
- Existing First Floor Plan - Existing Floor Plans, A107, 07, R0, 04/07/2023
- Existing Loft Floor Plan - Existing Floor Plans, A108, 08, R0, 04/07/2023
- Existing Roof Plan - Existing Floor Plans, A109, 09, R0, 04/07/2023
- Proposed Basement Plan and Proposed Ground Floor Plan - Proposed Floor Plans Use Layout, A110, 10, R0, 04/07/2023
- Proposed First Floor Plan and Proposed Loft Floor Plan - Proposed Floor Plans Use Layout, A111, 11, R0, 04/07/2023
- Proposed Ground Floor Plan - Proposed Floor Plans, A112, 12, R0, 04/07/2023
- Proposed First Floor Plan - Proposed Floor Plans, A113, 13, R0, 04/07/2023
- Proposed Loft Floor Plan - Proposed Floor Plans, A114, 14, R0, 04/07/2023
- Proposed Roof Floor Plan - Proposed Floor Plans, A115, 15, R0, 04/07/2023
- Proposed Front Elevation – Proposed Elevations, A221, 21, R0, 04/07/2023
- Proposed Rear Elevation and Proposed Side Elevation – Proposed Elevations, A222, 22, R0, 04/07/2023
- Proposed Side Elevation – Proposed Elevations, A223, 23, R0, 04/07/2023
- Proposed Section A-A, A325, 25, R0, 04/07/2023
- Proposed Block Plan, A120, 20, R0, 04/07/2023
- Transport Statement, March 2024, Savi Designs, V2 – TS – 18/3/24
- Heritage Statement, December 2023, FL12143, Fuller Long

The development shall thereafter be maintained in accordance with the approved plans. No other documents or drawings apply.

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

3. Permitted Use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the public house and associated facilities at ground floor (sui generis) and the hotel at first and second floors (Use Class C1) shall only be used for their respective uses only. The approved floorspace shall not be used for any other purposes or any provision equivalent to these Classes, or for any other use, in any statutory instrument revoking or re-enacting that Order without modification.

Reason: To safeguard the uses hereby permitted, thereby preserving the historic character of the site, and to ensure that no additional impacts which have not been assessed as part of the planning application proposal arise.

4. Hours of Use

Other than with the prior written approval of the Local Planning Authority, the public houses shall not operate outside the hours of 0700 to 2330 Sunday to Thursday inclusive, or 0700-0030 Friday and Saturday.

Reason: In the interest of protecting neighbouring amenity.

5. Construction Logistics Plan

No development shall commence, including any works of demolition, until a Construction Logistics Plan, that is in line with TfL guidelines, has been submitted to and approved in writing by the Local Planning Authority. The details shall include the numbers, size and routes of construction vehicles, provisions within/around the site to ensure that all vehicles associated with the demolition and construction works are properly managed to prevent any unwanted disruption to other highway users, and other matters relating to traffic management to be agreed with the licensing officers of the council. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. Approved details shall be implemented throughout the project period, unless otherwise approved in writing by the Local Planning Authority.

Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety.

6. Mechanical Services

Prior to the installation of any mechanical services plant including heating, ventilation, and air conditioning (HVAC), refrigeration and kitchen extraction plant to which the application refers, a scheme shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that the following noise design requirements can be complied with and that they will thereafter be retained as approved:

- a) The cumulative measured or calculated rating level of noise emitted from the mechanical services plant to which the application refers, shall be lower than the existing background noise level by at least 5dB at all times when the plant is in operation. Measurements shall be made at a height of 1.2 – 1.5 metres above the adjacent ground level and at least 3.5 metres from any sound reflecting surfaces other than the ground or 1 metre from the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance with the latest British Standard BS4142:2014, and the measurement value adjusted to remove the additional sound energy contribution from reflected surfaces other than from the ground.

A commissioning acoustic test and report shall be undertaken within 7 Days of mechanical services commissioning in order to demonstrate that condition a) above has been achieved. The

results of the test shall be submitted to and approved in writing by the LPA prior to first use of the hotel development hereby approved.

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

7. Commercial Kitchen Extract Ventilation System

Prior to first use of the commercial kitchen, details of any ventilation system for the removal and treatment of cooking odours from any commercial catering, including its appearance and measures to mitigate system noise, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in:

- i. The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and
- ii. Publication, "Control of Odour and Noise from Commercial Kitchen Exhaust Systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs", Ricardo.com, 2018.

The approved details shall be fully implemented before the first use of the hotel and shall thereafter be permanently retained in an efficient manner and in accordance with the approved details.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours, and noise.

8. Construction Environmental Management Plan

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

- a) the parking of site operatives' vehicles;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) measures to control the emission of dust, dirt, and emissions to air during construction;
- e) noise and vibration control;
- f) a waste management plan for recycling/disposing of waste resulting from demolition and construction works.

Demolition and construction work and associated activities, other than internal works inaudible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority.

Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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

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

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

9. Hard/Soft Landscaping Details

Notwithstanding the details submitted with the application, no development shall take place until detailed soft and hard landscaping strategies have been submitted to and approved in writing by the Local Planning Authority. This shall include:

- a. A scheme of soft landscaping and full planting specification for the whole scheme including details of the number of all trees, hedges and shrubs to be planted, together with a planting schedule providing sizes and total quantities of individual species. The number, type and location of trees should reflect that agreed under condition 2 (approved plans). These plans should also show appropriate plant species given likely levels of shade or direct sunlight.
- b. Details of any tree planting within hard landscaped areas to include root cell crates;
- c. Street/external furniture, including general waste and recycling bins, cycle stands, seating and any other relevant items;
- d. Details of lighting (in relation to appearance/design);
- e. Details of surfacing materials to be used in the external finished of all roads, footpaths, and parking areas, together with specification of edging and kerbs; and
- f. Landscape and Open Space Management Plan, to include details of landscape maintenance and measures to ensure the satisfactory operation of all outdoor amenity space for use by residents.

The hard landscaping as approved shall be implemented in full prior to first use of the hotel and maintained in accordance with the details provided.

The soft landscaping scheme as approved shall be carried out in the first planting and seeding seasons following the occupation of any of the buildings or completion of the development, whichever is the sooner. Any trees or 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 safeguard and improve the appearance of the area in the interest of design quality, to improve biodiversity.

10. Materials

Notwithstanding the details submitted with the application, no development shall take place until details of all facing materials and external surfaces of the buildings hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. On-site samples shall be provided for inspection by officers.

All materials, including the windows, roofing, rainwater goods, rendering and brickwork shall precisely match the existing materials in respect of dimensions, colour, bonding, pointing and texture unless otherwise approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality.

11. Car Parking Design and Management Plan

The development hereby permitted shall not be occupied until a Car Parking Design and Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan must include details of how car parking will be allocated, including blue badge car parking spaces.

All 20 parking spaces shall be constructed and marked out prior to the occupation of the development. At least 20% of car parking spaces shall be installed with active electric vehicle

charging points (EVCPs). All remaining car parking spaces shall feature passive electric vehicle charging.

2 car parking spaces shall be marked out prior to the occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

Reason: To ensure sufficient off-street parking, to encourage the use of electric cars in order to reduce carbon emissions and to promote easier access for disabled persons.

12. Delivery and Servicing Plan

Prior to occupation of development, a Delivery and Servicing Plan for all the proposed uses shall be submitted to an approved in writing by the local planning authority. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

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

13. Travel Plan

The development shall be carried out in accordance with all measures set out in the submitted Travel Plan prepared by Savi Designs.

Reason: In order to encourage the use of sustainable transport.

14. Secured by Design, Lighting and CCTV

Notwithstanding the details submitted with the application, prior to first occupation of the development, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a. Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the local authority & Metropolitan Police, and
- b. A scheme showing the provisions to be made for external lighting, CCTV coverage, access control and any other measures to reduce the risk of crime.

The external lighting of the development is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers Secured by Design publication "Lighting Against Crime - A Guide for Crime Reduction Professionals", ACPO SPD, January 2011.

Lighting contours shall be submitted to demonstrate that the vertical illumination of the neighbouring premises is in accordance with the recommendations of the CIE guidance 2003 and 2017 and the latest ILP Guidance Notes of the Reduction of Obtrusive Light. Details should also be submitted for approval of measures to minimise the use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires.

The development shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.

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

15. Cycle and Bin Stores

Notwithstanding the details submitted with the application, prior to first occupation of the development, full details of the cycle and bin store design shall be submitted to and approved in writing by the Local Planning Authority. All cycle parking must comply with the London Cycle Parking Design Standards (LCDS). Cycle and bin stores must reflect the heritage nature and architectural significance of the site. Thereafter, the cycle parking and waste store facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document and policy T5 of the London Plan.

16. Window Obscure Glazed and Sealed Shut

As per approved plan A111, 11, Rev RO, 04/07/2023 (SD/094) 'Proposed Floor Plans Use Layout', the window serving hotel room 18 shall be obscure glazed and sealed shut at all times.

Reason: In the interests of preserving neighbouring amenity.

Informatives

1. Contaminated Land Informative

Pursuant to the provisions of the National Planning Policy Framework responsibility for securing a safe development rests with the developer and/or landowner. It is recommended that a watching brief is implemented for the presence of unexpected land contamination throughout the construction works (if during any groundwork contaminated land or suspected contaminated land is discovered or identified, this should be reported to the below email). In the event that contamination is found at any time when carrying out the development it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must then be undertaken and where remediation is necessary a remediation scheme must be prepared, implemented, and verified with copies of all relevant records being provided to the Local Planning Authority. In the first instance contact environmentalprotection@lbbd.gov.uk

2. Hidden Fabric Informative

During the works, if hidden historic features are revealed they should be retained in-situ. Works shall be halted in the relevant area of the building and the Local Planning Authority should be notified immediately. Failure to do so may result in unauthorised works being carried out and an offence being committed.

3. Additional Items Requiring Listed Building Consent

Some items secured by condition above may require listed buildings consent. This includes kitchen extraction ventilation systems and any other external plant. The applicant should ensure that all necessary consents are obtained prior to the commencement of any works to the listed building and its setting. If there is any doubt, the applicant should contact the Local Planning Authority for advice ahead of the commencement of the relevant works.

Appendix 6:

23/01937/LBC Conditions

1. Time

The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

2. Approved Plans

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

- Location Plan, SD/094, 04/07/2023,
- Proposed Block Plan, A103, 02, R0, 04/07/2023
- Existing Basement Plan and Existing Ground Floor Plan - Existing Floor Plans Use Layout, A103, 03, R0, 04/07/2023
- First Floor Plan and Existing Loft Floor Plan - Existing Floor Plans Use Layout, A104, 04, R0, 04/07/2023
- Existing Basement Plan - Existing Floor Plans – A105, 05, R0, 04/07/2023
- Existing Ground Floor Plan - Existing Floor Plans, A106, 06, R0, 04/07/2023
- Existing First Floor Plan - Existing Floor Plans, A107, 07, R0, 04/07/2023
- Existing Loft Floor Plan - Existing Floor Plans, A108, 08, R0, 04/07/2023
- Existing Roof Plan - Existing Floor Plans, A109, 09, R0, 04/07/2023
- Proposed Basement Plan and Proposed Ground Floor Plan - Proposed Floor Plans Use Layout, A110, 10, R0, 04/07/2023
- Proposed First Floor Plan and Proposed Loft Floor Plan - Proposed Floor Plans Use Layout, A111, 11, R0, 04/07/2023
- Proposed Ground Floor Plan - Proposed Floor Plans, A112, 12, R0, 04/07/2023
- Proposed First Floor Plan - Proposed Floor Plans, A113, 13, R0, 04/07/2023
- Proposed Loft Floor Plan - Proposed Floor Plans, A114, 14, R0, 04/07/2023
- Proposed Roof Floor Plan - Proposed Floor Plans, A115, 15, R0, 04/07/2023
- Proposed Front Elevation – Proposed Elevations, A221, 21, R0, 04/07/2023
- Proposed Rear Elevation and Proposed Side Elevation – Proposed Elevations, A222, 22, R0, 04/07/2023
- Proposed Side Elevation – Proposed Elevations, A223, 23, R0, 04/07/2023
- Proposed Section A-A, A325, 25, R0, 04/07/2023
- Proposed Block Plan, A120, 20, R0, 04/07/2023
- Heritage Statement, December 2023, FL12143, Fuller Long

The development shall thereafter be maintained in accordance with the approved plans. No other documents or drawings apply.

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

3. Site Meeting

No development or demolition shall commence until a site meeting has been held between the local planning authority and the persons responsible for undertaking the works to ensure that the Conditions attached to the Listed Building Consent are understood and can be complied with in

full. Notification of the date and time of a meeting shall be made in writing to the Local Planning Authority.

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

4. Structural Survey

Before the commencement of works, details shall be submitted to and approved in writing by the Local Planning Authority setting out the method of ensuring the safety and stability of the building fabric identified to be retained throughout the phases of demolition and reconstruction. Such details shall include structural engineering drawings and/or a method statement. The work shall be carried out fully in accordance with the method statement approved.

Reason: To ensure the structural integrity of the building, thereby preserving the historic fabric.

5. Binding Contract

No works of demolition or construction shall begin until a binding contract has been entered into for the carrying out of works for redevelopment of the site in accordance with all the necessary permissions and consents.

Reason: In accordance with section 17 (3) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), to ensure that the loss of part of the heritage asset will not be permitted without assurance that the new development will proceed after the loss has occurred.

6. Detailed Schedule of Repairs and Restoration

Notwithstanding the details submitted with the application, no demolition or development shall take place until a detailed schedule of repairs and restoration works to the existing building, including (but not limited to) works to windows, doors, roofing, eaves, signage, lighting, brickwork and mortar, has been submitted to and approved in writing by the Local Planning Authority. The schedule should include detail of restoration and repair of the entire building. All existing windows and doors shall be retained unless explicitly approved for removal by this consent. Full details of the method of removing, protecting and reusing materials, particularly the original materials, shall be included in the schedule. If any original fittings, fixtures or materials cannot be reused in the development, these shall be offered to local historic and cultural organisations, such as the Valence House Museum. The repairs shall be carried out in accordance with the approved schedule and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building, and to ensure the fabric is protected from damage during the course of works.

7. Architectural Details (including windows and doors)

Notwithstanding the details submitted with the application, no demolition or development shall take place until drawings of the following internal and external details have been submitted to and approved in writing by the Local Planning Authority:

- a. Windows (including surrounds and reveals)
- b. Dormers
- c. Doors
- d. Rainwater Goods
- e. Roofing and Flashing

f. Brick detailing

These drawings shall be provided in section and elevation at scale between 1:1 and 1:20 as appropriate. The new windows and doors shall thereafter be installed in accordance with the approved plans and thereafter maintained.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

8. Materials

Notwithstanding the details submitted with the application, no development shall take place until details of all materials, surfaces and retained fabric (internal and external) of the development hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. On-site samples shall be provided for inspection by officers.

All materials, including the windows, roofing, rainwater goods, rendering, brickwork, mortar shall precisely match the existing/adjacent materials in respect of dimensions, profile, colour, bonding, pointing and texture unless otherwise approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality.

9. Internal Finishes and Decoration

Notwithstanding the details submitted with the application, a detailed schedule of new internal finishes and decoration, including floor finishes, shall be submitted to and approved in writing prior to their installation and of any internal decoration taking place. The development shall thereafter be carried out in accordance with the approved schedule and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

10. Oak Bar Fireplace

Notwithstanding the details submitted with the application, details of restoration and/or repair of the fireplace in the Oak Bar shall be submitted to and approved in writing by the Local Planning Authority prior to any works on it taking place. The development shall thereafter be carried out in accordance with the approved details and thereafter maintained as such.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

11. Geometric Bathroom Tiles

Notwithstanding the details submitted with the application, details of restoration and repair of the geometric tiles in the first-floor bathrooms, and the fixing of the new bathroom fixtures and fittings in relation to the tiles, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any bathroom fixtures and fittings in the relevant rooms.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

12. Utility Service Routes

Notwithstanding the details submitted with the application, details of all new utility service routes through and on the building shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

13. Internal Walls and Cornices

Notwithstanding the details submitted with the application, detailed drawings, at an appropriate scale, of the junctions of new partition walls and existing walls and cornices or other architectural details shall be submitted to and approved in writing by the Local Planning Authority prior to their first installation.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

14. Internal Doors

Notwithstanding the details submitted with the application, detailed drawings, at an appropriate scale, of all new internal doors in section and elevation, shall be submitted to and approved in writing by the Local Planning Authority prior to their first installation on site.

Reason: To ensure that special regard is paid to specific architectural features or fixtures, thereby retaining the special historic and architectural interest of the building.

15. Retention of Fabric

Features to be Retained - Other than the agreed changes, all other existing architectural features such as staircases, balustrades, windows, doors, architraves, skirting, dados, picture rails, panel work, fireplaces, tiling, cornices, decorative ceilings, and other decorative features shall be retained except where otherwise first agreed in writing with the Local Planning Authority.

Reason: To safeguard the special architectural or historic interest of the listed building.

16. Downstand and Nibs

Prior to the removal of the internal dividing wall to be demolished on the first floor, additional drawings shall be provided, at an appropriate scale, which show the retained downstand and nibs of the first-floor corridor, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the demolition and development shall be carried out in accordance with the approved details.

Reason: To safeguard the special architectural or historic interest of the listed building.

17. Retention, Repair and Reuse of Attic Panelling

Details of the retention, repair and reuse of the timber panelling to the attic floor shall be submitted to and approved in writing by the LPA prior to any demolition works within the existing loft. Thereafter, the demolition and development shall be carried out in accordance with the approved details.

Reason: To safeguard the special architectural or historic interest of the listed building.