

GREATER LONDON AUTHORITY  
Development, Enterprise and Environment

**Jonathan Rowlatt**  
WYG  
100 St John Street  
London EC1M 4EH

**GLA reference: D&P/2624a**  
**Barking & Dagenham Council reference:**  
**15/00651/FUL**

**Date: 26 February 2016**

Dear Mr Rowlatt

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**  
**Trocoll House and car park to rear, Wakering Road, Barking IG11 8PD**  
**GLA reference: D&P/2624a**  
**Barking & Dagenham Council reference: 15/00651/FUL**  
**Applicant: Coplan Estates (Barking) Ltd**

**GRANT OF PLANNING PERMISSION SUBJECT TO PLANNING CONDITIONS AND IN  
ACCORDANCE WITH PLANS AND APPLICATION AS REFERENCED BELOW**

The Deputy Mayor of London (acting under delegated authority), as the Local Planning Authority, has considered your application and grants planning permission for the following development, in accordance with the terms of the above mentioned application (which expression shall include the drawings and other documents submitted therewith):

An application for full planning permission for the demolition and redevelopment of car park site, erection of a part 4, 23 and 28-storey building and conversion of upper floors of Trocoll House from office use (B1), to provide 198 residential units and flexible commercial uses at ground floor level (Classes A1, A2, A3, B1 and/or D1).

**At: Trocoll House and car park to rear, Wakering Road, Barking IG11 8PD**

**In accordance with the application registered on: 27 May 2015**

**Subject to the following 43 conditions:**

1. The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

PO-100 Rev P1, PO-101 Rev P1, PO-102 Rev P1, P1-100 Rev P6, P1-101 Rev P1, P1-102 Rev P1, P1-103 Rev P1, P1-104 Rev P2, P1-200 Rev P2, P1-201 Rev P2, P1-202 Rev P1, P2-101 Rev P1, P2-102 Rev P1, P3-101 Rev P1, P3-102 Rev P1, P3-103 Rev P1, P4-101 Rev P1, P4-102 Rev P1 and SK-001.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence, including any works of demolition, until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health; property (existing or proposed), including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

4. No development, except demolition to ground level, shall commence until a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than demolition to ground level, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation

scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 3 to 6: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

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

- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust and dirt during construction; a scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) the use of efficient construction materials;
- i) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials;
- j) and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development. Once approved the Plans shall be adhered to throughout the construction period.

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

8. No development shall commence, including any works of demolition, until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

9. No development shall commence, except any works of demolition, until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the

Local Planning Authority. The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: The Drainage Scheme is required prior to commencement of development in order to reduce the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

10. No development shall commence, except any works of demolition, until a Drainage Strategy detailing any on and/or off-site drainage works has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the approved Strategy have been completed.

Reason: The Drainage Strategy is required prior to commencement of development in order to reduce the risk of sewage flooding, to ensure that sufficient capacity is made available to cope with the new development, and to avoid adverse environmental impact upon the community, in accordance with policy BC11 of the Borough Wide Development Policies Development Plan Document.

11. Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday and 08.00 and 13.00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed demolition and construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

12. No above ground new development shall commence until the developer enters into detailed discussions with Council and GLA Officers around the external facing materials for the development, including providing on-site sample boards. Full details, including samples, specifications and annotated plans, of all external facing materials shall then be submitted to the Local Planning Authority for approval in writing. The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To protect or enhance the character and amenity of the area and to ensure an exemplar finish to the building in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policies 7.1, 7.4 and 7.6 of the London Plan.

13. No above ground new development shall commence until a scheme showing the provisions to be made for interconnecting pipework to link into any future District Heating Network has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been installed. As, and when, the proposed District Heating Network is operable, the scheme shall be linked into it unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is satisfactorily designed in accordance with policy CP3 of the Core Strategy, policy BP11 of the Borough Wide Development Policies DPD and policies 7.1, 7.4 and 7.6 of the London Plan and in the interests of promoting heating networks in accordance with policies 5.5 and 5.6 of the London Plan.

14. No above ground new development shall commence until full details of the hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited to, detail of the following:

- a) surface materials, including the ramped entrance;
- b) communal roof terraces, including details of balustrading and screening to ensure a secure and sheltered environment;
- c) play spaces and any related equipment;
- d) boundary treatment; and
- e) management and maintenance.

The hard landscaping scheme shall be implemented prior to occupation of the development in accordance with the approved details and thereafter permanently maintained, to the satisfaction of the Local Planning Authority.

Reason: In the interests of design quality, residential amenity, walking, accessibility and public safety, in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

15. No above ground new development shall commence until a detailed scheme of soft landscaping for the site has been submitted to and approved in writing by the Local Planning Authority. All trees, shrubs, plants and seeds introduced to the site should generally be native (except for fruit trees) and of local provenance, unless otherwise agreed. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision of the landscaping in the interests of the visual amenity of the area and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

16. No above ground new development shall commence until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control and any other measures to reduce the risk of crime, has been submitted to and approved in writing by the Local Planning Authority. The external lighting of the development is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers Secured by Design publication "Lighting Against Crime – A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E4 – high district brightness areas. The development shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.

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

17. No above ground new development shall commence until a detailed residential and commercial refuse strategy, including the design and location of the refuse stores, has been submitted to and approved in writing by the Local Planning Authority. The approved refuse stores shall be provided before the occupation of the development and thereafter permanently retained.

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

18. No above ground new development shall commence until details of the cycle parking facilities shown on drawing No. P1-100 Rev P6 have been submitted to and approved in writing by the Local Planning Authority. The submission should include details of the security, monitoring and access arrangements for the cycle parking facilities. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

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

19. No above ground new development shall commence until a scheme of noise insulation of party construction between the proposed residential accommodation and the proposed new commercial unit hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The approved scheme is to be fully implemented before the first occupation of the commercial/residential unit(s) to which it relates.

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

20. No above ground new development shall commence until details of the combined heat and power (CHP) plant to be installed at the premises have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be sufficient to demonstrate that products of combustion emitted from the plant will not be prejudicial to health or a nuisance having regard to:

- a) the position and height of the discharge flue of the combustion plant;
- b) the position and descriptions of buildings near it;
- c) the levels of the neighbouring ground; and
- d) any other matters requiring consideration in the circumstances, including but not limited to, the concentration of oxides of nitrogen in the flue gas and the flue discharge velocity; and that the emission standards for CHP plant for Band A locations set out in Appendix 7 of the Greater London Authority Document 'Sustainable Design and Construction - Supplementary Planning Guidance - London Plan 2011 - Implementation Framework', April 2014 will be satisfied.

Reason: To ensure that products of combustion emitted from the plant will not be prejudicial to health or a nuisance and in accordance with policies BR14 and BP8 of the Borough Wide Development Policies Development Plan Document and policy 7.14 of the London Plan.

21. Details shall be submitted for approval of the LPA for the amount of no less than 10 parking spaces as accessible which comply with the bay dimension in Table 6.2 of London Plan 2015. Four of the bays shall also be electric vehicle charging point bays (2 bays to be installed with active charging points and 2 bays to be provided with the infrastructure in place to allow for future installation). The parking spaces and charging points hereby approved shall be provided prior to occupation of any part of the development and retained as such permanently for occupiers and visitors to the premises and not used for any other purposes.

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

policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

22. The development hereby permitted shall be carried out in accordance with the submitted Energy Statement prepared by Cudd Bentley Consulting (Document Reference: LN/4409/17, Ver 5 23/07/2015). Prior to commencement of any built development of the superstructure, the applicant must undertake a thermal bridging modelling exercise and ensure that the development design meets the performance values targeted in the submitted Energy Statement. The proposed commercial unit shall achieve a minimum BREEAM rating of 'Very Good' and the residential units to be created in the converted existing building shall achieve a minimum BREEAM Domestic Refurbishment 2012 rating of 'Very Good'.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policies BR1 and BR2 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

23. The development hereby permitted shall not be occupied until bird nesting and bat roosting bricks/boxes have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build' (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

24. The combined rating level of the noise from any plant installed pursuant to this permission shall not exceed the existing background noise level (46 dB LA90 dB), as set out in the report 'Trocoll House, Wakering Road, Barking – Noise Assessment' prepared by Sharps Redmore (Document Reference: 1010693 Rev D dated 12th May 2015), when measured 1 metre from the window of any adjacent residential premises. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that noise-sensitive buildings in the vicinity of the development are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

25. In the event that during construction, cranes or scaffolding is required at a higher elevation than that of the planned development, then their use must be subject to separate consultation with London City Airport. Any proposed changes to the height or exact location of the development must also be re-submitted to London City Airport for re-assessment.

Reason: To ensure that construction activities and the built form of the development will not adversely affect the operation of London City Airport.

26. Following the occupation of lower ground floor commercial space any further change of use to another use specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.

Reason: To accord with the provisions of Class E, Part 3 of Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015.

27. The proposed new commercial unit hereby permitted shall only be used for purposes falling within Classes A1, A2, A3, B1 and D1 (excluding places of worship and schools and colleges), and for no other purpose.

Reason: To protect the locality by avoiding the introduction of a use unsuited to the premises in accordance with policies BP8 of the Borough Wide Development Policies Development Plan Document.

28. The proposed new commercial unit hereby permitted shall be permitted to trade between the hours of 07:00hrs and 23:00hrs on any day and at no other time.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

29. The delivery/collection of goods associated with the proposed new commercial unit is only permitted to take place between the hours of 07:00hrs and 21:00 hrs on any day.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

30. The movement of bins and rubbish associated with the proposed new commercial unit are not permitted to take place outside the premises between the hours of 23:00hrs on one day and 07:00hrs the following day.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

31. The development hereby permitted shall not be occupied until details of the appearance of any kitchen extract ventilation system and associated equipment (which shall include measures to alleviate fumes and odour and incorporating activated carbon filters where necessary) for the proposed new commercial unit, and any other plant or equipment on the roof, has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented before the first use of the commercial unit hereby permitted and shall thereafter be permanently retained in an efficient manner.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells and odours in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

32. Any kitchen extract ventilation system for the proposed new commercial unit shall be designed to ensure that structure borne (re-radiated) noise emissions from the kitchen ventilation system shall not exceed 35 LAeq dB (5 min) when measured in any habitable room in adjoining residential premises.

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

33. The noise mitigation measures detailed in Section 5 of the report 'Trocoll House, Wakering Road, Barking - Noise Assessment' prepared by Sharps Redmore (Document Reference: 1010693 Rev D dated



12th May 2015) are to be fully implemented before the first occupation of the unit to which they relate and be maintained at all times thereafter.

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

34. Prior to the commencement of the modifications to the existing kitchen extract ventilation system for the Public House, detailed plans of the appearance of the extract system and associated equipment (which shall include measures to alleviate fumes and odour and incorporating activated carbon filters where necessary), and any other plant or equipment on the roof, shall be submitted to the Local Planning Authority for approval in writing. The approved details shall be fully implemented before the first occupation of any residential unit hereby approved and shall thereafter be permanently retained in an efficient manner.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells and odours in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

35. Ninety percent (90%) of the residential units hereby permitted shall meet Building Regulation M4(2) 'accessible and adaptable dwellings'.

Reason: To ensure that accessible housing is provided in accordance policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the Minor Alterations to the London Plan.

36. The 20 wheelchair units identified on the approved drawings shall be constructed or capable of easy adaptation to wheelchair housing standards in accordance with Building Regulation M4(3) 'wheelchair use dwellings'.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy BC2 of the Borough Wide Development Policies DPD and policy 3.8 of the Minor Alterations to the London Plan.

37. The development hereby permitted shall not be occupied until details of a communal television and satellite system have been submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of the development and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish to support the communal television and satellite system. The proposed antennae or satellite dish shall be designed to minimise its visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the building in accordance with policy CP2 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.

38. The developer shall enter into discussions with High Speed 1 (HS1) and their engineer, Network Rail (High Speed), as soon as practicable to assist in identifying the likely effect of the development on HS1 or HS1 Property. Prior to the start of construction the following details shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1:

- a) details of the design of the foundations and other works proposed below existing ground level;
- b) engineering details of the size, depth and proximity to HS1 of any excavations;

- c) details of the size, loading and proximity to HS1 of additional ground loads such as stockpiles; and
- d) details of the plant and equipment proposed which are likely to give rise to vibration (such as pile driving, demolition and vibro-compaction of the ground) together with predicted vibration levels. Activities likely to cause vibration in the vicinity of HS1 infrastructure such that a peak particle velocity (PPV) of 5mm/s may be exceeded at the railway boundary will be subject to agreement in advance. Where activities could give rise to PPV of 5mm/s or greater, a vibration and settlement monitoring regime shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1. It shall be put in place prior to the start of works and HS1 shall be provided reasonable access to the results of monitoring. Excavations, construction activity and works shall be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

**Reason:** To ensure that the development does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1; to ensure that loads on, and settlement of, HS1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HS1; to ensure that the stability HS1 tunnels, structures, track and other infrastructure is not prejudiced; and to ensure that vibration does not prejudice the safety, operation and structural integrity of HS1.

39. Prior to the occupation of the development a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London. The Plan shall identify efficiencies and sustainability measures to be undertaken once the development is operational, and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The Plan shall be adhered to thereafter unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In order to minimise the impact of the development on the local highway network and traffic congestion and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

40. No above ground new development shall be commenced until the developer has submitted to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority and Transport for London (TfL), a scheme of highway works associated with the development. The approved works shall be carried out prior to the occupation of the development, or as otherwise agreed in writing with the Local Planning Authority, in consultation with the Local Highway Authority and TfL.

**Reason:** In the interests of highway safety and in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

41. A nesting bird survey should be carried out by a suitably qualified ecologist no more than 2 days prior to commencement of the development. The results of the survey should be submitted to the Local Planning Authority before works commence. If nesting birds are found i) works should be delayed until the nesting season is over and the fledglings have left the area and ii) a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

**Reason:** The survey is required prior to commencement of the development to protect the ecology of the area as nesting birds may use the existing buildings, and in accordance with policy CR2 of the Core Strategy.

42. No part of the development hereby permitted shall be occupied until a Car Parking Management Plan has been submitted to the Local Planning Authority for approval in writing. The Car Parking Management Plan is to develop a parking strategy which details the rationale behind car parking allocation to residents. The development shall only be implemented in accordance with the details approved and the approved Plan shall be permanently retained for the lifetime of the development.

Reason: To ensure that off-street car parking spaces are effectively managed and so as not to prejudice the free flow of traffic on the local highway network, in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

43. No part of the development hereby permitted shall be occupied until details of local highway, footway and carriageway alterations, necessary to establish and serve the pedestrian, cycle and vehicle accesses for the development have been submitted to and approved in writing by the Local Planning Authority, including all necessary:

- a) Traffic orders
- b) Road markings
- c) Relocation of street furniture
- d) Relocation of taxi bays

No part of the development hereby approved shall be occupied unless or until the approved details have been implemented in full. Thereafter they shall be permanently retained unless agreed otherwise in writing by the local planning authority.

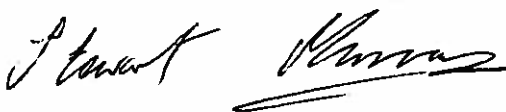
Reason: To ensure that on-street car parking spaces and taxi ranks are effectively managed and so as not to prejudice the free flow of traffic on the local highway network, in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

#### **Statement of positive and proactive action in dealing with the application**

The Mayor of London has published the London Plan along with Supplementary Planning Guidance on the GLA website and the London Borough of Barking & Dagenham has published its development plan documents on its website, together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The applicant was advised of amendments needed to make the proposed development acceptable. These amendments were submitted enabling the application to be granted permission.

Signed



**Stewart Murray**  
Assistant Director – Planning

