

**Notice of Meeting**

**PLANNING COMMITTEE**

**Tuesday, 10 September 2024 - 7:00pm  
Council Chamber, Town Hall, Barking**

**Members:** Cllr Muhammad Saleem (Chair), Cllr Jack Shaw (Deputy Chair), Cllr Faruk Choudhury, Cllr Alison Cormack, Cllr Edna Fergus, Cllr Cameron Geddes, Cllr Giasuddin Miah, Cllr Summya Sohaib, Cllr Dominic Twomey and Cllr Sabbir Zamee

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Fiona Taylor  
Chief Executive

Contact Officer: John Dawe  
Tel. 020 8227 2135  
E-mail: [john.dawe@lbbd.gov.uk](mailto:john.dawe@lbbd.gov.uk)

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Please note that this meeting will be webcast via the Council's website. Members of the public wishing to attend the meeting in person can sit in the public gallery on the second floor of the Town Hall, which is not covered by the webcast cameras. To view the webcast online, click [here](#) and select the relevant meeting (the weblink will be available at least 24-hours before the meeting).

**Councillors who are not members of the Planning Committee may speak at a meeting with the agreement of the Chair but must sit separately from the Committee Members and must declare whether they have had any contact with the applicant / objector / property owner or their agents, and whether they are speaking on behalf of a third party and, if so, who (Councillors' Code of Conduct for Planning Matters)**

**AGENDA**

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

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

- 3. Minutes - To confirm as correct the minutes of the meeting held on 24 July 2024**

**New Planning Applications**

**Ward**

4. 1 Hainault Gore, Chadwell Heath, Romford, RM6 6RR -  
24/00269/FULL

Chadwell Heath

5. Progress Report on the Local Plan
6. Any other public items which the Chair decides are urgent
7. To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.

#### **Private Business**

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

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

Our Vision for Barking and Dagenham

## **ONE BOROUGH; ONE COMMUNITY; NO-ONE LEFT BEHIND**

Our Priorities

- Residents are supported during the current Cost-of-Living Crisis;
- Residents are safe, protected, and supported at their most vulnerable;
- Residents live healthier, happier, independent lives for longer;
- Residents prosper from good education, skills development, and secure employment;
- Residents benefit from inclusive growth and regeneration;
- Residents live in, and play their part in creating, safer, cleaner, and greener neighbourhoods;
- Residents live in good housing and avoid becoming homeless.

To support the delivery of these priorities, the Council will:

- Work in partnership;
- Engage and facilitate co-production;
- Be evidence-led and data driven;
- Focus on prevention and early intervention;
- Provide value for money;
- Be strengths-based;
- Strengthen risk management and compliance;
- Adopt a “Health in all policies” approach.

The Council has also established the following three objectives that will underpin its approach to equality, diversity, equity and inclusion:

- Addressing structural inequality: activity aimed at addressing inequalities related to the wider determinants of health and wellbeing, including unemployment, debt, and safety;
- Providing leadership in the community: activity related to community leadership, including faith, cohesion and integration; building awareness within the community throughout programme of equalities events;
- Fair and transparent services: activity aimed at addressing workforce issues related to leadership, recruitment, retention, and staff experience; organisational policies and processes including use of Equality Impact Assessments, commissioning practices and approach to social value.

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

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

#### Footnotes

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

## **Planning Application Procedure**

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

## Notes

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



## **MINUTES OF PLANNING COMMITTEE**

Wednesday, 24 July 2024  
(7:00 - 7:45 pm)

**Present:** Cllr Muhammad Saleem (Chair), Cllr Jack Shaw (Deputy Chair), Cllr Alison Cormack, Cllr Cameron Geddes, Cllr Giasuddin Miah and Cllr Dominic Twomey

**Apologies:** Cllr Sabbir Zamee

### **7. Declaration of Members' Interests**

There were no declarations of interest.

### **8. Minutes (20 May 2024)**

The minutes of the meeting held on 20 May 2024 were confirmed as correct.

### **9. Plot 3, Segro Park Choats Road, Dagenham, RM6 6LF**

The Senior Development Management Officer (SDMO), Be First, introduced a report on an application from SEGRO (East Plus) Ltd seeking an outline planning application (all matters reserved), for the construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices; creation of new vehicular accesses from Choats Road and Halyard Street; cycle, motorcycle and car parking; pedestrian access; hardstanding and circulation areas; ancillary infrastructure and all other ancillary and enabling works including landscaping, drainage, engineering, substation, ground stability works and boundary treatment.

A total of 169 notification letters were sent to neighbouring properties together with the appropriate site and press notices. No representations were received.

In presenting the application the SDMO stated their understanding was that the applicant was not speculatively proposing to develop the plot in the short term. As an outline planning application (with all matters reserved) it would offer flexibility and enable the submission of a future reserved matters with an agreed occupier in place. The maximum parameters of the scheme align with the development previously approved under application 21/01355/FULL

The officer in their presentation referenced the principle of the proposed development, the design and quality of materials, impacts to neighbouring amenity, sustainable transport, employment opportunities, waste management, delivery of sustainable development and biodiversity and sustainable drainage.

In response to the presentation the Chair noted that the application did not include any affordable workspace which the SDMO explained was difficult to secure on developments of this size.

A number of questions/points of clarification arose as to the proposal to secure at a minimum 25% local employment across the total workforce during the construction and occupation phases of the development as follows:

*Was the proposed £132k contribution towards the cost of training local residents sufficient?*

The sum of money which was negotiated and agreed by officers in the Council Employment and Skills team will be index linked.

*Is there any provision for local employment opportunities for persons with special needs?*

*How will adherence to the employment obligations be monitored?*

*How will local people wishing to secure employment be skills matched?*

The Council Head of Planning Decisions and Assurance confirmed that the application was conditional upon a Section 106 agreement whereby the applicant will be obligated to secure reasonable endeavours to ensure that jobs are provided to local residents during both the construction and occupation phases of the development. A plan to achieve this including a skills and training programme must be agreed six months before development is due to commence. This will also amongst other things include proposals to monitor adherence including financial penalties, and an encouragement for construction and end user job vacancies to be advertised through the Council's job brokerage service.

It was suggested and supported by the Committee that arrangements be made to arrange for a future Member briefing from the Employment and Skills Team.

Reference was made to the planned public realm works proposed as part of this application, and a comment that the wider area generally was in need of significant upgrading, with much of the land being in private ownership. The SDMO confirmed that most developments that have come forward in the area have been obliged to contribute to public realm improvements, and together that represents a sizeable pooling of funding which Be First will be looking to use alongside other contributions from the likes of the City of London market proposal to support the delivery of improvements/enhancements in the area. This will mean real change and promote active and sustainable travel.

Whilst this was reassuring Members would welcome a future briefing about the improvements which the Council is achieving in this vicinity as a consequence of the plans / schemes coming to fruition.

The Development Manager stated that there is currently a piece of work being done on active transport and other improvements linked to the City Markets contributions in the area and once that is completed officers can look to come forwards with an appropriate briefing for the Committee.

Turning to the parking it was noted that the development envisages provision for up to 63 spaces which is high in comparison to residential developments. The SDMO explained that this is the maximum number of spaces allowed for in large scale commercial developments, most of which will be disabled bays for Blue Badge holders. In addition, the consent will be conditional upon a Travel Plan being put in place that will seek to reduce parking provision by 10% over a 10-year period, alongside a contribution towards additional buses on existing routes.

The SDMO concluded their presentation reiterating that this application sought outline planning permission for a maximum of 10,128sqm of industrial floor space for use in B2/B8/E(g)(iii). The outline permission would run in parallel to the extant full planning permission to provide flexibility to the site. Future owners/occupiers would then have the opportunity to either build out the full permission or submit reserved matters. It was recognised that in providing flexibility this could result in a smaller scheme being brought forward. Whilst this would be regrettable officers believed this would ultimately enable the delivery of a scheme to provide new employment and industrial floor space. Therefore, the principle of development was acceptable in policy terms.

All matters were reserved, notwithstanding, the maximum parameters to be secured will align with the previously approved full application. In design terms the proposal was considered to have an acceptable impact on the character and appearance of the area. Furthermore, it was likely that the development would be designed for a practical use which was supported in this designated SIL location.

The proposal would present high quality sustainable development whilst also having an acceptable impact on neighbouring site. Conditions and S106 obligations have been attached to ensure this would be brought forward.

Officers noted that should the development be built out to its maximum capacity and be used for last mile logistics, it may result in greater impacts on the highway than application 21/01355/FULL. Nevertheless, it was considered that the proposed use would be entirely appropriate in this location; likewise, it would generate new employment and industrial opportunities in the borough within an existing vacant brownfield site that has been designated as SIL. The benefits arising from the scheme were therefore considered to outweigh the harm caused and could be mitigated against with the proposed package of financial obligations. Therefore, on balance the highway impacts were seen as acceptable in this instance.

The development would contribute to enhancing urban greening and biodiversity onsite and would deliver sustainable drainage.

Overall, therefore and subject to the imposition of conditions and s106 obligations, officers consider the proposal to be acceptable in this location and in keeping with development policies.

Whilst Members were supportive of any scheme that creates more job opportunities in industrial areas, there were concerns regarding the officer comment that in providing flexibility this could result in a smaller scheme being brought forward, particularly if market conditions worsened. The danger being that we end up settling for less.

The Head of Development recognised the point made but stated that had this application been submitted as a single stack development, would it have been refused on the basis it did not optimise the footprint. Given that providing stacked industrial development is very challenging and as the Council does not have a specific policy, it would be difficult to refuse.

The Committee **RESOLVED** to:

- (i) Agree the reasons for approval as set out in the report;
- (ii) Delegated authority to the Strategic Director of Inclusive Growth (or authorised Officer) in consultation with the Head of Legal to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 and the Conditions listed in Appendix 5 of the report; and
- (iii) That, if by 24 January 2025 the legal agreement has not been completed, the Strategic Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

**10. Jolly Fisherman Public House, 108 North Street, Barking, IG11 8LA - Ref 23/01952/FULL**

The Senior Development Management Officer (SDMO), Be First, introduced a report on an application from Ahlul Istinqamah Trust UK seeking a planning permission for a change of use from a former public house (Sui Generis) to a place of worship/Community Centre (F1) with the addition of a rear extension and an extension to a first-floor dormer.

A total of 23 notification letters were sent to neighbouring properties from which 12 responses of support and five objections were received, the material planning considerations of which were addressed in the report and referred to by the SDMO in their presentation to the Committee. There were no representations presented at the meeting.

The SDMO referenced in the report and presentation the key issue relating to the application which was the principles of development in terms of land use,

specifically the loss of the public house where there was a clear policy objective at national, regional and local level to protect public houses. Whilst the current Local Plan makes no specific reference to public houses, it does refer to the protection of community facilities which public houses are a part of. Furthermore, to support this LBBDD prepared and adopted a Supplementary Planning Guidance in June 2014 called 'Last Orders' – Preserving Public Houses.

The London Plan provides specific protection to public houses which includes a requirement to market a vacant site as a pub for a minimum of two years at an agreed price, following an independent valuation, and in a condition that allows the property to continue functioning as a pub.

Notwithstanding that the pub had remained closed and the site vacant since 2019, limited and unsuccessful marketing exercises were conducted independently in 2018 and 2021, as detailed in the report. The conclusion being that there was no interest from other public house landlords and operators for the following reasons:

- The pub lied within a predominantly residential area surrounded by mainly Council housing and lacked passing footfall compared to the Town Centre.
- The pub was too small to appeal to managed house pub operators, and
- A lack of commercial kitchen and no customer car parking.

Balanced against the above and supported by the latest Census data (2021), the application site was located in an area where there was rising demand for additional Islamic prayer space. The Council's Participation Manager (Partnerships) noted that there was currently a lack of Islamic worship spaces to service this growing community in the borough. The proposed application would fill in the identified need in this area.

Other aspects covered in the officer's presentation included heritage and design, biodiversity and landscaping, impacts to neighbouring amenity, sustainable transport and parking.

Following the officer presentation, a number of comments/observations were made including:

- It was noted that as the planned religious and community facilities would be used predominately by residents from the adjoining estates such as Harts Lane, the Lintons etc, this was accessible on foot and therefore there would be little need to use cars or buses. The SDMO clarified that the outdoor area of green space conditional upon approval included both hard and soft landscaping, which may/may not provide specific play space.
- Whilst it was disappointing that the marketing of the property fell short of the policy requirements, it was acknowledged that the site had remained vacant for a number of years and that, on balance, the proposed use was supported, particular the community aspects of the development. The imposition of a community use agreement condition was welcomed and to

that end a request was made that once it was signed the agreement be circulated to the Committee, and that perhaps a report come forward in say a year or two to demonstrate the success or otherwise of the community aspects of the development operating alongside the place of worship.

The SDMO summed up that the main issues with the application related to the loss of the public house, the acceptability of the proposed place of worship use, the impact that the proposal would have upon the appearance and character of the host property and the setting of the locally listed building and impact upon residential amenity, and environmental impacts.

Having had regards to the above, and carefully balancing the harm of the proposed development against the public benefits, the officer's view was that the loss of the public house and its replacement with a place of worship with community facilities that would retain and refurbish a locally listed building, were regarded as acceptable. It was not considered that nearby residents would be unduly impacted by the development or that the character and appearance of the surrounding area or that of the locally listed building would be adversely affected.

The Committee **RESOLVED**:

- (i) To agree the reasons for approval as set out in the report;
- (ii) To delegate authority to the Strategic Director of Inclusive Growth in consultation with the Head of Legal to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 and the Conditions listed in Appendix 5 of the report; and
- (iii) That, if by 24 January 2025 the legal agreement had not been completed, the Strategic Director of Inclusive Growth be delegated authority to refuse planning permission or extend this timeframe to grant approval.

Working in partnership



**Barking & Dagenham**

**LONDON BOROUGH OF BARKING & DAGENHAM  
PLANNING COMMITTEE**

**10<sup>th</sup> September 2024**

Application for **Planning Permission**

<b>Case Officer:</b>	Esther Rubinsohn	<b>Valid date:</b>	28/02/2024
<b>Applicant:</b>	Mike Golding	<b>Expiry date:</b>	23/09/2024
<b>Application number:</b>	24/00269/FULL	<b>Ward:</b>	Chadwell Heath
<b>Address:</b>	1 Hainault Gore, Chadwell Heath, Romford, RM6 6RR		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at 1 Hainault Gore, Chadwell Heath, Romford, RM6 6RR

**Proposal:**

The sub-division of an existing single occupation dwellinghouse at Number 1 Hainault Gore to 2x flats (1x 1-bedroom/2-persons and 1x 3-bedroom/4-persons); construction of a two-storey side extension to Number 1 Hainault Gore to create 2x further flats (2x 1-bedroom/1-person); part first floor rear extension, change of use of ancillary garage to Number 1 Hainault Gore to 2-bedroom/3-persons dwellinghouse; together with installation of boundary fences, soft and hard landscaping, cycle parking storage, refuse and recycling storage.

**Officer recommendation:**

Agree the reasons for approval as set out in this report, and delegate authority to the Director of Inclusive Growth (or authorised Officer) to grant planning permission subject to the Conditions listed at Appendix 5 of this report.

**Summary of conditions and informative:**

**Compliance**

1. Time Limit
2. Approved Plans and Documents
3. Matching Materials
4. Construction Logistics Plan
5. Cycle Parking
6. Refuse Storage
7. Car Parking
8. Landscaping

## OFFICER REPORT

### Site, Situation, and relevant background information:

#### The site and its use

The application site is a three-storey dwelling, semi-detached dwelling located on the south side of Hainault Gore. It is an undesignated heritage asset, therefore has some relatively important historical value. No.1 and No.3 Hainault Gore are semi-detached Victorian villa style homes which date back to around c1890.

There is a single storey and ancillary garage to the application building towards the rear of the side. The surrounding area to the application site is residential in nature. There is no one strong design characteristic, the buildings around the site have been designed in various architectural forms.

As demonstrated from the Site Location Plan (drawing number: 1533-07, dated: June 2023) and figure 1 below, that even though the garage extends to the at the end of the rear garden of both dwellings, it is within the site boundary and owned by number 1 Hainault Gore thus is not a shared.

**Figure 1: Google Earth screenshot of aerial view of the application site (marked red) and the surrounding area**



#### Surrounding area and background

The site, as it can be seen from Figure 1 above, is located within a residential area.

No.3 Hainault Gore, the adjoining dwelling in the semi-detached pair, was converted into five residential units and deemed as Lawful (Certificate) existing use under planning application 87/00348/TP. It can be confirmed that on the site visit officers found that there were several doorbells, thus this would appear to have been implemented.



## **Transport**

The application site has a Public Transport Access Level (PTAL) of 2 which is considered on a scale of 0-6, where 0 is considered very poor and 6a/b is classified as excellent. The site is located a 3-minute walk (0.1miles) from Whalebone Lane North where the bus routes 62 and 362 run along and is about a 21-minute walk (0.9miles) from Chadwell Heath Station. The site therefore has some access to public transport, however it is limited.

## **Proposed Development**

This is a full planning application for sub-division of an existing single occupation dwellinghouse at Number 1 Hainault Gore to 2x flats (1x 1-bedroom/2-persons and 1x 3-bedroom/4-persons); construction of a two-storey side extension to Number 1 Hainault Gore to create 2x further flats (2x 1-bedroom/1-person); a part first floor rear extension, change of use of ancillary garage to Number 1 Hainault Gore to 2-bedroom/3-persons dwellinghouse; together with installation of boundary fences, soft and hard landscaping, cycle parking storage, refuse and recycling storage.

The two-storey side extension would adjoin to the west elevation of the main dwellinghouse. It would extend by circa 5.6m in width and 10m in depth. This side extension would be offset from the west site boundary by about 3m. The part first floor rear extension would extend to the rear of the existing outrigger by circa 2.4m deep and 4m wide.

To facilitate the change of use of the garage into a habitable space, the following external alterations are proposed: installation of a front door, rear French doors and roof lights and rendering the existing brick finish external walls. The rest of the changes to the garage would be internal.

## **Key issues to assess:**

1. Principle of the development
2. Quality of Accommodation
3. Design and Quality of Materials
4. Impact to Neighbouring Amenity
5. Sustainable Transport
6. Landscape and Biodiversity
7. Environment

## **Planning assessment:**

### **1. Principle of the development**

#### **Policy**

- 1.1 Paragraph 61 of the National Planning Policy Framework (NPPF) states that 'to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment... [and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.'

- 1.2 Policy H1 (Increasing housing supply) and Table 4.1 of the London Plan places a strategic expectation that the borough will need to deliver 19,440 as a 10-year housing target (annualised to 1,944 per year) between 2019 and 2029. The emerging policy in the draft Local Plan reflect this target. This policy also requires that Londoners have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation. In addition, Policy H2 (Small sites) supports the use of small sites, highlighting that boroughs should support the construction of well-designed dwellings on small sites. This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs. This is supported by the recent LPG: Optimising Site Capacity: A Design-led Approach (GLA, June 2023), and LPG: Small Site Design Codes (GLA, June 2023).
- 1.3 Policy CM1 (General principles for development) and CM2 (Managing housing growth) of the Core Strategy seeks to ensure the borough contributes to meeting its housing targets and supports the delivery of a variety of housing types.
- 1.4 Policy SPDG 1 (Delivering growth in Barking and Dagenham) of the Draft Local Plan (December 2021) seeks to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough. Policy SP 3 (Delivering homes that meet peoples needs) emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need.
- 1.5 On the 19 December 2023, the Government published the 2022 Housing Delivery Test (HDT) results. The HDT results show that the London Borough of Barking and Dagenham has delivered 62% of its housing requirement over the latest 3-year period. Consequently, the presumption in favour of sustainable development contained within paragraph 11 d) of the National Planning Policy Framework (the Framework) will be engaged.
- 1.6 It is further noted that 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 and is due to be adopted in September 2024. Having regard to the NPPF, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.

### **Assessment**

- 1.7 The proposed development is for the 'Sub-division of an existing single occupation dwellinghouse at Number 1 Hainault Gore to 2x flats (1x 1-bedroom/2-persons and 1x 3-bedroom/4-persons); construction of a two-storey side extension to Number 1 Hainault Gore to create 2x further flats (2x 1-bedroom/1-person); change of use of ancillary garage to Number 1 Hainault Gore to 2-bedroom/3-persons dwellinghouse; together with installation of boundary fences, soft and hard landscaping, cycle parking storage, refuse and recycling storage.
- 1.8 As a small site, it is recognised that this proposal could be developed out quickly. The principle of developing a small site such as this is supported in principle, though it is noted that the Small Sites Design Code LPG and other policies supporting small sites do not suggest that all sites will be acceptable.

- 1.9 The existing house is a 4-bedroom dwelling, classified as a 'larger family home' in the Draft Local Plan. The proposed development would subdivide this dwelling into a 1-bedroom flat and a 3-bedroom flat. Although this would result in the loss of a 'larger' family-sized unit, the proposal re-provides a 3-bedroom unit, which remains classified as a family-sized dwelling within the Draft Local Plan. Consequently, there would be no net loss of family-sized dwellings, which are in high demand in the borough. The 3-bedroom unit has been designed with high-quality standards to ensure that the accommodation and living conditions within this unit do not significantly decline from the existing standards.
- 1.10 The subdivision would result in a net increase of four housing units, contributing to the housing targets set by both the borough and London as a whole. This development would also help meet the borough's need for additional dwellings, aligning with the relevant policy framework. Therefore, the principle of development is supported, subject to the acceptability of other material considerations discussed below.

## 2. Quality of Accommodation

### Internal Space Standards

#### **Policy**

- 2.1 The 'Technical housing standards – nationally described space standard' (NDSS) deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. Policy D6 (Housing quality and standards) and Table 3.1 of the London Plan is in line with the national space standards.
- 2.2 Paragraph 135(f) of the NPPF sets out that planning decisions should ensure that developments create places that have a high standard of amenity for existing and future users. It lays out the following:
- 1-bedroom, 1-person 1-storey dwellings should provide a gross internal floor area of 39sqm and built in storage of 1sqm
  - 1-bedroom, 2-person 1-storey dwellings should provide a gross internal floor area of 50sqm and built in storage of 1.5sqm
  - 2-bedroom, 3-person 2-storey dwellings should provide a gross internal floor area of 70sqm and built in storage of 2sqm
  - 3-bedroom, 4-person 2-storey dwellings should provide a gross internal floor area of 84sqm and built in storage of 2.5sqm
- 2.3 NDSS states that a dwelling with two or more bed spaces must have at least one double (or twin) bedroom. In addition, double bedrooms should have a floor area of at least 11.5sqm and a width of 2.75metres; single bedrooms should have a floor area of at least 7.5sqm and a width of 2.15metres. Not only must new dwellings meet the minimum space standards in Policy D6 Part F and Table 3.1 of the London Plan, Part C2 of the Housing Design Standards London Plan Guidance (LPG) (June, 2023) further expands on the internal space standards that should be expected to be met.
- 2.4 Policy D6 (Housing quality and standards) of the London Plan states that housing development should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners.

- 2.5 Policy BP6 (Internal Space Standards) of the Borough Wide DPD seeks to ensure that dwellings provide adequate internal space, with each new dwelling providing at least one double bedroom.

### **Assessment**

- 2.6 The below set out the different flats proposed, the internal layout and whether it is compliant with the NDSS:

#### *Flat 1 (1-bed, 1-person)*

GIA: 40.9sqm (**Complies**)  
Bedroom: 8.5sqm, approx. 3.1m wide (**Complies**)  
Built-in storage: 1sqm (**Complies**)  
Combined living space: 26.7sqm

#### *Flat 2 (1-bed, 1-person)*

GIA: 47.5sqm (**Complies**)  
Bedroom: 11.1sqm, approx. 3.1m wide (**Complies**)  
Built-in storage: 1.5sqm (**Complies**)  
Combined living space: 24.3sqm

#### *Flat 3 (1-bed, 2-person)*

GIA: 54.2sqm (**Complies**)  
Bedroom: 12.0sqm, approx. 3.4m wide (**Complies**)  
Built-in storage: 1.5sqm (**Complies**)  
Combined living space: 23.2sqm

#### *Flat 4 (3-bed, 4-person)*

GIA: 89.1sqm (**Complies**)  
Bedroom 1: 11.5sqm, approx. 3.3m wide (**Complies**)  
Bedroom 2: 8.6sqm (excluding eaves below 1.5m in height), approx. 2.9m (**Complies**)  
Bedroom 3: 15.8 sqm (excluding eaves below 1.5m in height), minimum 3m wide (**Complies**)  
Built-in storage: 2.6sqm (**Complies**)  
Combined living space: 31.6sqm

#### *Flat 5 (2-bed, 3-person)*

GIA: 75.15sqm (**Complies**)  
Bedroom 1: 12.0sqm, approx. 3.8m wide (**Complies**)  
Bedroom 2: 7.8sqm, approx. 2.7m wide (**Complies**)  
Built-in storage: 1.6sqm (**Complies**)  
Combined living space: 26.3sqm

As displayed above, all the proposed units, for their respective sizes, would comply with the NDSS and Policy D6 of the London. Officers therefore consider that the proposed development would facilitate a good internal quality of accommodation. As such, officers consider that the internal layout of the flats would be acceptable.

### Daylight, Sunlight, Aspect, Ventilation

- 2.7 Part C in Policy D6 (Housing quality and standards) of the London Plan requires maximisation of dual aspect dwellings. Part D in Policy D6 (Housing quality and standards) of the London Plan requires development to provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing, and maximising usability of outside amenity space.
- 2.8 Policy SI4 (Managing Heat Risk) of the London Plan states that development proposals should minimise adverse impacts on urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure and that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.
- 2.9 Policies BP8 (Protecting Residential Amenity) and BP 11 (Urban Design) of the Borough Wide Development Management Policies DPD seeks to protect residential amenity, by ensuring new developments to not expose existing and proposed occupiers to unacceptable levels of pollution that may arise.
- 2.10 Policy DMD1 (Securing high-quality design) sets out that amongst other things, all development proposals should consider the impact on the amenity of neighbouring properties with regard to significant overlooking, privacy and immediate outlook, and should mitigate the impact of air, noise and environmental pollution.

### **Assessment**

- 2.11 All the flats would either be dual aspect or triple aspect. All rooms, especially habitable rooms, would have at least one window. The design of the proposal is considered appropriate, and it would allow passive ventilation which would help in avoiding overheating and there would be good amount of daylight and sunlight received by each room given the size of the windows. As such, this is considered to further improve the quality of internal accommodation and be acceptable.

### External Amenity Space

#### **Policy**

- 2.12 Part F(9) in Policy D6 (Housing quality and standards) of the London Plan states that where there are no higher local standards in the borough's development plan documents, a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings, with a further 1 sqm per additional occupant, and it must achieve a minimum depth and width of 1.5m. Policy C10 of the Housing Design Standard sets out that best practice is to exceed the minimum depth and width to at least 2.5m to extend its use generally, enabling wheelchair users to manoeuvre and turn more easily, and increase opportunities for planting etc.
- 2.13 Policy BP5 (External Amenity Space) of the Borough Wide DPD requires 1-bedroom properties to provide at least 20sqm and 2+ bedroom flat to provide 40sqm of external amenity space. It further states that amenity space for all new dwellings should be: private, useable, functional and safe; easily accessible from living areas; oriented to maximise sunlight; and of a sufficient size to meet the needs of the likely number of occupiers. It is noted that this policy predates the London Plan, which forms part of the development plan, and the Mayor of London's Housing SPG, which have lower requirements.

## **Assessment**

- 2.14 The site currently has quite an extensive proportion of external amenity space (approximately 255.2sqm) located to the rear and side of the dwelling. Due to the side extension, bin/cycle storage this total external amenity space would be reduced. The remaining amenity space would be split into 5 segments so that all of the flats would be provided with their own private external amenity space. The flats would have the following proportions:
- Flat 1 (1-bed, 1-person)- approx. 28.6sqm **(Complies)**
  - Flat 2 (1-bed, 1-person)- approx. 27sqm **(Complies)**
  - Flat 3 (1-bed, 2-person)- - approx. 32.5sqm **(Complies)**
  - Flat 4 (3-bed, 4-person) - approx. 50sqm **(Complies)**
  - Flat 5 (2-bed, 3-person)- approx. 51.5sqm **(Complies)**
- 2.15 As displayed above, the private external amenity provision for all the flats would comply with policy BP5 of the Borough Wide DPD. It is therefore considered that each flat would be provided with an acceptable proportion of private external amenity space.
- 2.16 The external amenity space would be separated by 1.2m high fencing and high hedges which would allow for occupants to have they own private amenity space. No communal amenity space would be provided; however, it is preferable for all of the flats to have access to their own private amenity space and considering the size constraints of the site it is not considered possible to provide both. As such, officers consider this arrangement and provision of external amenity space to be acceptable.

## **Summary of Quality of Accommodation**

- 2.17 Overall, the quality of accommodation for the flats is deemed to be adequate. All flats would be adequately lit by natural daylight and have suitable passive ventilation. All of the flats would comply with the NDSS and would be provided with their own private external amenity space. As such, the quality of accommodation of the flats is deemed to be acceptable.

## **3. Design and Quality of Materials**

### **Policy**

- 3.1 Paragraphs 131 and 135 of the NPPF talk about creating high quality, beautiful and sustainable buildings and places that function well and add to the overall quality of the area, not just for the short term but over the life of the development.
- 3.2 Policy D4 (Delivery good design) of the London Plan, Policy CP3 (High quality built environment) of the Core Strategy, Policy BP11 (Urban design) of the Borough Wide Development Policies DPD, strategic policy SP 2 (Delivering a high quality and resilient built environment) as well as policy DMD 1 (Securing high-quality design) of the Draft Local Plan 2037 (Reg 19). All these policies seek to ensure that development is designed in a sensitive and appropriate manner which minimises impact on surrounding neighbours and respects the character of the area.

## **Assessment**

- 3.3 Officers note that the semi-detached pair of dwellings is an undesignated heritage asset within the borough. Officers note that the LBB Heritage Engagement Officer was consulted on this application. While some concern was raised about the proposed extension detracting from the buildings current heritage value, it was highlighted that if this application were to be approved, the design and materials must reflect that of the main dwellinghouse. Officers have therefore taken particular care with regard to the design of the proposed development.

### Side extension

- 3.4 The proposed development would involve the construction of a side extension to the west elevation of the existing house. The proposed side extension has been designed carefully to reflect the design and character of the existing semi-detached pair. The side extension would appear akin to an additional dwelling using the same roof form, projecting bay windows and the use of the decorative chimney.
- 3.5 The roof of the side extension would align with ridge of the roof of the main dwellinghouse and no.3 Hainault Gore. The side extension would have a protruding gabled roof to the front elevation of the dwelling, with the design of the front elevation mimicking the design of the semi-detached pairs, like-for-like.
- 3.6 The extension would implement the use of large bay windows, the same use of materials, same door design and reinstallation of the characteristic chimney. It is therefore considered that the design of the extension would effectively imitate the key architectural features of the main dwelling, making the extension appear almost original to the development rather than being a later addition. It is therefore not considered to pose significant harm to the character of the semi-detached pair.
- 3.7 The proposed side extension would extend to the west elevation of the dwelling, bringing the west elevation closer to the west site boundary. This would close the gap between no.1 and no.1a Hainault Gore, however a gap of about 3m would still be retained. The proposal would therefore retain some of the openness of the plot.
- 3.8 To ensure that the design and materials match the quality of the originals as far as possible. A matching materials condition will therefore be included within the decision notice to ensure that the materials used within the construction of the side extension are as similar to those used in the original dwellinghouse as possible.

### Part first floor rear

- 3.9 The proposal would involve the construction of a part first floor rear extension which would adjoin to the rear elevation of the first-floor outrigger which is original to the main dwelling. This would help to facilitate additional space for the flat 4 to have a sufficiently sized double room.
- 3.10 This rear extension would extend by 2.4m deep from the original rear elevation. The design of the extension would mimic the design of the rest of the dwelling, through the use of a hipped roof form and large bay windows. It would be proportional to the main dwellinghouse and would dominate the rear elevation of the dwelling. As such, this element is deemed to be acceptable.

- 3.11 That being said, the proposed material for this extension would be render. The majority of the dwellinghouse would be constructed of brick. While this is not considered to be a preferable material it would be located to the rear of the dwelling therefore would not be greatly visible, thus is not considered harmful.

#### Change of use of garage and conversion into flat

- 3.12 The garage is located to the end of the rear garden behind the existing fencing therefore is currently not very visible to the streetscene. The scale nor height of the garage would change. The bulk, mass, scale and siting of the garage would remain the same as existing, therefore officers do not believe the proposal would significantly alter the visual amenity of the site.
- 3.13 The external alterations to the garage would consist of the installation of a front door, rear French doors, roof lights and would render the existing brick finish external walls. The rest of the changes to the garage would be internal.
- 3.14 The flat within this garage would have its own access from Hainault Gore which would join to the southwest end of Hainault Gore. Officers consider this separate access into flat 5 to be acceptable, offering legible street frontage.

#### Summary of Design and Quality of Materials

- 3.15 Overall, the bulk, mass, scale, siting and design of the proposed development is considered to reflect the appearance of the main dwellinghouse and is considered to have an acceptable impact on the character of the site and the surrounding area. Limited details were provided regarding the materials provided. In order to ensure that the materials proposed are suitable and match like-for-like those used for the rest of the dwellinghouse a condition will be included within the decision notice.
- 3.16 Officers acknowledge that No. 1 Hainault Gore is a non-designated heritage building, and while the development would have an impact on the site's character, the proposal has been designed sensitively to minimise this impact. Additionally, the proposal would intensify the use of the site by introducing four high-quality homes, contributing to the borough's housing stock—a notable benefit given the current shortfall. On balance, while the impact on the non-designated heritage building is recognised, the benefits of providing four additional flats are considered to outweigh this harm.

## **4. Impact on Neighbouring Amenity**

- 4.1 Five objections were received by neighbouring residents along Hainault Gore. Objections were received from the following addresses:
- 3 Hainault Gore
  - 7 Hainault Gore
  - 9 Hainault Gore
  - 11 Hainault Gore
  - 13 Hainault Gore
- 4.2 Officers have reviewed the objections from the various households and have group the comments into the main themes of the concerns that were raised:



- Concerns regarding parking, road quality and congestion: **Officers comments** - *This is addressed in more detail in section 5 Of the Officers report. The parking concerns raised by neighbours has been addressed by proposing 4 off-street parking spaces in the front court area of the site. While this would not cater for all 5 flats, officers do not consider that one additional car parking on the road would pose significant harm to parking pressure in the area. As such, officers do not consider the proposal would create any further congestion either. Regarding road quality, this is a private road thus is not owned by the council. Officers do not consider that a few additional cars running along this road would pose further harm to the quality of the road.*
- Loss of privacy, loss of daylight, overshadowing, overbearing impact etc: **Officers comments** – *This is addressed in more detail in paragraphs 4.5-4.12 of the Officers report. The proposed development would be set back from all nearby dwellings. No windows are proposed near the site boundary with these neighbouring properties. Officers therefore do not consider that the proposed development would result in a harmful impact in relation to privacy, outlook, daylight, overshadowing or would create an overbearing impact.*
- Noise and disturbance: **Officers comments** – *This is addressed in more detail in paragraphs 4.14-4.16 of the Officers report. It is concluded that while Officers recognise there would be an increase in occupants and households on site, as the dwelling is located on a sizeable plot in a predominantly residential area the development is not considered to result in harmful levels of noise or disturbance to neighbouring properties.*
- Lowering property value: **Officers comments** – *This is not a material planning consideration thus has not been included within the assessment of the application.*
- Impacting the design, character of the area and visual aesthetic of the area: **Officers comments** – *This is addressed in more detail in section 3 Of the Officers report, however it is concluded that while the proposed development would alter the appearance of the existing semi-detached pair, as the extensions have been designed in a sensitive manner in terms of bulk, mass, scale, sitting, design and materials, it is not considered to cause detrimental harm to the character of the site of appearance of the semi-detached pair. Concerns were raised that this proposal would be considered overdevelopment of the site. Officers note that no.3 Hainault Gore has already been split into 5 flats, this proposal would mimic that at no.3 which has a smaller plot of land than no.1 owns. Officers thus do not consider this to be overdevelopment.*

#### Daylight, Sunlight, Overlooking

#### **Policy**

- 4.3 Paragraph 135(f) of the NPPF stated that development should “create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...”
- 4.4 Part D in Policy D6 (Housing Quality and Standards) of the London Plan, Policies BP8 (Protecting Residential Amenity) and BP11 (Urban Design) of the Borough Wide DPD, and Policy DMD1 (Securing high-quality design) of the Draft Local Plan 2037 (Reg 19) all emphasise that new development must consider the impact on the amenity of neighbouring properties, avoiding significant overlooking (loss of privacy and immediate outlook) and overshadowing (loss of daylight and sunlight).

## **Assessment**

### 5, 7, 9, 11, 13 and 15 Hainault Gore

- 4.5 Nos. 5-15 (odd) are a row of terraced dwellings located to the south of the application site, separate from the southern boundary by the highway. As noted above, objections were received from all these dwellings. Concerns were raised by the households at these dwellings regarding privacy, daylight, overshadowing, outlook and the overbearing impact of the proposal. Particular concern was raised regarding the conversion of the garage due to its close proximity to the south boundary of the site.
- 4.6 These dwellings are offset from the boundary with the site by about 8.3m. As aforementioned the height of the garage because of the conversion is not to be increased nor are there any windows proposed on the south elevation of flat 5 (the converted garage). The rest of the development would be even further setback from the south site boundary by about 16.9m. As such, officers do not consider that these dwellings would experience a harmful impact in relation to privacy, outlook, daylight, overshadowing or would create a harmful overbearing impact.

### 3 Hainault Gore

- 4.7 No.3 Hainault Gore is adjoined to the east of the application site.
- 4.8 The proposed side extension would be located to the west side elevation of no.1 therefore would be offset from the east boundary but about 7.2m.
- 4.9 The part first floor rear extension would extend from the rear elevation of the main dwellinghouse and extend by 2.4m. No.3 has an original part two storey outrigger which extends to the rear elevation of the dwelling however it has no windows on located on the rear elevation.

### 1a Hainault Gore

- 4.10 1a Hainault Gore is located to the west of the application site.
- 4.11 The proposed side extension would extend near to the boundary with no.3 Hainault Gore.
- 4.12 The eastern elevation of no.1a which abuts the western boundary, importantly has no windows on this elevation. The side extension would also not extend beyond the rear elevation of no.1a. As such, it is not considered that the proposal would cause a harmful loss of amenity to no.1a within the dwelling nor within the garden.

### Noise and disturbance

#### **Policy**

- 4.13 Policy D14 of the London Plan and Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by Policy BP8 of the Borough Wide DPD.

## **Assessment**

- 4.14 A number of local residents in the area who objected to the proposed development raised concerns regarding the potential increase in noise due to the increase in occupants and households on site.
- 4.15 Officers note that the number of households on site would increase from 1 to 5 which is a notable increase. Further, Officers recognise that there would be an increase in comings and goings due to the separate households living on site, the number of occupants capable of living on site currently is 7 (as the site consists of 3 double-sized bedrooms and 1 single). This proposal would result in a maximum of 11 residents on site.
- 4.16 That being said, the dwelling is currently a large house on a large plot of land. It is also located within a predominantly residential area and the proposal would retain a residential use. As such, Officers do not consider that this would create significantly more noise or disturbance to the surrounding area.

## **Summary of Impact on Neighbouring Amenity**

- 4.17 Overall, on balance, for the reasons laid out above, officers do not consider that the proposed development would result in a harmful loss of amenity of neighbouring properties.

## **5. Sustainable Transport**

- 5.1 Chapter 9 of the NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. Paragraphs 104 and 106 outline that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

### **Public Transport**

- 5.2 The application site has a Public Transport Access Level (PTAL) of 2 which is considered on a scale of 0-6, where 0 is considered very poor and 6a/b is classified as excellent. The site is located a 3-minute walk (0.1miles) from Whalebone Lane North whereby the bus routes 62 and 362 run along and is about a 21-minute walk (0.9miles) from Chadwell Heath Station. The site therefore has some access to public transport, however it is limited.

### **Car Parking**

#### **Policy**

- 5.3 Policy T6 (Car parking) together with Table.10.3 of the London Plan provide maximum parking standards for new residential developments. The policy aims to restrict car parking in line with levels of existing and future public transport accessibility and

connectivity. Car-free development should be the starting point for all development proposals, if this cannot be achieved a car lite approach should be taken. Car-free development has no general parking but should still provide disabled persons parking in line with Part E in Policy T6. The policy also required that any car parking providing include electrical charging points. 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.

### **Assessment**

- 5.4 The Be First Transport Officers were consulted on this application. It is noted that they had concerns about the lack of the proposed off-street parking arrangement as part of the development. Officers also note that concerns were raised by neighbours regarding the lack of off-street parking proposed, and the impact this could have on parking along Hainault Gore and the wider area. As such, officers sought amendments to the parking arrangement. The development now proposes 4 off-street parking spaces in the front court area of the dwelling. This would comply with Policy T6 of the London Plan which indicates that 4 parking spaces would need to be provided for a development of this scale, considering the low PTAL.
- 5.5 As only 4 off-street parking spaces would be provided, it is noted that one of the flats as a result would not be provided without a parking space. However, one additional car parking along Hainault Gore or on the surrounding roads is not considered to significantly increase the parking pressure. A planning condition will be included to secure the implementation of car parking.
- 5.6 As such, officers do not consider this matter to be detrimental or cause an unacceptable increase in parking pressure in the area.

### Cycling

#### **Policy**

- 5.7 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. The provided cycle parking must be designed and laid out to comply with advice provided in the London Cycling Design Standards. Policy BR9 (Parking) of the Borough Wide Policies DPD and 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.

### Assessment

- 5.8 The proposal would provide a large cycle store on the west side of the site for flats 1,2,3,4. As confirmed on Proposed External Works Details - 1 (drawing number: 1533-08, dated: February 2024), there would be suitable for a minimum of 8 cycle spaces. Flat 5 would have it's own cycle storage unit suitable for up to two cycle spaces.
- 5.9 Both of the cycle stores would be secure, lockable and accessible. As such, it is considered that the storage would align with the London Cycling Design Standards.

- 5.10 The Be First Transport team were consulted on this application and were satisfied with the cycle storage. Officers therefore consider it to be acceptable and policy compliant. Officers consider this to be acceptable and recommended this is secured by planning condition.

### Waste and Recycling

#### **Policy**

- 5.11 Policy BR15 (Sustainable Waste Management) Borough Wide Development Plan DPD outline the need for development in the borough to minimise and work towards a more sustainable approach for waste management. Part 3 in Policy DMSI 8 (Demolition, construction and operational waste) of the draft Local Plan requires all new and refurbishment development proposals must submit a strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within developments, in accordance with the London Waste Recycling Board's (LWARB) latest guidance on recycling and storage. As a minimum, appropriate facilities must be provided, both within individual units and for the building as a whole, in order to separate and store dry recyclables (card, paper, mixed plastics, metals, glass), organic and residual waste. Further advice on waste and recycling is provided within the LBBB Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (20/05/2021). Paragraph 3.16 and table attached to it advises that for 13 flats the recommended number of bins is 2 refuse and 1 recycling euro bins

#### **Assessment**

- 5.12 The proposal would consist of 8 bins for flats 1-4 and then 3 bins for flat 5. The number of bins and the total bin volume for all 5 flats combined would comply with the LBBB Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (20/05/2021).
- 5.13 It was confirmed in email dated:10/07/2024 that each household would be responsible for their own bins and taking them out from behind the site gate to the front of the property for collection. It was also confirmed from the applicant that the refuse and recycling collection lorries run down Hainault Gore. As this is a private road officers consulted the LBBB Refuse and Waste team who confirmed that bin lorries do go down Hainault Gore for refuse and recycling (in email, dated: 17/07/2024). Therefore, officers deem the arrangement proposed which would involve each household being accountable for their own bins and taking them out on collection day, like an average dwelling, would be suitable. Officers consider this to be acceptable and recommended this is secured by planning condition.

### Construction

#### **Policy**

- 5.14 Policy T7 (Deliveries, servicing and construction) of the London Plan states that development proposals should facilitate sustainable freight movement by rail, waterways and road. Additionally, the policy requires that construction logistic plans should be developed in accordance with TfL guidance.

#### **Assessment**

- 5.15 It was recommended by the Transport Planning Officer that if the application were to be approved, that a condition was to be put in place securing a Construction Logistics Plan.

Officers consider this to be important considering the narrowness of Hainault Gore and the fact it is a no-through road, therefore has only one entry point. If the application were to be approved this would be included within the decision notice.

## 6. Landscape and Biodiversity

### Policy

- 6.1 Policy BP11 (Urban Design) of the Borough Wide Development Policies DPD in one of the design principles requires that development provide attractive and high-quality landscaping. Policy DMNE 2 (Urban Greening) seeks to maximise opportunities for urban greening including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature based sustainable drainage.
- 6.2 Biodiversity Net Gain (BNG) is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

### Assessment

#### Landscaping

- 6.3 The proposed ground floor plans (drawing number: 1533-04, revision H, dated: December 2023) indicates a planting schedule which would be implemented alongside the development. As such, if the application were to be approved, a condition would be included within the decision notice to ensure that these trees and plants are planted within the first planting season following practical completion of the development.

#### Biodiversity

- 6.4 On 2nd April 2024 the provision of Biodiversity Net Gain (BNG) became mandatory for all small site development (9 units or under) whereby the development impacts 25sqm of on-site habitable or 5 metres of on-site linear habitats such as hedgerows, unless it is proven by the applicant that the development or site is exempt. If a planning application was made before day one of the mandatory BNG then it is considered to be exempt.
- 6.5 As this application was validated on 28/02/2024, this was prior to the mandatory provision of BNG. As such, this development is considered to be exempt from providing BNG.

## 7. Environment

### Policy

- 7.1 Policy CR1 (Climate change and environmental management) of the Core Strategy promotes the remediation of contaminated land. Policy BR5 (Contaminated land) of the Borough Wide Development Policies DPD states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where an appropriate site investigation and risk assessment has been carried out as part of the application to identify any risk to human health. This is supported by Policy DMSI 5 (Land contamination) of the draft Local Plan.

- 7.2 Policies GG3 (Creating a healthy city) and SI1 (Improving air quality) of the London Plan seek to tackle air quality, indicating the importance that development proposals do not result in the further deterioration of air quality within the area. This is echoed by policy BR14 (Air quality) of the Borough Wide Development Policies DPD and policy DMSI 4 (Air quality) of the LBBB Draft Local Plan.

### **Assessment**

- 7.3 LBBB Environmental Protection were consulted on this application. They recommended that a site contamination condition is added, this is because they thought that the outbuilding/garage is being demolished as part of the proposal. As it is not being demolished and due to the scale of the development, this is not considered to be necessary in this case.
- 7.4 They also recommended that an air quality neutral assessment condition is added. This is because the site is located within the Whalebone Lane North Air Quality Focus Area. Due to the scale of the development, with most of the development being internal works, this is not considered to be necessary in this case and officers would instead include an informative reminding the developer that the construction of any works should be air quality neutral in line with the GLA Air Quality Neutral Guidance 2023.

### **Conclusion**

Overall, the proposed development would involve the subdivision and extension of an existing 4-bedroom dwelling into 4 separate units and convert the existing garage into another living space. While it is acknowledged that the proposed development would result in the loss of a 'large family-sized dwelling' it would reintroduce a good-quality 3-bedroom family home as part of the proposed development therefore there would be no net-loss of a family-sized unit and would contribute positively to the housing stock within the borough. As such, the principle of development is supported.

The quality of internal and external accommodation would be of a good standard, and the design of the development would reflect the character of the original dwelling and wider area. The proposal is not considered to have an unacceptable impact on the amenity of neighbouring residents. It is considered that the car and cycle parking provided would be acceptable. The refuse and waste storage are considered to be acceptable, and the arrangement proposed would ensure that the waste is managed effectively.

While it is recognised that the proposed development would have an impact on the non-designated heritage building, the proposal would contribute to a net-increase of dwellings by creating 5 high-quality residential units. Furthermore, the development would have a negligible impact to neighbouring properties or the surrounding highways.

Therefore, overall, on balance, officers consider the benefit of the proposal to outweigh the impact to the non-designated heritage building, and thus the proposed development is considered to be acceptable, subject to the relevant conditions.

## Appendix 1:

<b>Development Plan Context</b>	
<p>The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, December 2023)</i></p>	
<p><i>The London Plan – March 2021</i></p>	<ul style="list-style-type: none"> <li>• Policy D4 (Delivery good design)</li> <li>• Policy D6 (Housing quality and standards)</li> <li>• Policy H1 (Increasing housing supply)</li> <li>• Policy H10 (Housing size mix)</li> <li>• Policy SI4 (Managing Heat Risk)</li> <li>• Policy T5 (Cycling)</li> <li>• Policy T6 (Car Parking)</li> <li>• Policy T7 (Deliveries, servicing and construction)</li> </ul>
<p><i>Local Development Framework (LDF) Core Strategy - July 2010</i></p>	<ul style="list-style-type: none"> <li>• Policy CM1 - General Principles of Development</li> <li>• Policy CM2 - Managing Housing Growth</li> <li>• Policy CP3 - High quality-built environment</li> </ul>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) – March 2011</i></p>	<ul style="list-style-type: none"> <li>• Policy BC4 (Residential Conversions and Houses in Multiple Occupation)</li> <li>• Policy BP5 (External Amenity Space)</li> <li>• Policy BP6 (Internal Space Standards)</li> <li>• Policy BP8 (Protecting Residential Amenity)</li> <li>• Policy BP11 (Urban design)</li> <li>• Policy BR9 (Parking)</li> <li>• Policy BR11 (Walking and Cycling)</li> <li>• Policy BR13 (Noise mitigation)</li> <li>• Policy BR15 (Sustainable Waste Management)</li> </ul>
<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 the NPPF, the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan (Regulation 19) – Submission version December 2021</i></p>	<ul style="list-style-type: none"> <li>• Policy SP 2 (Delivering a high quality and resilient built environment)</li> <li>• Policy DMD 1 (Securing high-quality design)</li> <li>• Policy SP3 (Delivering homes that meet peoples’ needs)</li> <li>• Policy DMSI 3 (Nuisance)</li> <li>• Policy DMT2 (Car Parking)</li> <li>• Policy DMT3 (Cycle Parking)</li> <li>• Policy DMSI 8 (Demolition, construction and operational waste)</li> </ul>



*Other Relevant  
Planning Document*

- LPG: Optimising Site Capacity: A Design-led Approach (GLA, June 2023)
- LPG: Small Site Design Codes (GLA, June 2023).
- DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)
- Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (dated 20/05/2021)
- Housing Delivery Test (HDT)
- The Council's Planning Advice Note on Waste and Recycling Provisions in New and Refurbished Residential Developments (dated: 20/05/2021)
- London Cycling Design Standards (2016)

*Human Rights Act*

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

*Equalities*

In determining this planning application, the Be First on behalf of the London Borough of Barking and Dagenham has had regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended). For the purposes of this application there are no adverse equalities issues.

## Appendix 2:

Relevant Planning History
There is no relevant planning history to the application site. It is noted that the applicant sought pre-application advice which included two meetings.

## Appendix 3

Internal and External Consultees	Section Addressed
<p><b>LBBD Access</b></p> <p><u>No objections</u></p>	Noted
<p><b>LBBD Refuse</b></p> <p><u>No objections</u></p> <p>Additional comments – Yes, bin lorries do go for collection down Hainault Gore</p>	Noted
<p><b>LBBD Environment Protection</b></p> <p><u>No objections</u></p> <p>Recommended conditions:</p> <ul style="list-style-type: none"> <li>• Air Quality Neutral Assessment</li> <li>• Air Quality Ventilation Scheme</li> <li>• Preliminary risk assessment report and proposed site investigation</li> <li>• Scheme of Acoustic Protection</li> <li>• CEMP</li> </ul>	Noted
<p><b>Be First Transport</b></p> <p><b>Site Access</b></p> <ul style="list-style-type: none"> <li>• The site is a private road. The increased number of units will generate more site traffic, potentially creating conflicts between vehicles and pedestrians. To mitigate this risk, separate or segregated access for pedestrians and cyclists is recommended.</li> </ul> <p><b>Car Parking</b></p> <ul style="list-style-type: none"> <li>• Concerns about the lack of off-street parking provision due to the low PTAL rating.</li> </ul> <p><b>Cycle Parking</b></p>	See section 5 where this is addressed.

<ul style="list-style-type: none"> <li>• Satisfied with the proposed cycle arrangement.</li> <li>• Recommends a condition to enforce the longevity of the installation of the cycle store.</li> </ul> <p><b>Refuse</b></p> <ul style="list-style-type: none"> <li>• Reminder that waste should not be left on the highway in line with the highway act 1980.</li> </ul> <p><b>Recommended Conditions:</b></p> <ul style="list-style-type: none"> <li>• Construction Logistics Plan</li> <li>• Cycle storage</li> </ul>	
<p><b>Metropolitan Police Design Out Crime</b></p> <p><u>No objections</u></p> <p>Recommended the community safety mitigation techniques for the following areas:</p> <ul style="list-style-type: none"> <li>• External residential and individual entrance door sets</li> <li>• Ground floor and accessible windows</li> <li>• Lighting</li> <li>• Cycle storage</li> <li>• Bin storage</li> <li>• Boundaries</li> <li>• Climbing aids</li> </ul>	Noted
<p><b>LBBD Heritage Engagement Officer</b></p> <ul style="list-style-type: none"> <li>• 1 Hainault Gore which is on the local list of undesignated heritage assets. It is a semi-detached Victorian Villa style home.</li> <li>• Main concern is that the proposal would change the semi-detached pair into a terrace row, detracting from the character</li> <li>• If approved, approved then we should ensure that the design and materials match the quality of the originals as far as possible.</li> </ul>	Addressed in Section 3.

## Appendix 4

Neighbour Notification:	
Number of neighbouring properties consulted:	14
Number of responses:	5

Address	Summary of response
3 Hainault Gore	<ul style="list-style-type: none"> <li>Property is currently a single-family dwelling, the proposal would involve 5 households on site without additional parking facilities.</li> <li>Small road that runs to the front of No.1's garage is a Fire and Emergency Lane it also provides access to the existing bank of 6/7 Garages that run parallel to said road. This must be kept clear, concerned about congestion impacting this.</li> <li>Concerned about the appearance of the extension</li> <li>Concerned about property value due to the property become an end-of-terrace.</li> </ul>
7 Hainault Gore	<ul style="list-style-type: none"> <li>Major concerns: The increase in crowding, significant reduction in privacy, overshadowing, and substantial loss of natural light to home</li> <li>The proposed garage flat would be close to 3, 7, 9, 11, 13, and 15 Hainault Gore. Would result in loss of privacy and oppressive environment.</li> <li>Lowering property value</li> <li>Private road, the development would put significant pressure on this road</li> <li>Increase of vehicles on the street exacerbating parking issues, be a safety hazard for local residents.</li> <li>The design and scale of the proposed development are not in keeping with the character of the surrounding area.</li> </ul>
9 Hainault Gore	<ul style="list-style-type: none"> <li>Increased crowding, loss of privacy, overshadowing and loss of daylight to home</li> <li>Location of the proposed Flat 5 (ancillary garage conversion) is alarmingly close to the path and to houses numbered 3, 7, 9, 11, 13, and 15.</li> <li>Lowering property value</li> <li>Private road, the development would put significant pressure on this road</li> <li>Increase of vehicles on the street exacerbating parking issues, be a safety hazard for local residents.</li> <li>The design and scale of the proposed development are out of character with the area.</li> </ul>
13 Hainault Gore	<ul style="list-style-type: none"> <li>Concerns about the impact of proposal on parking which would lead to severe congestion.</li> <li>Converting garage into dwelling will impact their view, reduce privacy and diminish aesthetic value of home</li> <li>Increased sense of overcrowding</li> <li>Overdevelopment concerns – significant intensification of site</li> <li>Will impact neighbouring properties such as increased noise, reduced privacy and disputes over boundaries.</li> </ul>

	<ul style="list-style-type: none"><li>• Concerned about the structural and environmental standards of the converted garage.</li></ul>
11 Hainault Gore	<ul style="list-style-type: none"><li>• Will increase overcrowding and reduction in privacy</li><li>• Would result in a loss of daylight and cause overshadowing</li><li>• Road quality if already deteriorating, this would intensify the use of the road and make it further decline.</li><li>• Increase in cars would put road under pressure and danger for pedestrians</li><li>• The development would impact their mental health and would result in the devaluation of the property.</li><li>• Parking already a concern</li><li>• Design and scale of development not in keeping with the surrounding area</li><li>• The design is out of place with this predominantly traditional neighbourhood and as such will detract from the visual aesthetics of the area giving an overcrowded feeling.</li><li>• The proposal would give feeling of imprisonment living behind a large wall.</li></ul>

## Appendix 5

### Planning conditions:

#### 1. Time Limit

The development hereby permitted shall commence 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 and Documents

The development hereby approved shall only be carried out in accordance with the approved drawing and documents.

Drawings:

Name	Drawing number	Dated
Site Location Plan	1533-07	June 2023
Proposed Elevations	1533-06, revision C	December 2023
Proposed Ground Floor Plan	1533-04, revision H	December 2023
Proposed First Floor and Second Floor Plans	1533-05, revision H	December 2023
Proposed External Works Details 1	1533-08	February 2024
Proposed External Works Details 2	1533-09	February 2024

*Reason: To ensure that the development is undertaken in accordance with the approved plans and documents.*

#### 3. Construction Logistics Plan

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

*Reason: To ensure that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policy DMT 4 of The Local Plan.*

#### 4. Cycle Parking

Prior to first use of the site the cycle stores as detailed in drawing number 1533-08 Proposed External Works Details- 1 dated February 2024 and 1533-04 Proposed Ground Floor Layout [Revision H] dated December 2023 shall be implemented and thereafter retained for the lifetime of the development.

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

## 5. Refuse Storage

Prior to first occupation of the development, the refuse and recycling bins shown on drawing number 1533-08 Proposed External Works Details- 1 dated February 2024 and 1533-04 Proposed Ground Floor Layout [Revision H] dated December 2023 shall be constructed and permanently retained thereafter.

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

## 6. Car Parking

The 4 car parking areas shown on drawing 1533-04 Proposed Ground Floor Layout [Revision H] dated December 2023 shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the lifetime of the development.

*Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway.*

## 7. Landscaping

Within the first planting season the planting schedule shown in drawing 1533-04 Proposed Ground Floor Layout [Revision H] dated December 2023 shall be implemented and thereafter retained for the lifetime of the development.

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

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

## 8. Matching Materials

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

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

### **INFORMATIVE(S)**

#### 1. Air Quality

The proposed development is located within the Whalebone Lane North Air Quality Focus Area, therefore developers are reminded that the development should be air quality neutral in line with the GLA Air Quality Neutral Guidance 2023.

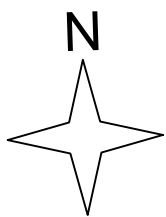
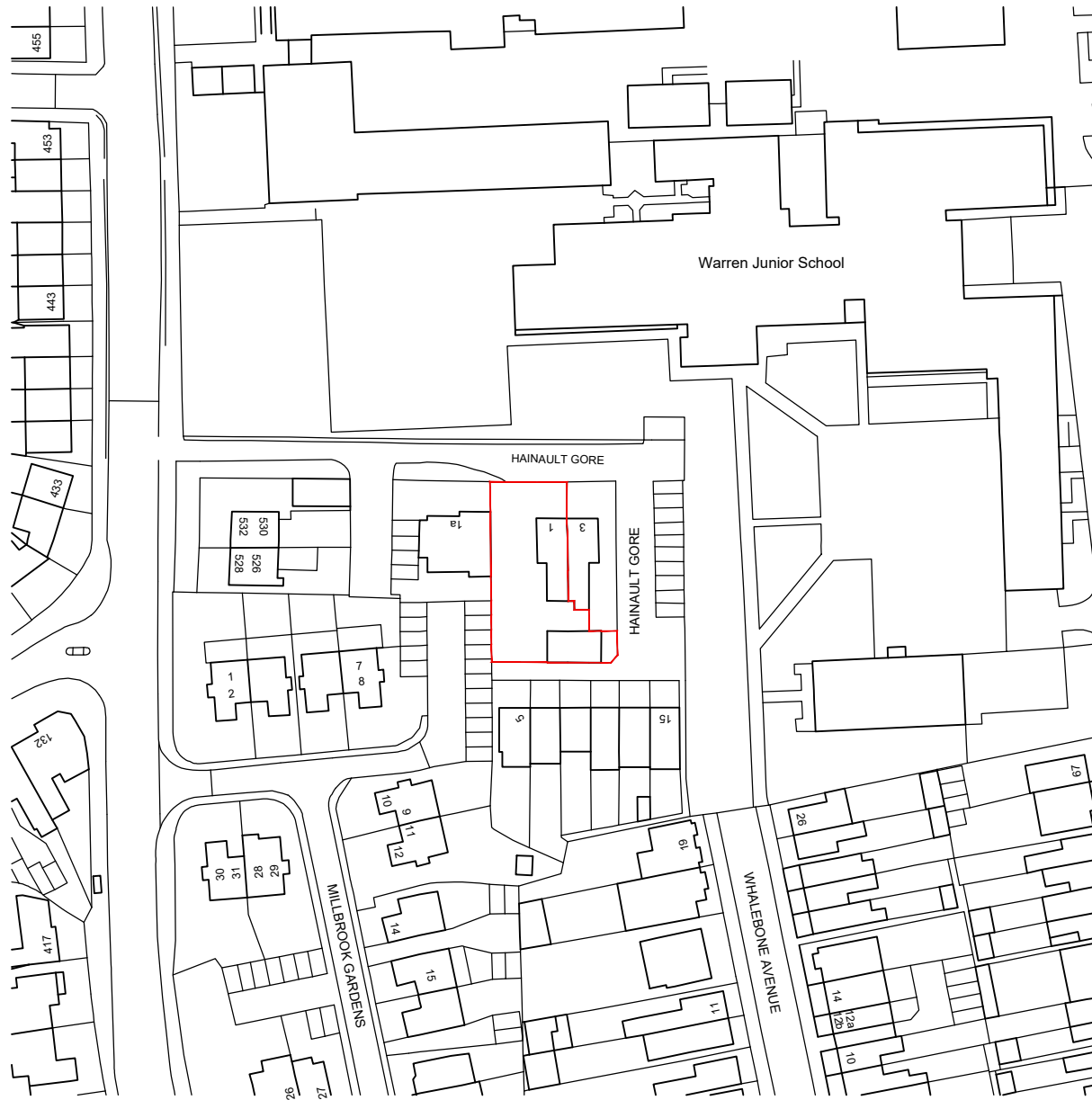
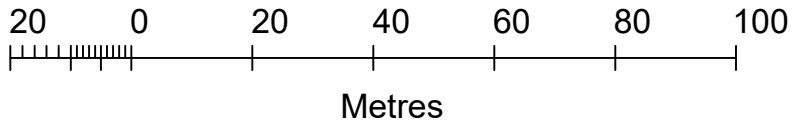
## 2. **Discharge of planning conditions**

All relevant planning conditions must be discharged in accordance with the triggers given. Requests to discharge conditions must be made by formal application. Fees are £215 per request.

## 3. **Building Control**

The approved development is required to comply with the Building Regulations. Please contact Be First Building Control at [BuildingControl@befirst.london](mailto:BuildingControl@befirst.london) will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process.





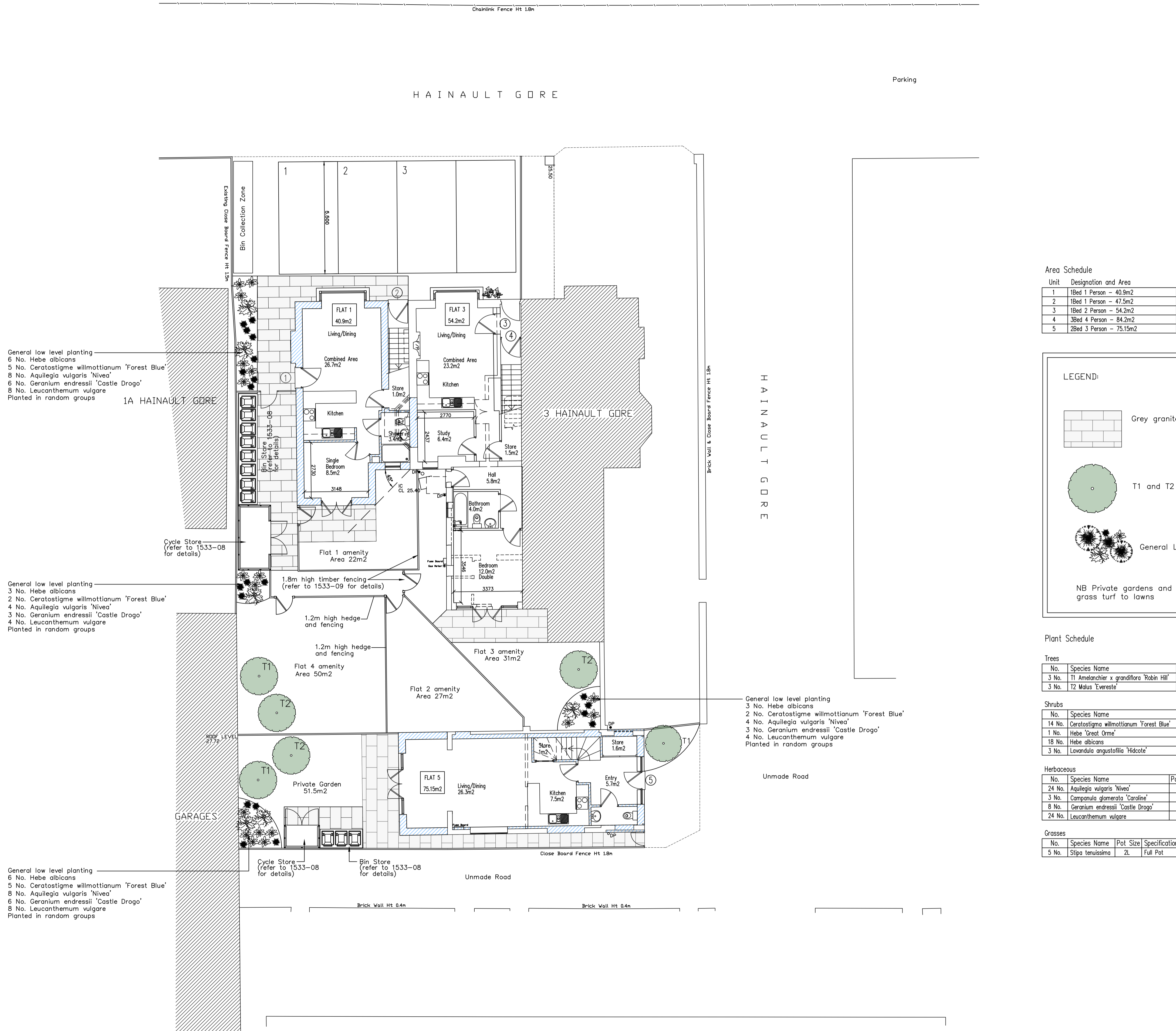
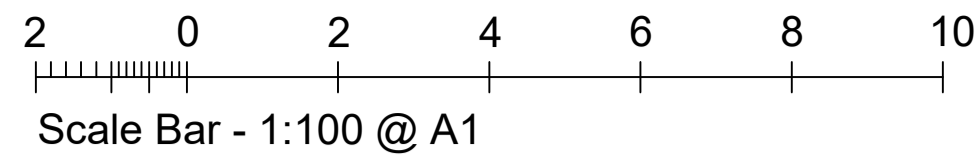
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TITLE: Location Plan	
SCALE: 1:1250 @ A3	DATE: June 2023
Drawing No. 1533-07	REV.



**BRELEY**  
DESIGN LTD

Breley Design Ltd, Harrier House  
Aviation Way, Southend on Sea  
Essex SS2 6UN, England.  
Telephone: +44 (0)1702 541300  
Facsimile: +44 (0)1702 543123  
Email: info@breleydesign.com

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**Area Schedule**

Unit	Designation and Area
1	1Bed 1 Person - 40.9m <sup>2</sup>
2	1Bed 1 Person - 47.5m <sup>2</sup>
3	1Bed 2 Person - 54.2m <sup>2</sup>
4	3Bed 4 Person - 84.2m <sup>2</sup>
5	2Bed 3 Person - 75.15m <sup>2</sup>

**LEGEND:**

- Grey granite paving slabs
- T1 and T2 Species as listed.
- General Low level Planting

NB Private gardens and Amenity area to be grass turf to lawns

**Plant Schedule**

**Trees**

No.	Species Name	Girth	Height	Specification
3 No.	T1 Amelanchier x grandiflora 'Robin Hill'	14-16cm	425-600cm	Extra Heavy Standard: 5 brks: 3x RB: Clear Stem 175-200cm
3 No.	T2 Malus 'Evereste'	14-16cm	425-600cm	Extra Heavy Standard: 5 brks: 3x RB: Clear Stem 175-200cm

**Shrubs**

No.	Species Name	Height	Diameter	Pot Size	Specification	Density
14 No.	Ceratostigma willmottianum 'Forest Blue'	20-30cm		ZL	Bushy: 3 brks: C	3/m <sup>2</sup>
1 No.	Hebe 'Great Orme'	40-60cm		10L	Branched : 7 brks: C	Counted
18 No.	Hebe albicans	20-30cm		3L	Bushy: 5 brks: C	4/m <sup>2</sup>
3 No.	Lavandula angustifolia 'Hidcote'	20-30cm		3L	Bushy: 5 brks: C	3/m <sup>2</sup>

**Herbaceous**

No.	Species Name	Pot Size	Specification
24 No.	Aquilegia vulgaris 'Nivea'	ZL	Full Pot: C
3 No.	Campanula glomerata 'Caroline'	ZL	Full Pot: C
8 No.	Geranium endressii 'Castle Drogo'	ZL	Full Pot: C
24 No.	Leucanthemum vulgare	1L	C: Full Pot

**Grasses**

No.	Species Name	Pot Size	Specification
5 No.	Stipa tenuissima	ZL	Full Pot

General low level planting  
 6 No. Hebe albicans  
 5 No. Ceratostigma willmottianum 'Forest Blue'  
 8 No. Aquilegia vulgaris 'Nivea'  
 6 No. Geranium endressii 'Castle Drogo'  
 8 No. Leucanthemum vulgare  
 Planted in random groups

General low level planting  
 3 No. Hebe albicans  
 2 No. Ceratostigma willmottianum 'Forest Blue'  
 4 No. Aquilegia vulgaris 'Nivea'  
 3 No. Geranium endressii 'Castle Drogo'  
 4 No. Leucanthemum vulgare  
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**PROJECT:**  
 1 Hainault Gore, Romford  
 Essex, RM6 6RR

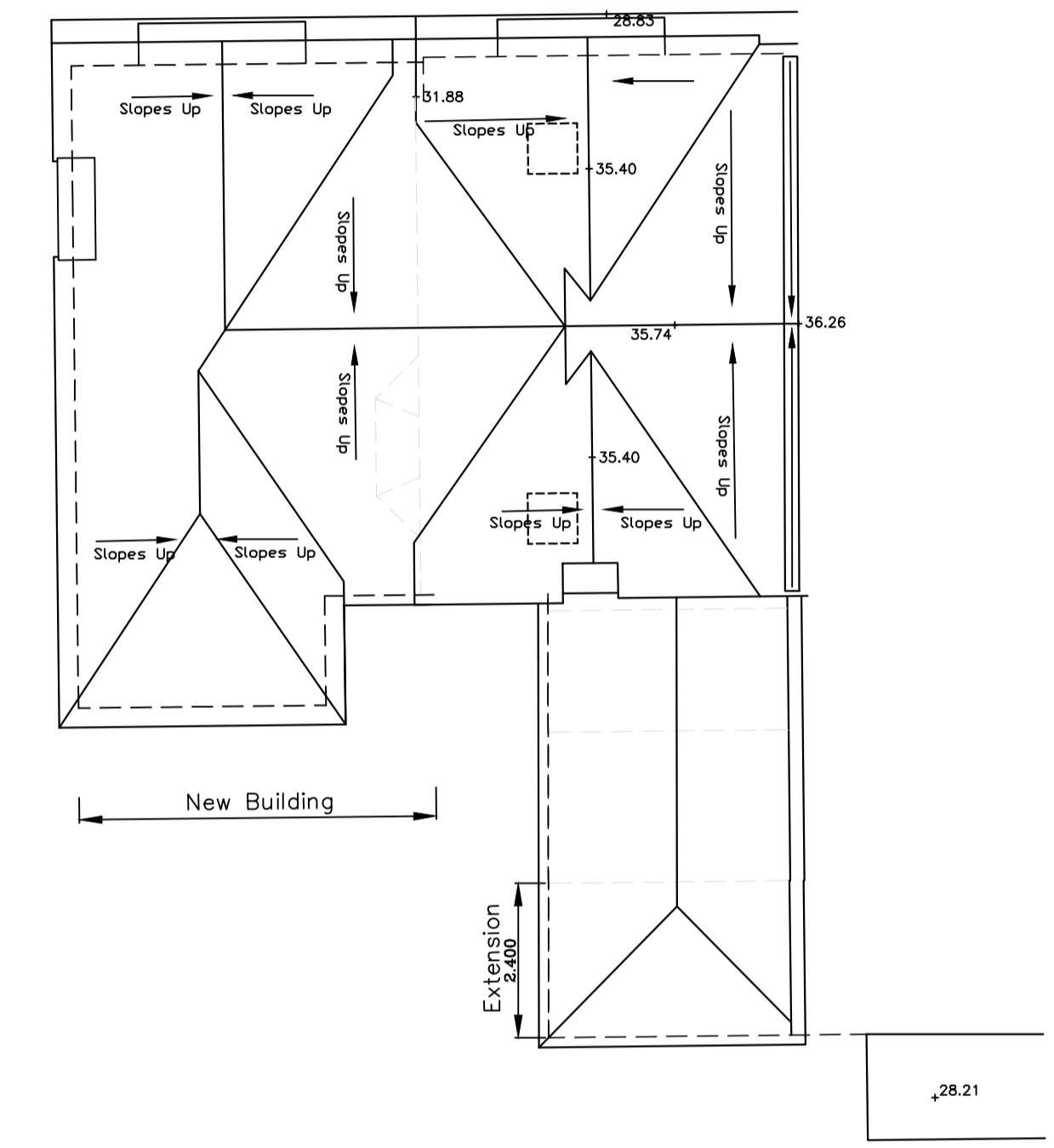
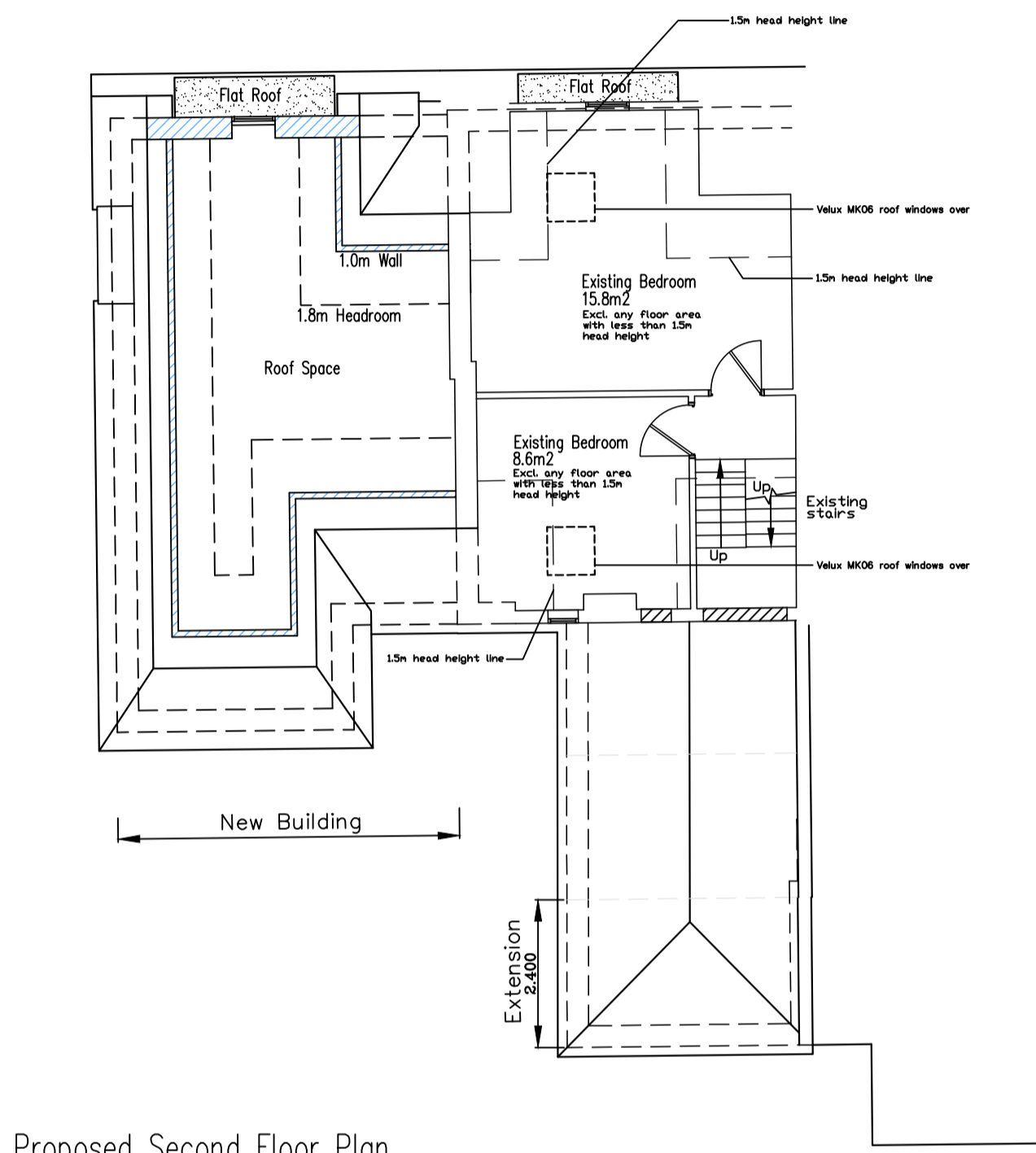
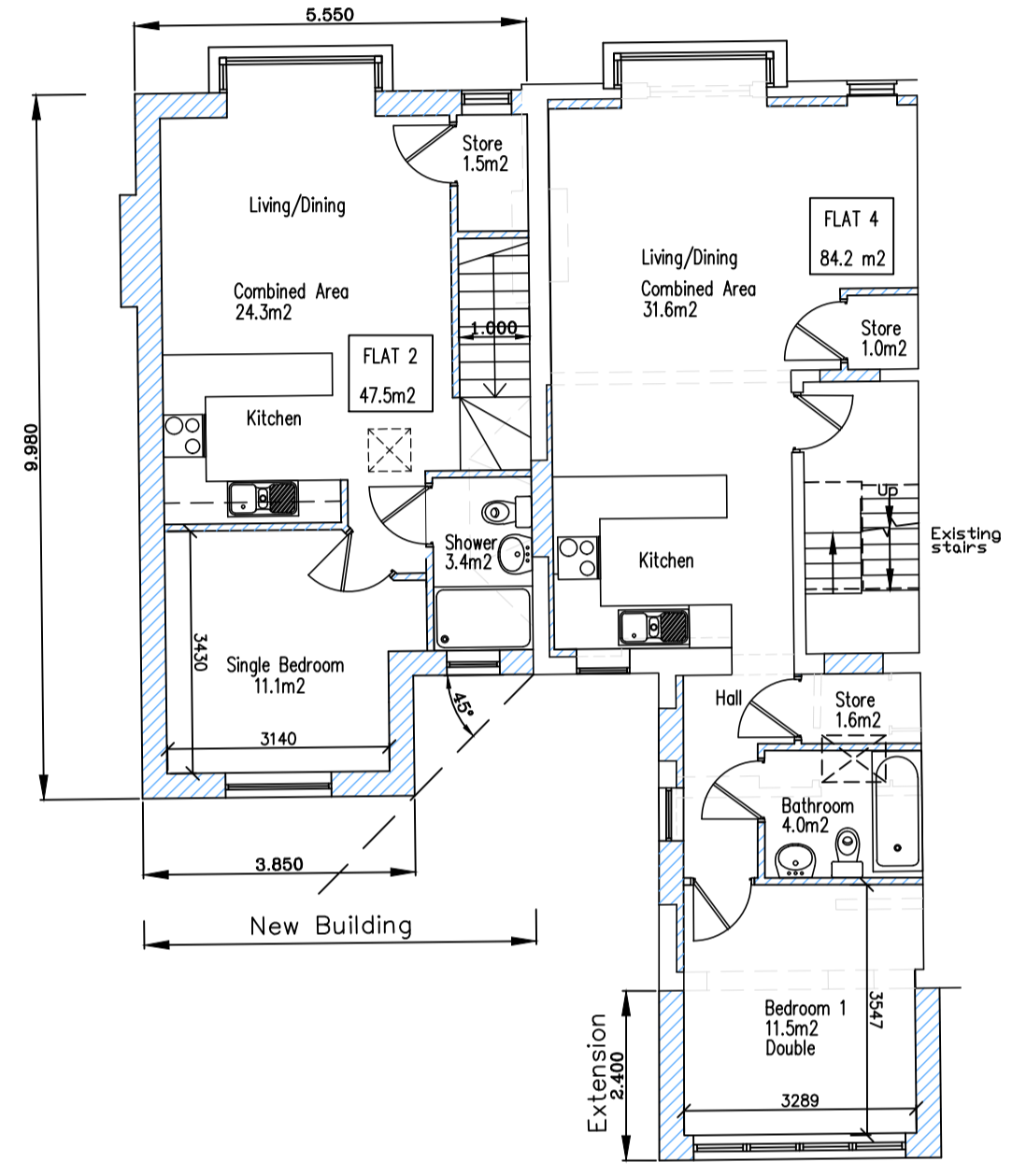
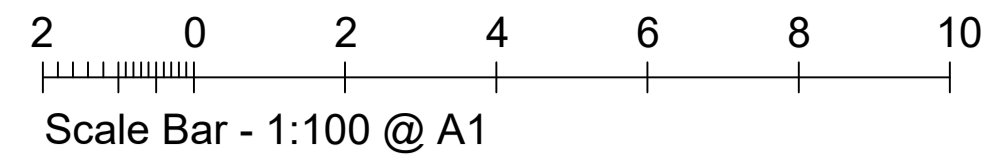
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 Proposed Ground Floor Layout

**SCALE:** 1:100 @ A1      **DATE:** DEC 23

**Drawing No.:** 1533-04      **REV:** H

**BRELEY DESIGN LTD**  
 Breley Design Ltd, Harrier House  
 Aviation way, Southend-on-Sea  
 Essex SS2 6LN, England  
 Telephone: +44 (0)1702 541300  
 Facsimile: +44 (0)1702 543123  
 Email: info@breleydesign.com

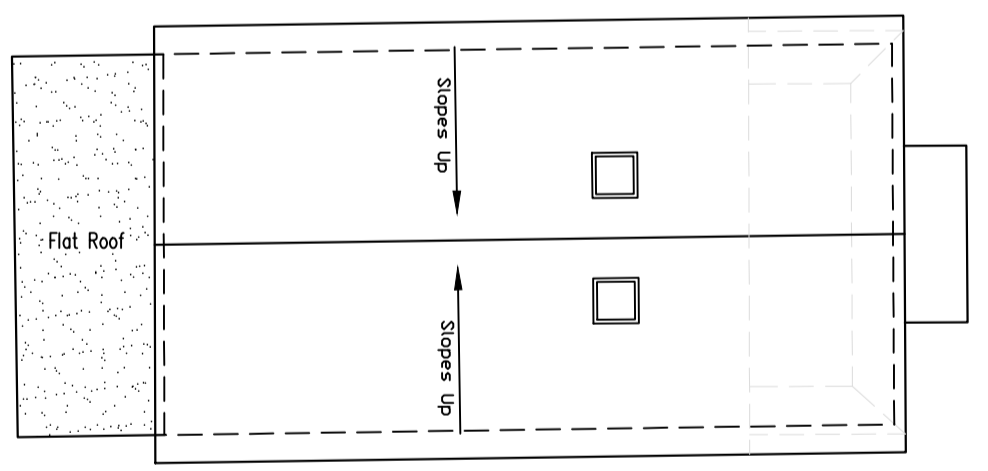
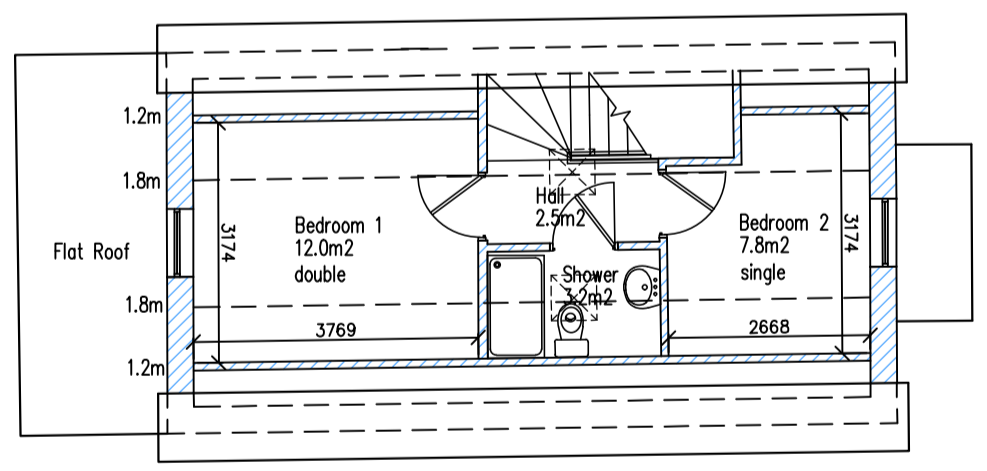
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Proposed First Floor Plan  
Scale 1:100 @ A1

Proposed Second Floor Plan  
Scale 1:100 @ A1

Proposed Roof Plan  
Scale 1:100 @ A1



Proposed First Floor Plan - Rear Block  
Scale 1:100 @ A1

Proposed Roof Plan - Rear Block  
Scale 1:100 @ A1

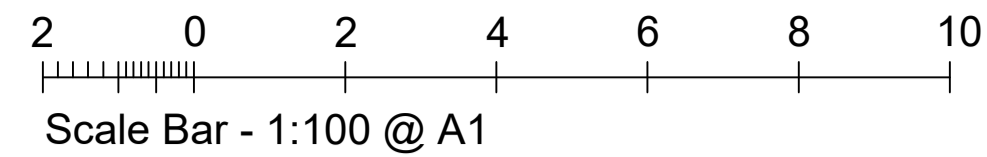
Area Schedule

Unit	Designation and Area
1	1Bed 1 Person - 40.9m <sup>2</sup>
2	1Bed 1 Person - 47.5m <sup>2</sup>
3	1Bed 2 Person - 54.2m <sup>2</sup>
4	3Bed 4 Person - 84.2m <sup>2</sup>
5	2Bed 3 Person - 75.15m <sup>2</sup>

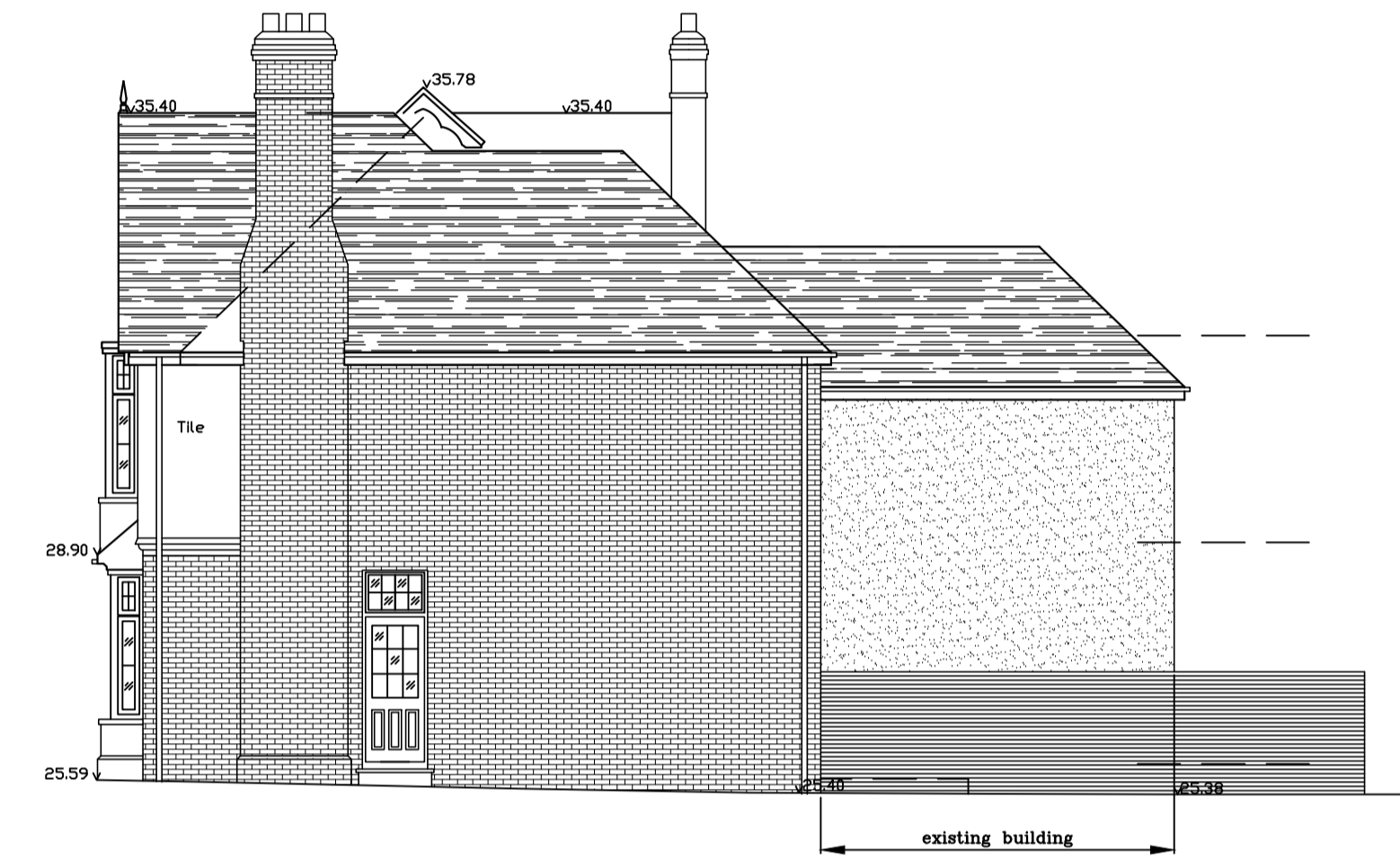
PROJECT: 1 Hainault Gore, Romford Essex, RM6 6RR	
TITLE: Proposed First & Second Floor Plans Proposed Roof Plan	
SCALE: 1:100 @ A1	DATE: DEC 23
Drawing No. 1533-05	REV. H



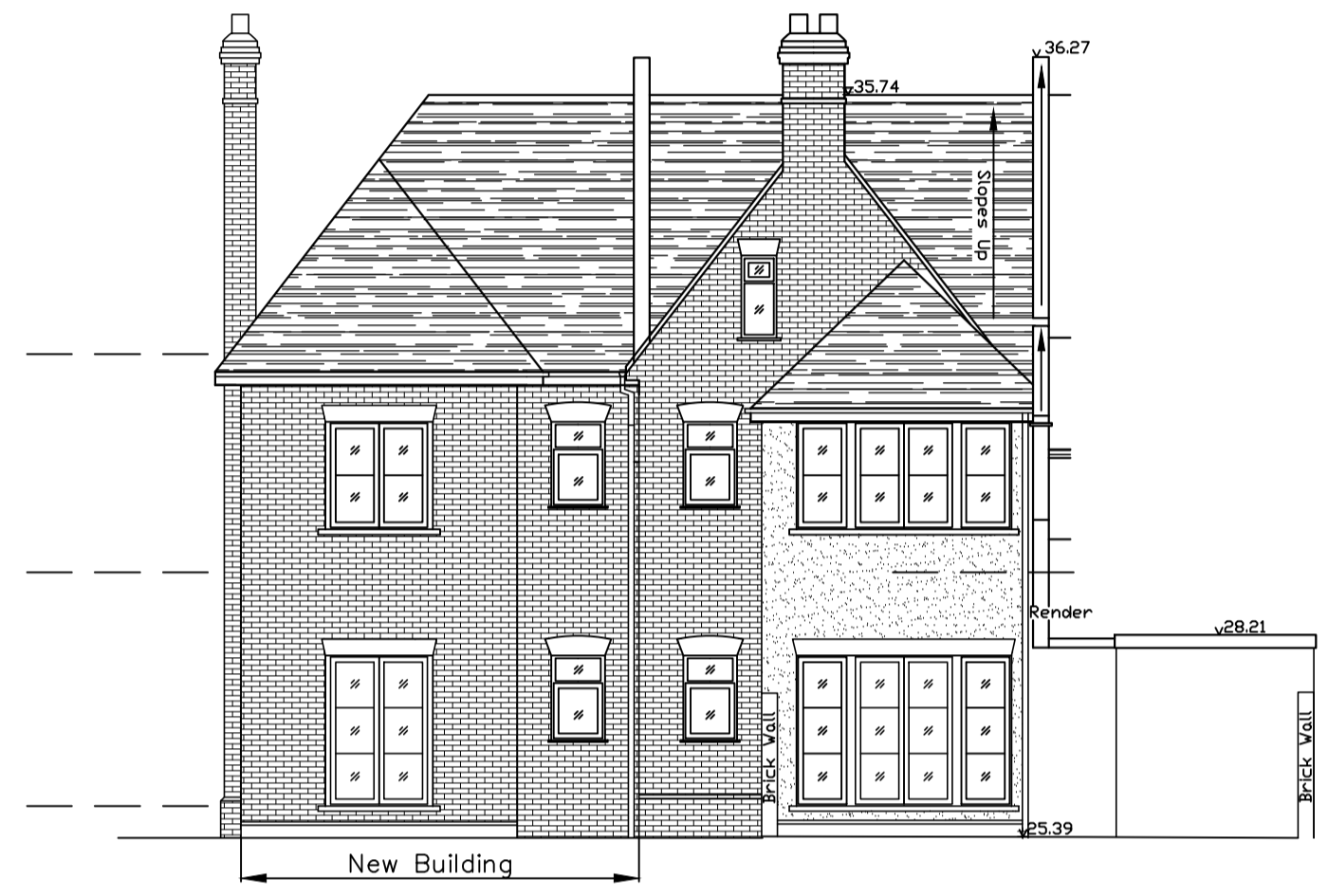
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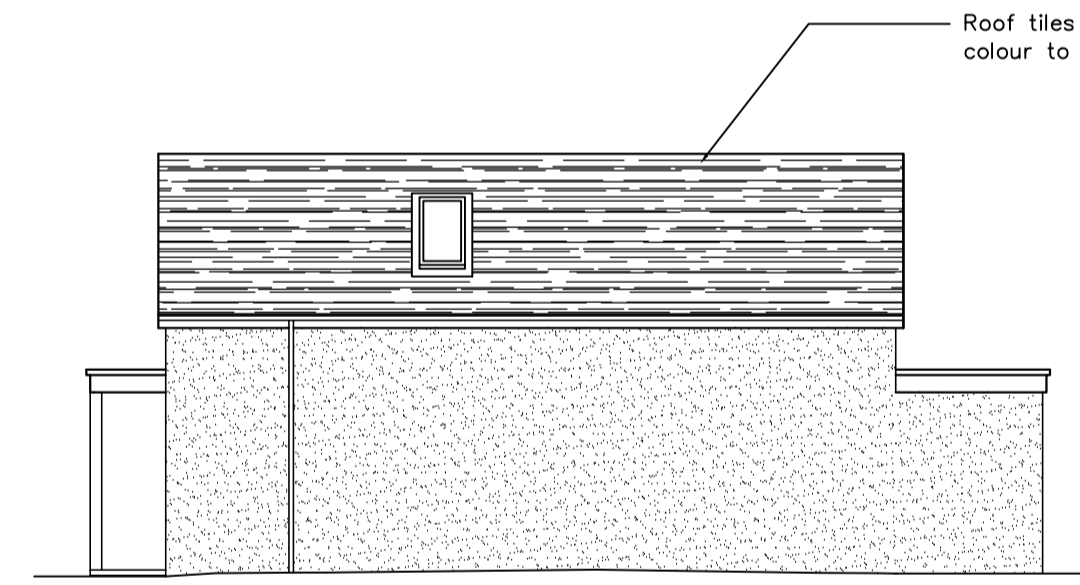
Proposed Front Elevation  
Scale 1:100 @ A1



Proposed Side Elevation  
Scale 1:100 @ A1



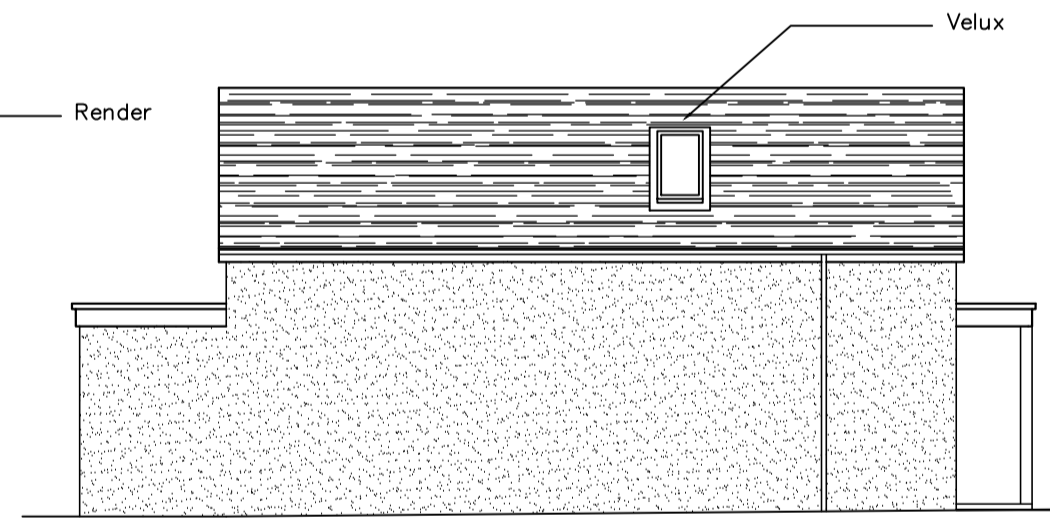
Proposed Rear Elevation  
Scale 1:100 @ A1



Proposed Side Elevation - Rear Block  
Scale 1:100 @ A1



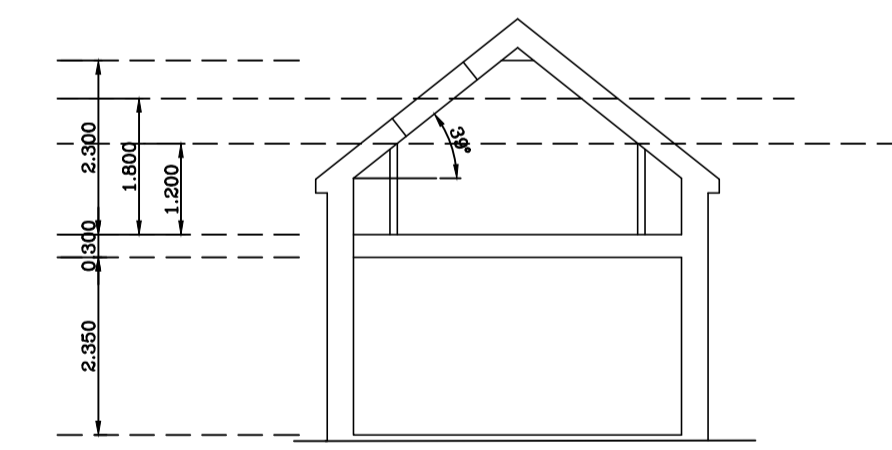
Proposed Front Elevation - Rear Block  
Scale 1:100 @ A1



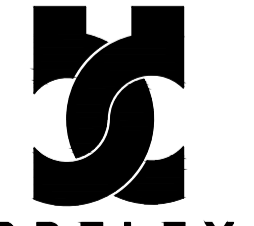
Proposed Side Elevation - Rear Block  
Scale 1:100 @ A1



Proposed Rear Elevation - Rear Block  
Scale 1:100 @ A1



Proposed Section - Rear Block  
Scale 1:100 @ A1

PROJECT: 1 Hainault Gore, Romford Essex, RM6 6RR		 <b>BRELEY</b> DESIGN LTD <small>Breley Design Ltd, Harrier House          Aviation way, Southend-on-Sea          Essex SS2 6LN, England          Telephone: +44 (0)1702 541300          Facsimile: +44 (0)1702 543123          Email: info@breleydesign.com</small>
TITLE: Proposed Elevations		
SCALE: 1:100 @ A1	DATE: DEC 23	
Drawing No. 1533-06	REV. C	
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**LONDON BOROUGH OF BARKING & DAGENHAM****PLANNING COMMITTEE****10 September 2024****FOR INFORMATION: [Progress Report on the Local Plan](#)**

**Purpose of this Report:** The Barking and Dagenham 2037 Local Plan is being presented to Cabinet and Assembly for adoption later this month. This follows an extensive process including several rounds of consultation and iterations that have been presented to Planning Committee Members before, and two rounds of hearings as part of the Examination in Public. We have now reached the final stages of the process. This report provides an update to Planning Committee Members, for their information, as the members who have the most involvement with the Local Plan.

Progress Report on the Local Plan

## 1. The Inspectors' Report

- The Inspectors' Report was received on the 15 August 2024, thus concluding the Local Plan examination process.
- The Inspectors found the policies 'sound' subject to the inclusion of the 'Main Modifications' attached to their report. The Report and accompanying Main Modifications appendix are available below for your information:

[Inspectors' Report 15 August 2024](#)

[Inspectors' Main Modifications](#)

## 2. Steps to Adoption

- The Local Plan (as amended by the Main Modifications and Additional Modifications) is on the September Cabinet and Assembly agendas.
- Subject to Assembly approval, it will be adopted and thus form part of the Development Plan, gaining its full weight as the starting point for planning application decision-making.