<table>
<thead>
<tr>
<th>Barking and Dagenham Council Development Control Board</th>
<th>Date: 27 July 2016</th>
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<tbody>
<tr>
<td><strong>Application No.</strong></td>
<td>16/00131/OUT</td>
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<td><strong>Ward:</strong></td>
<td>Thames</td>
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<tr>
<td><strong>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution</strong></td>
<td>The application is a strategic development which is of a scale and importance that should be determined at DCB.</td>
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<td><strong>Address:</strong></td>
<td>Barking Riverside Renwick Road Barking Essex</td>
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<td><strong>Development:</strong></td>
<td>Application for variation of all conditions following grant of planning permission 08/00887/FUL for the redevelopment of the site known as Barking Riverside.</td>
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<td><strong>BRL:</strong></td>
<td>Barking Riverside Ltd (BRL)</td>
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</table>
| **Summary:**                                           | The application site is known as Barking Riverside (formerly Barking Reach) which is a 179.3 hectare site of brownfield land historically associated with the old Barking Power Station. Barking Riverside was originally granted planning permission in August 2007 (Ref: 04/01230/OUT – see background). A subsequent Section 73 planning application (a mechanism used to agree variations to existing planning conditions) was approved in July 2009 (Ref: 08/00887/FUL – see background) to vary a number of conditions attached to the original planning permission. It is this second variant planning permission (Ref: 08/00887/FUL) which has been implemented by Barking Riverside Ltd (BRL) and as at July 2016, 734 new homes have been built within Stage 1 and with a further 414 new homes under construction with completion by Summer 2017. This is another Section 73 application which seeks to vary conditions in respect of the implemented July 2009 planning permission. The purpose of this application is to establish a revised outline planning permission for the Barking Riverside development based on an amended set of parameter plans. This is necessary because in 2008 the then Mayor of London did not progress the Transport and Works Act Order (TWAO) for the Docklands Light Rail (DLR) extension to Dagenham Dock and this has been replaced by an extension to the London Overground Gospel Oak to Barking line to Barking Riverside. The proposed amendments to the parameter plans (which are the key plans underpinning the development) are in relation to the location, scale, massing and height of the blocks along with changes to the public transport strategy and consequential changes to general access and movement arrangements. **Transport** The amendments are discussed in detail in the body of this report, however, the key drivers for this application result from the change in the public transport strategy from a combination of the Docklands Light Railway (DLR) and enhanced East London Transit (ELT) service to a combination of the London Overground Rail Link (ORL, an extension of the Gospel Oak to Barking Line from Barking Station to Barking Riverside) and an enhanced ELT service. A Transport and Works Act Order (TWAO) has been submitted to
the Secretary of State by Transport for London (TfL) to progress the delivery of the London Overground extension.

Officers and designers from the Council, GLA, TfL & BRL have worked together to ensure the new development is compatible and in accordance with the new London Overground extension. The Section 106 package has been reviewed to reflect the contribution of £172m by BRL to fund the ORL and changes to policy and practice.

The funding of the rail and the substantive retention of the original Section 106 package is a reflection of the new direction and company structure of BRL following the share sale agreement which has resulted in a new Joint Venture partnership between GLA and London and Quadrant New Homes who replace Bellway Homes as 51% shareholder, the GLA retaining 49% of BRL. This has implications for the Affordable Housing Strategy.

Affordable Housing

The draft Section 106 legal agreement heads of terms provide for a minimum of 33% (broadly equivalent to the existing consent) up to a maximum of 50% affordable housing, based on assumptions as to revenues, costs including grant, as tested through a jointly appointed financial model. The proposed tenure split is:

5% at a 50% market rent* (as a minimum), 35% shared ownership, 5% Rent to Buy and 5% Starter Homes.

Education

With regard to education facilities, BRL have already provided land for 3 primary schools (George Carey at the Rivergate Centre, Riverside Primary (City Farm) Thames Road and Riverside Campus, 1 secondary (Riverside Campus) and 1 SEN (Riverside Campus) on top of the schools already provided, the Children’s Services Team consider a further 3 primary schools and 1 secondary school will be required. This is based on current forecasts of child yield. BRL has therefore agreed to accommodate 2 additional primary schools and a review of child yield and demand will be undertaken prior to submission of Stage 4 SFP, to determine whether a 3rd primary school and a 2nd secondary school will be required.

Social Infrastructure

With regard to other social infrastructure, the NHS and Clinical Commissioning Group (CCG) have requested that healthcare floor space remains at 2,800 m2. This could be linked to the Council’s emerging Community Locality Model. In addition to this there would be other community facilities including space for faith activities within each of the 3 remaining centres.

Governance

Broadly, the responsibilities of the Community Interest Company (CIC) remain as per the terms of the original Section 106 legal agreement. It is the intention to review the structure of the CIC to ensure that London and Quadrant (who will retain a long term landlord interest on 50% of the plots) and the Council maintain a majority of Board throughout the lifetime of the Barking Riverside Community Interest Company.
Design

Whilst this application proposes a number of changes to the approved outline application, the broad urban design principles of the site layout, block structure and the general access and movement arrangements through the site remain and there continues to be a very strong emphasis on the use of public transport, walking and cycling through the development over the use of the private motor car. The overarching ethos is predicated on a desire to minimise private car journeys and prioritise the use of walking and cycling throughout the development through the use of attractive interconnecting footpaths and cycle routes designed such that walking and cycling becomes the default option for short journeys through the development. This is in part reflected in Barking Riverside recently being awarded Healthy New Town status. This is a very important point for Members to note as this will require a step change in people’s attitudes towards movement so that the private motor car no longer becomes the default option for journeys within the site and beyond. The result of this is that general access and movement is very deliberately designed to prioritise walking, cycling and public transport. Car parking levels remain at the previously consented overall level of 0.7 spaces per dwelling and are linked to the introduction of public transport improvements.

Overall, the changes are considered to represent a positive evolution of the outline consent through a strong urban design strategy which utilises a simple grid based structure (streets and squares) to provide a series of character areas and hubs (Neighbourhood and District Centres) along with a new public square and access to an extensive river frontage. The grid based layout enables a series of connections north south and east west and establishes an associated hierarchy to the routes (those for vehicles, cyclists and pedestrians) to provide a very permeable and legible development for future residents. When judging the changes as a whole, taking into account the size and scale of the consented scheme, the changes are considered acceptable to Officers.

Section 106

The Council has worked jointly with BRL on financial viability and a transparent approach has been adopted where all parties understand development costs, sales values and profit levels. This effectively leaves a (surplus) pot of money which, as before, is then distributed to the various needs such as affordable housing, public transport improvements, education and other social infrastructure and place making activities etc necessary to make the development acceptable in planning terms.

The changes to the Section 106 legal agreement are outlined in Section 6.0 below. Weekly meetings with BRL, GLA, LBBD and TfL have occurred going through each topic in the existing Section 106 legal agreement and identifying the changes proposed. This process has been informed by the joint working on viability. The changes to the Section 106 agreement are considered acceptable to Officers.

Overall, the changes proposed to the consented scheme are considered acceptable and will help to kick start the Barking Riverside development which is one of the Council’s seven major growth areas in line with the corporate priority to grow the Borough. The application is therefore recommended for conditional approval subject to no Direction from the Mayor of London and subject to BRL entering into a Deed of Variation to the existing Section 106 legal agreement and a new Section 106 legal agreement to secure the above matters:
Recommendation

That the Development Control Board grant planning permission subject to:

1. No Direction from the Mayor of London;
2. The completion of a Deed of Variation to the existing legal agreement;
3. A new Section 106 legal agreement to secure the matters outlined above (to be delegated to the Strategic Director for Growth and Homes);
4. Payment of the Local Planning Authority’s professional and legal fees associated with completion of the Deed of Variation and new Section 106 legal agreement; and
5. The following conditions (with any amendments that might be necessary up to the issue of the decision notice to be delegated to the Strategic Director for Growth and Homes):

Procedural Matters

1. The Application for approval of all of the Reserved Matters in respect of the first part (Phase 1 and Plots 201-203) of the site to be developed under the terms of this permission must be made to the Local Planning Authority before 4 years from the date of this permission, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Application for approval of all other Reserved Matters must be made to the Local Planning Authority before September 2031.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

General Layout and Framework

3. The development hereby permitted pursuant to this permission shall be carried out in accordance with the following approved plans:

   LDS 0947A 108F000 Rev H - Application Boundary
   LDS 0947A 108F011 Rev Q - Average Housing Density Plan
   LDS 0947A 108F013 Rev S - Maximum Building Heights
   LDS 0947A 108F100 Rev T - Framework Plan
   LDS 0947A 108F201 Rev P - Road Infrastructure Diagram
   LDS 0947A 108F910 Rev V - Finished Ground Level Plan

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

4. Within each Stage, a range of densities shall be provided with the highest densities reflecting levels of public transport accessibility.

Reason: To ensure a sustainable pattern of development in accordance with Policy CM1 of the Core Strategy (July 2010).

Phasing and Stages
5. (a) The development shall be built out in four Stages in accordance with Figure 4.4, Chapter 4, Volume 2 of the Environmental Statement.
   (b) Stages 1 and 2 may be built out concurrently.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Partial Discharge

6. Where any application is made to discharge a condition on a partial basis (i.e. in relation to a Stage, Plot or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous Stages or Plots, or part of, the details of which have already been determined, and subsequent Stages or Plots as appropriate. The statement shall demonstrate compliance and compatibility with the various details, strategies, drawings and other documents approved pursuant to this planning permission. The statement shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant Stage, Plot or part thereof.

Reason: To ensure that the scheme is implemented on a comprehensive and sustainable basis in accordance with Policy CM1 of the Core Strategy (July 2010).

Residential units

7. The total amount of residential development within Use Class C3 (Dwelling Houses) shall not exceed 10,800 units.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and to accord with Policy CM1 of the Core Strategy (July 2010).

Floorspace

8. The total floorspace for uses other than those falling within Use Class C3 shall not exceed 65,600 sq.m. of which:

   i. Not more than 19,700 sq.m. shall fall within Use Classes A1 to A5, within which only one unit falling with Use Class A1 shall be greater than 2,500 gross sq.m. which shall be no bigger than 8,000 sq.m.
   ii. Not more than 11,250 sq.m. shall fall within Use Class B1.
   iii. Not more than 2,400 sq.m. shall be provided as sui generis mixed use ‘live work’ units.
   iv. Not more than 4,800 sq.m. shall fall within Use Class C1 and 22,000 sq.m. within Use Class C2.
   v. Not more than 2,450 sq.m. shall fall within Use Class D1 (excluding education uses) and 3,000 sq.m. within Use Class D2.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and that an acceptable mix of uses are provided in accordance with Policy CM1 of the Core Strategy (July 2010).

Remediation
9. The site shall be remediated in accordance with the principles as set out in the Ground Conditions Assessment and Outline Remediation Strategy and planning permission (LPA Ref. TP/43/93) dated 4 January 1994 and Barking Riverside Development, Baseline Desk Study, Data Review and Outline Remediation Strategy, January 2016 (Ref: CG/08322AB).

Reason: 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 offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

10. No buildings proposed as part of this application, within any particular Stage of the remediation programme as identified in the Ground Conditions Assessment and Outline Remediation Strategy and Barking Riverside Development, Baseline Desk Study, Data Review and Outline Remediation Strategy, January 2016 (Ref: CG/08322AB), shall be occupied until the remediation of that Stage has been completed to the satisfaction of the Local Planning Authority in accordance with the Remediation Strategy. A verification report (or validation 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.

Reason: 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 offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

11. No buildings within 50m of the former landfill site shall be occupied until the Landfill site has been remediated in accordance with condition 9.

Reason: 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 offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

**Nature Conservation & Landscape**

12. No development of Stages 3 and 4 approved by this permission shall be commenced until an ecological monitoring scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The monitoring scheme shall be carried out as approved.

Reason: To demonstrate successful translocation of flora or fauna, mitigation and/or compensation measures in accordance with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).
13. In the event of any tree or shrub on the site, or provided as part of the approved planting scheme, dying or being removed during or within five years of the completion of the phase of the development within which the tree or shrub relates, it shall, unless the Local Planning Authority has agreed to its removal, be replaced during the next available planting season by a tree of the same species or an alternative species approved by the Local Planning Authority, provided that the maintenance of that tree or shrub is still the responsibility of the developer or CIC. Or such other similar agency/entity that may be established with the agreement of the Local Planning Authority to manage and maintain public open space.

Reason: To safeguard the appearance of the development and the character of the area and to protect the amenities of the immediate neighbourhood in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Strategic Infrastructure Scheme

14. Prior to the submission of the first Sub Framework Plan pursuant to this permission, full details for the provision of a Strategic Infrastructure Scheme shall be submitted to the Local Planning Authority and shall address:

a) Spatial and temporal phasing of key infrastructure and services;
b) The implementation of the remediation strategy and land raising/site levels;
c) Application of energy and water strategies;
d) Waste scheme;
e) Broadband infrastructure installation;
f) Laying out of primary and secondary roads and strategic bus, walking and cycling routes and design thereof: including the indicative location of bus stops, junction works, traffic signs, pedestrian crossings, traffic control measures and turnarounds;
g) A scheme for the routing of bus services through the Plots within each Stage, to include all necessary layover, driver facilities, future proofed ducting and temporary routings. Such routes to provide for the integration with existing public transport services provided;
h) Identify any land reserved for ELT and ORL including land for temporary works and construction and any additional protection or restriction zones;
i) Flood defence works and surface and foul waste attenuation, management and servicing: including a surface water drainage scheme for the site, based on sustainable drainage principles;
j) Details of onsite drainage works;
k) Implementation of bio-diversity strategy;
l) The provision of regulated buffer zones alongside the watercourses known as the River Thames, Ship and Shovel Sewer, Goresbrook, Buzzards Mouth Creek, ordinary watercourses and constructed wetlands;
m) Design and treatment of the riverside and wetland buffer zones (as defined on drawing LDS 0947A 108F100 Rev T - Framework Plan, to include enhancements to the river wharf and design of the flood bund. Details must include the design, method of construction, dimensions, elevations, profile, materials, lighting and planting lists. Planting should be limited to appropriate native species only;
n) Implementation of Public Open Space;
o) Implementation of riverside walkway;
p) Design code of street furniture, highway design, street trees;
q) Areas for adoption and retention; and
15. The following areas shall be left free from permanent built development and all other significant development unless fully compensated and agreed in writing by the Local Planning Authority:

i. A horizontal strip no less than 16 metres wide landward of and adjacent to the existing River Thames flood defences;

ii. All land riverward of the River Thames flood defences;

iii. A horizontal strip no less than 8 metres wide adjacent to the Goresbrook, Ship and Shovel and Buzzards Mouth;

iv. 6m wide accesses from the public highway to these strips and land riverward of those flood defences with adequate provision for the manoeuvre of major engineering plant.

v. 5m of any ordinary watercourses and constructed wetlands as measured from the top of the bank.

Reason: To retain access to the watercourse for the Environment Agency and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

16. There shall be no storage of materials within 16m of the River Thames, 8m of a main watercourse (being the Goresbrook, Ship and Shovel Sewer and Buzzards Mouth) and 5m of an ordinary watercourse during construction as measured from the top of the bank. These areas must be suitably marked and protected during development. Except for the purpose of implementing works within such buffer zones in accordance with the terms of this permission and the details approved pursuant to conditions attached hereto there shall be no access within this area during development, no fires, and no dumping or tracking of machinery within this area without the prior written permission of the Local Planning Authority.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

17. Buffer zones shall be measured from the top of the bank (top of bank is defined as the point where the bank levels out and meets flat ground) and shall be free of structures, hardstanding (including footpaths) and fences. Domestic gardens should not be incorporated into the buffer zones.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Demolition

18. No demolition of a building or structure that is suitable as bat habitat shall take place until a bat survey and mitigation strategy to protect any bats shall be submitted to and approved in writing by the Local Planning Authority. Any actions arising from the survey shall be implemented prior to commencement of any works.

Reason: To ensure that protected species are surveyed and mitigation measures
proposed in accordance with Policy CR2 of the Core Strategy (July 2010).

Transport

19. All roads shown on drawing LDS 0947A 108F201 Rev P – Road Infrastructure Diagram will be constructed to an adoptable construction specification to be agreed with the Local Highway Authority and all designs for roads will be subject to safety audits and must meet the requirements of these audits.

Reason: To ensure that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with Policy BR10 of the Borough Wide Development Policies DPD (March 2011).

Wharves/Slipway

20. Prior to provision of the riverside walkway or part thereof, a scheme detailing the location, dimensions, content and maintenance and programme for the display of public information signs detailing the operation of safeguarded wharves adjacent to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved signs shall be installed in accordance with the programme agreed pursuant to this condition.

Reason: In order to publicise the operation and nature of the adjacent safeguarded wharves to prospective residential occupiers in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

21. Prior to any new public access being provided to within 50m of the riverside, provision of riparian life saving equipment shall be made along the river edge to a standard recommended in the Hayes Report on the Inquiry into River Safety. The details shall be submitted to and approved in writing by the Local Planning Authority and provided in accordance with the approved details prior to the public opening of the riverside.

Reason: In the interests of public safety and to accord with Policy BP9 of the Borough Wide Development Policies DPD (March 2011).

22. Sub Framework Plans for Stages 3 and 4 shall be accompanied with an assessment of potential noise effects (including cumulative noise impacts) from activities at and associated with Docklands, Victoria Stone, Depass, Dagenham, No 1 Western Extension and East Jetty safeguarded wharves on the proposed residential properties and external amenity areas of the development. Prior to the commencement of the assessment, the scope of the assessment shall be submitted to and approved in writing with the Local Planning Authority in consultation with the Port of London Authority.

The assessment shall include mitigation measures (where necessary) which shall be incorporated into the design of buildings and subsequently evidenced and tested through submissions pursuant to conditions 27(k) and 38(k) to ensure that internal noise levels satisfy the requirements of condition 42.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13, BR14 and BP8 of the Borough Wide Development Policies DPD (March
23. The implementation of each Stage of the development shall ensure that at no time does the Stage in question result in any unacceptable increased risk of flooding as assessed either as at the date of this planning permission or as proposed in the Flood Risk Assessment.

Reason: To prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

24. Flood defence works shall be repaired or otherwise altered as necessary to protect the development for its lifetime and to meet the requirements of the Thames Estuary 2100 plan. Defence crest levels should be set no lower than 8.2m AOD.

Reason: To ensure adequate flood defences and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

25. Outfalls to the River Thames shall be designed and constructed to minimise impacts arising from the scheme hereby approved on the structure of the tidal defence structures and the river environment.

Reason: To prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

Conditions relating to a Stage

Sub-Framework Plans

26. Prior to the submission of any reserved matters pursuant to this permission and pursuant to condition 37 in respect of a particular Plot or part thereof, a Sub Framework Plan and supporting documentation referred to in condition 27 for the Stage within which that particular Plot is located shall be submitted for approval to the Local Planning Authority in writing. At least one Sub Framework Plan will be prepared per Stage. No phase of development pursuant to this permission shall commence until the Sub Framework Plan and the documents submitted with it have been approved.

Reason: To ensure that the relevant details are submitted in advance of the formal reserved matters Stage and to accord with Policy CM1 of the Core Strategy (July 2010).

27. The form and content of each Sub Framework Plan shall address the matters in condition 27 a – p and be in broad accordance with the matters in condition 27 q – v. For the avoidance of doubt, a Sub Framework Plan shall be accompanied by a statement indicating how the matters in condition 27 q – v have been addressed or complied with.

Matters to be addressed

a. Identify the relevant Plots within the relevant Stage and the sequential phasing thereof.
b. Identify the quantum of development per Plot, in terms of unit numbers, mix and
tenure and the quantum of sq. m. of non-residential accommodation per Plot.
Identify the level of car and cycle parking provision (including its appearance,
location and the means of secure storage) per Plot within the Stage by land use.
c. Identify the means, timing of delivery and details of types, sizes and location of uses
for social and community facilities (Use Class D1/D2).
d. Identify those areas that will be retained and managed by the developer or its agent
the (or such similar agency or entity agreed in writing with the Local Planning
Authority) or adopted by the Council or a body nominated by the Council. (‘the
retained land’).
e. Identify the areas of open space including sports facilities and play areas and the
phasing of them within the Stage.
f. Set out details of the lighting scheme, having particular regard for the need to
protect the riparian habitat and operational requirements of London City Airport.
g. Set out the provision of facilities as necessary to meet the operational requirements,
where appropriate, of the emergency services, namely fire, ambulance and police.
h. Set out the setting-back of built development to minimise shading of watercourses
(Thames, Ship and Shovel Sewer, Goresbrook, Buzzards Mouth Creek ordinary
watercourses and constructed wetlands).
i. Where relevant, set out proposals for access design, general public movement,
safety features and a strategy to promote water recreation, provision of a public
slipway or similar means to launch trailer borne craft, riverside amenity, marine
management and river transport, in respect of the Riverside Walkway, Coal Wharf
and T-Jetty.
j. Set out a scheme for the provision of ecologically sensitive roofs (green and brown
roofs), to include a strategy for their provision, specific action, delivery and
management regime.
k. Demonstrate how buildings can be constructed so as to mitigate noise disturbance
arising from existing and proposed noise sources both outside (including the
operation of adjoining safeguarded wharves) and within a building and how
consideration has been given to the siting of noise sensitive buildings.
l. Set out the provision of suitable flood warning measures (including a Flood
Evacuation Plan) and a scheme setting out their specification, implementation,
management and maintenance.
m. Set out a strategy for compliance with the principles of Secure by Design for
Homes, Schools and Commercial (2016 Guide), or equivalent document
superseding the 2016 Guide. The development shall seek to achieve a minimum
Silver award unless otherwise agreed in writing by the Local Planning Authority.
n. Demonstrate compliance with the Mayor of London Housing SPG March 2016 (or
equivalent document superseding the 2016 SPG)
o. Demonstrate that plots are capable of being able to deliver a minimum of 10% of
the residential units constructed to Building Regulations Optional Requirement
p. Set out a strategy for bird nesting and bat roosting boxes on trees and buildings
such as bat roosting bricks and/or bird nesting bricks, trees. 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.
q. Assess and demonstrate compliance with the Water Framework Directive
(2000/60/EC).

Matters to be complied with
r. Design and Access Statement;
s. Transport Strategy;
t. Environmental Statement;
u. Strategic Infrastructure Scheme; and
v. Section 106 Strategies.

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority and that the subsequent reserved matters submission are appropriately considered and to accord with Policy CM1 of the Core Strategy (July 2010).

**Code of Construction Practice**

28. Prior to the commencement of a Plot pursuant to this permission, a Code of Construction Practice shall be submitted for approval in writing by the Local Planning Authority. No development shall commence on that Stage until the relevant code has been approved. The Stage must be developed out in accordance with the approved Code of Construction Practice.

Reason: In the interest of pollution and residential amenity, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

29. Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: In order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

30. No development of a Plot pursuant to this permission 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 and Construction Logistics Plan;
   b. the parking of vehicles of site operatives and visitors;
   c. loading and unloading of plant and materials;
   d. storage of plant and materials used in constructing the development;
   e. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
   f. wheel washing facilities;
   g. measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements.
   h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
i. the use of efficient construction materials;

j. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; 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.

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

The Construction Management Plan shall be implemented for the entire period of the works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP is required prior to commencement of development in order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

Nature Conservation & Landscape

31. Prior to the commencement of each Stage pursuant to this permission, a scheme for the protection and enhancement where possible of nature conservation areas and landscaping of that Stage shall be submitted to and approved by the Local Planning Authority. Each scheme shall include measures to protect areas of nature conservation importance and details of planting; ground modelling and grading of landform; road and footpath surfaces; walls, fences, gates, street lighting and other features external to the built environment. The scheme shall be in accordance with the approved Design and Access Statement and site wide Biodiversity Strategy and shall include area specific Ecological Protection Plans along with Annual Biodiversity Reports. The approved scheme shall be implemented through that Stage with; (1) measures for the protection of nature conservation areas being put in place before construction of the relevant part of the Plot commences; and (2) the landscaping elements of the scheme adjacent to built development be put in place not later than the first occupation of that adjoining development; and (3) other landscape elements within or adjacent to a Plot will be completed prior to the completion of the Plot.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Footpaths / Cycleways

32. The full network of footpaths and cycleways shall be provided on occupation of the relevant Stage in accordance with plans 242839-00 Figure 02 Issue 1 and 242839-00 Figure 03 Issue 3 contained within the Transport Assessment January 2016 and in accordance with the Strategic Infrastructure Scheme.

Reason: In order to encourage the use of walking and cycling as a sustainable mode of transport, in accordance with Policy BR11 of the Borough Wide Development Policies DPD (March 2011).
Policies DPD (March 2011).

Flood Defence

33. All details submitted pursuant to condition 27(l) shall be designed to ensure, so far as is practicable continued operation of infrastructure during a flood event.

Reason: To ensure adequate flood defences and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

Access

34. For each Sub Framework Plan pursuant to this permission, a temporary access strategy detailing temporary routes for pedestrians and cyclists through the development site shall be submitted to and approved in writing by the Local Planning Authority. The temporary access strategy shall include:

(a) access through the site during works and upon completion of works in relation to any phasing, including the connections with any completed phases, and connections to the surrounding area and its networks of cycle paths and footpaths; and

(b) any temporary works, including any boundary treatment around later phases.

Provisions for pedestrians shall be fully accessible to all including people with disabilities. The development shall only be implemented in line with the approved details and shall be maintained thereafter.

Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Design Code

35. For each Sub Framework Plan pursuant to this permission, a Design Code that is in broad accordance with the Design and Access Statement for the development shall be submitted to and approved in writing by the Local Planning Authority. Subsequent Reserved Matters Applications submitted for any proposed building should demonstrate how the proposed building design accords with the principles set out in the approved Design Code.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Conditions relating to Plot Developers

Procedural Matters

36. The reserved matters pursuant to this permission, shall be in conformity with the approved Strategic Infrastructure Scheme and approved relevant Sub Framework Plan and approved Section 106 Strategies.
Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

Plot Details

37. Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the development of that Plot or part shall be submitted to and approved by the Local Planning Authority ("the Reserved Matters") together with a statement indicating how the application for that Plot or part thereof complies with all of the strategies approved pursuant to the Section 106 Agreement. Development shall not be carried out otherwise than in accordance with the particulars and drawings so approved, such particulars and drawings to show:-

a. The layout of the development on the Plot or part thereof;
b. The siting, design and external appearance of the buildings including materials to be used on external surfaces;
c. The means of access to the Plot or part thereof;
d. The use of any part of the Plot not proposed to be covered by buildings and the treatment of these uses (including roadways, pavings, gates, walls and fences and waterfront safety measures);
e. The extent, location and position of the floorspace to be devoted to each use hereby permitted;

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

38. Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the following shall be submitted to and approved by the Local Planning Authority:

a. The accommodation for car, coach, motorcycle and cycle parking, where relevant including the number of spaces, their location, layout, allocation, management, along with signage taking account of disabled persons needs, electric vehicle charging points (including both ‘active’ and ‘passive’ provision in accordance with the London Plan (as amended 2016))
b. The accommodation for the loading and unloading of vehicles including tracking plans indicating that vehicles may enter and leave the servicing area in a forward gear;
c. The layout of roads for the circulation of vehicles within the Plot or part thereof including the location of services media, bus stops, junction works, traffic signs, directional signs, pedestrian crossings, traffic control measures and turnarounds and the details of the construction standards and timetable to apply in consultation with Transport for London;
d. The layout of public footways, cycleways and other means of public access within the Plot or part thereof;
e. The scheme for lighting roads, footpaths, cycleways, the river frontage and all other areas accessible to the public (where appropriate), including the height of lighting columns and the types, colour and brightness of proposed lights;
f. Measures taken to protect and enhance areas of importance for their nature conservation value, particularly the Ripple Nature Reserve, the inter-tidal mud flats and relict areas of riverside marshland;
g. Details of play, formal and informal open space per Plot or part thereof and how...
reserved matters have been designed in accordance with the principles of the Play, Spot and Recreation Strategy;
h. Where the Plot or part thereof includes land that would comprise or form part of the proposed Thames-side path, full details of the provision of access for servicing and maintaining the river defences and associated structures, access for emergency vehicles and access for recreation of that part where appropriate;
i. Details of the measures (including design solutions) to address the effects of operations outside the site upon the future occupation and employment of residents, occupiers and visitors;
j. A further access statement illustrating how the Access Strategy submitted under Condition 27 will be delivered;
k. Demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside (including the operation of adjoining safeguarded wharves) and within a building and how consideration has been given to the siting of noise sensitive buildings.
l. Details of petrol and oil interceptors for all car parking, servicing and loading areas.
m. Details of the appearance of any 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.

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

Remediation

39. No development of a Plot or part thereof constructed pursuant to this permission shall be commenced until a remedial method statement for disused culverts, tunnels and sumps has been submitted to and approved by the Local Planning Authority in consultation with the Environment Agency. Development shall then proceed in strict accordance with the method statement.

Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

40. No development of a Plot or part thereof constructed pursuant to this permission shall be commenced until a Quantitative Risk Assessment relating to that Plot or part thereof (related to the end use for each part of the site) for TPH (Total Petroleum Hydrocarbon), PAH (Polycyclic Aromatic Hydrocarbons), phenols and cyanide has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. An appropriate remedial strategy including a timetable for the works shall then be agreed and implemented as part of the development.

Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

41. No development of a Plot or part thereof constructed pursuant to this permission shall be commenced until a concise summary of all elevated concentrations in the gravel groundwater in conjunction with groundwater remedial proposals relating to that Plot or part thereof have been submitted to and approved by the Local Planning Authority in consultation with the Environment Agency. An appropriate remedial strategy including a timetable for the works shall then be agreed and implemented as part of the development.
development.

Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

Acoustics

42. The Plot developer shall ensure that the acoustic performance of the residential units meets the requirements of ‘desirable’ as set out in Table 4 of BS8233 2014 or such similar standard that may be revised from time to time.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Nature Conservation & Landscape

43. Prior to the commencement of development of a Plot or part thereof pursuant to this permission, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned domestic gardens relating to that Plot or part thereof, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan should include a planting scheme for the site. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to Stages of completion of the development. The landscape management plan should also include proposed cladding / materials treatment of buildings and buildings form and use that face the River Thames and the Jetty Square.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Parking and Servicing

44. Where the detailed design of buildings approved pursuant to condition 38 includes provision of accommodation for car parking and for loading and unloading of vehicles to the development such provision for car parking and loading and unloading of vehicles shall be provided before the commencement of the use of the buildings to which it relates and shall be retained permanently for the accommodation of the vehicles of the occupiers or persons calling at the premises only and shall not be used for any other purpose unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with Policy BR10 of the Borough Wide Development Policies DPD (March 2011).

45. Prior to the occupation of a Plot or part thereof pursuant to this permission, involving non-residential uses, a Deliveries and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries and export of materials within the times of peak traffic congestion on the local road network and minimise the impact on the amenity of existing and future
adjoining occupiers. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In order to minimise the impact of the development on the free flow of traffic on the local highway network during peak periods in the interests of highway safety and to protect the amenity of existing and future occupiers in accordance with Policies BR10 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Safeguarding Surfaces – London City Airport

46. Prior to the commencement of each Plot or part thereof pursuant to this permission, the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Plot or part thereof, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the operator of London City Airport.

Reason: To ensure that safeguarded surfaces for London City Airport are not infringed.

47. Any buildings or structures (including temporary structures such as cranes, scaffolding or other plant) over 95m AOD (above ordnance datum) will require the prior written approval of the Local Planning Authority in consultation with the operator of London City Airport.

Reason: To ensure that safeguarded surfaces for London City Airport are not infringed in accordance with Policy BP4 of the Borough Wide Development Policies DPD (March 2011).

Drainage

48. No development of a Plot or part thereof pursuant to this permission shall commence until details of onsite drainage works relating to that Plot or part thereof have been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No works or uses which result in the discharge of foul or surface water from the site shall be commenced until the on-site drainage works referred to above to service those works or uses have been completed. Such scheme shall be in accordance with the strategic infrastructure scheme

Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

Housing

49. A minimum of 10% of the residential units provided shall be constructed to Building Regulations Optional Requirement Approved Document M4 (3) Category 3: (Wheelchair user dwellings) (2015 edition). Plot developers shall maximise the proportion of wheelchair accessible affordable rented housing. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient affordable rented accessible housing is provided in accordance with Policy BC2 of the Borough Wide Development Policies DPD (March
2011) and Policy 3.8 of the London Plan.

Access

50. The Plot developer shall not commence any Plot pursuant to this permission, until the Plot Level Access Statement relevant to that Stage has been approved by the Local Planning Authority.

Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Hours of Use

51. Other than with the prior written approval of the Local Planning Authority the Classes A1, A3, and B1 uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Air Quality

52. Any development undertaken pursuant to this permission shall be designed to satisfy the relevant air quality neutral benchmarks set out in Greater London Authority Document “Sustainable Design and Construction - Supplementary Planning Guidance - London Plan 2011- Implementation Framework”, April 2014; Appendix 5 – emission benchmarks for buildings and Appendix 6 – emission benchmarks for transport.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Contact Officer
Charles Sweeney
Title: Principal Development Management Officer
Contact Details:
Tel: 020 8227 3807
E-mail: charles.sweeny@lbbd.gov.uk

1.0 Introduction and Description of Development

1.1 The application site is known as Barking Riverside (formerly Barking Reach) which is a 179.3 hectare site of brownfield land historically associated with the old Barking Power Station in the south-western part of the Borough with a 2km frontage to the River Thames. It is located to the south of the A13 and north of and adjacent to the River Thames. The site is irregular in shape and has maximum dimensions east to west of 2.2km and north to south of 1.1km.

1.2 The implementation of the Barking Riverside development is split into four stages and has outline planning permission and reserved matters consent in place for Stages 1 and 2. As at July 2016, 734 new homes have been built within Stage 1 along with the George Carey primary school at the Rivergate neighbourhood centre. The Riverside Campus, an all through school comprising a 10 form entry secondary school (with sixth
form), a special education needs school, a 3 form entry primary school and nursery with
sports hall, 4 floodlit multi-use game areas (MUGAS) and a full-sized all-weather playing
pitch is under construction within Stage 2 (immediately to the east of Renwick Road and
opposite the switching station) with part occupation anticipated in January 2017 just to
the north of the proposed District Centre.

1.3 This application seeks to vary conditions in respect of the implemented Section 73
planning permission. Effectively amendments are proposed to the parameter plans and
written scheme of parameters regarding the location, scale, massing and height of the
development blocks along with changes to the public transport strategy and
consequential changes to general access and movement arrangements. This is
necessary because in 2008 the then Mayor of London did not progress the TWAO for
the DLR extension to Dagenham Dock and this has been replaced by an extension of
the London Overground Gospel Oak –Barking line to Barking Riverside.

2.0 Background

2.1 The site has a complex planning history. The most relevant being outline planning
permission granted in August 2007 (Ref: 04/01230/OUT) for outline planning permission
with all matters reserved except for strategic landscaping for: “Development comprising
or to provide a mixed use development for up to 10,800 residential dwellings and in
addition up to 65,600 sq.m. of built floorspace for retail uses (classes A1 to A3),
business premises (Class B1), hotel (Class C1), communal care home and other
residential institutions (Class C2), sui-generis live work units, community and social
facilities (Classes D1 and D2) (for uses such as libraries, primary health care facilities,
places of worship and assembly, community facilities, crèche and pre-school facilities,
care facilities for the young, old and/or infirm, sport and leisure development). In
addition, development will also provide: one secondary school of up to 8 forms of entry
(with maximum gross site area of 44,585 sq.m.) including ancillary accommodation and
facilities plus a sports field up to 14,313 sq.m. (gross site area; up to 2 no.; up to 3-form
entry primary schools (with a maximum gross site area of 15,000 sq.m each).
Additional educational accommodation (Class D1) is also to be provided in the form of
an ecology centre of up to 250 sq.m. and in addition, a maximum of two multi storey car
parks to provide for 1000 spaces in total. Such development to include the remediation
of the former Renwick Road landfill site and former power station foundations, and the
continuation of the remediation of the remainder of the site in accordance with the
principles established by the 1994 permission (LPA Ref. TP/43/93) to provide for
revised ground contours and development platforms, strategic landscape and works to
create new and improved/retained ecological reserves, retention of city farm, open
space (including parks, play spaces, promenades and piazzas, formal and informal play
space), laying out and/or improvement of alteration to existing service infrastructure (to
include the laying of foul and surface drainage infrastructure and water attenuation),
new and alteration to existing vehicular and pedestrian access and routes, diversion of
existing statutory footpath no. 47, works to existing river wall, bund and flood defences,
alterations to existing T jetty and coal wharf. Ancillary engineering and other
operations. All such development shall accord with the Application Plans and
Development Parameters Schedule.”

2.2 A Section 73 application to vary six conditions attached to 04/01230/OUT was approved
in June 2009 (Ref: 08/00887/FUL) by the (then) London Thames Gateway Development
Corporation. Specifically to vary the proposals for the general layout and framework;
density; ground levels and building scale and to change the wording of the conditions
relating to the riverside and wetland buffer zones and footways/cycleways. It is this second planning permission (with Ref: 08/00887/FUL) which has been implemented by BRL, Barking Riverside Ltd (BRL). In August 2015, an application was made for a non-material amendment to the description of development to remove the words “all such development shall accord with the Application Plans and Development Parameters Schedule, as granted planning permission through Decision Notice dated 7th August 2007 (LPA Ref: 04/01230/OUT). Development to be carried out with variations to conditions 4, 5, 8, 11, 17 and 38 attached thereto”. The reason behind the change was to ensure consistency with condition 57 of the planning permission which identifies the approved drawings as modified by the Section 73 application (Re: 15/00939/NMA).

2.3 In terms of the Neighbourhood Centre in Stage 1, this detail came forward through application 09/00963/REM (with amendments approved under application 11/00085/FUL) which approved the George Carey (Rivergate Centre) primary school, place of worship, nursery, office space, small scale retail units with residential above.

2.4 In terms of the District Centre in Stage 2, this detail came forward through application 14/00434/REM (with amendments approved under application 15/00106/FUL) which approved the construction of all-through school (Riverside Free School) on part of Plot 1.21 (District Centre within Stage 2) comprising a part-four, part-five storey building with part-glazed inter-connecting link building to provide a 10 Form Entry Secondary School (with sixth form), a Special Education Needs School, a 3 Form Entry Primary School and Nursery with sports hall, 4 x floodlit multi-use game areas (MUGAS), a full-sized all-weather playing pitch, hard and soft landscaping, associated car and cycle parking with means of access off Renwick Road.

2.5 In addition to this, Members will also be aware that planning permission was granted for a new primary school (initially used temporarily as a secondary school) at the former City Farm site, 40 Thames Road (Ref: 12/01082/FUL) which was completed in 2013. Due to the increasing demand for school places, this was extended from a 3 form primary to a 5 form primary school (each form with a capacity of 30 children) in 2015 (Ref: 14/01376/FUL).

3.0 Consultations

3.1 A presentation was made to the Council’s Policy Forum on 4 April 2016 and Development Control Board on 12 July 2016. BRL has also undertaken pre-application consultation in the form of letters, press releases, newsletters, a dedicated website and three public exhibitions (2 in June 2015 at Barking Town Hall and the Rivergate Centre and 1 in December 2015 at the Rivergate Centre).

3.2 Following submission, the application has been the subject of statutory public consultation as detailed below incorporating statutory consultees, neighbour notification and the application advertised in the Barking and Dagenham Post. 2031 surrounding neighbouring properties were consulted on 4 February 2016. As a result of the consultation exercise one letter of representation was received from a resident in Atlantis Close Barking raising concerns regarding the lack of provision for places of worship within the development.

**Officer Note:**
The scheme makes provision for up to 2,450 sq.m for Use Class D1 purposes (excluding schools) which includes multi faith centres. These spaces would be dispersed through the site within the more commercial areas (such as the District Centre). One multi faith centre (out of a total of four) has already been provided at the Rivergate Centre. The level of provision is considered acceptable for the anticipated population.

3.3 Greater London Authority (GLA)

London Plan policies on land use principles, housing, urban design, inclusive design, energy and transport are relevant to this application. The application complies with the majority of these policies and is broadly supported but some further information is needed in order to fully comply with the London Plan. The potential remedies to issues of non-compliance are set out below:

Land use principles – The site has been designated as a major regeneration and housing/employment site in both strategic and local policies for a number of years. The principle of the development has already been established by the earlier and extant outline consents of which the latter 2009 consent has been partly implemented. The principle of the development and mix of uses proposed is therefore strongly supported.

Housing, affordable housing – At this stage the target mix of units is welcomed, and the affordable housing principles are welcomed. However, further information is needed on the minimum and maximum levels to be provided in each phase and mechanism allowed for any off-site solutions. GLA Officers will continue to be involved in affordable housing discussions and viability meetings throughout the course of the application to ensure London Plan Policies are complied with in respect of the maximum reasonable.

Design, density, residential quality, playspace, inclusive design – The parameters for density, height, access and connectivity are based on the earlier outline consent remain supported. The urban design principles underlying the indicative masterplan create character areas and hubs of town centre and civic activity to enliven the masterplan. The grid based layout is simple and maximises legibility and permeability, ensuring the masterplan area will be walkable, navigable and maximises connections to the riverfront, District Centre and other character zones of activity. Matters of playspace and inclusive design are broadly acceptable at this stage but will be subject to further scrutiny at the detailed stage.

Inclusive access – General expectations are outlined for consideration at the next stage.

Flooding – The risks of tidal and fluvial flooding are low due to existing tidal flood defences. A condition is proposed to ensure surface water run-off is managed.

Ecology – The measures proposed in the biodiversity strategy have been designed to ensure that key ecological receptors are adequately considered at the detailed design stage for each relevant phase of site development, when each sub-framework plan is brought forward, and this is acceptable at this stage.

Energy – A reduction of 5400 tonnes of CO2 per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, equivalent to an overall saving of 35%. The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan. However, further information is required in order to verify the expected savings and ensure compliance with the London Plan.
Transport – Whilst TfL supports the development, further information is required to ensure the impacts of the development are appropriately mitigated. Further information and discussions are required on: highway impact and mitigation, car and cycle parking, buses, river usage and construction impacts and logistics. Other matters such as street hierarchies will require further discussion at Sub Framework Plan (SFP) stage.

Officer Note:

Following the Stage I report, BRL has responded as follows:

Affordable housing – BRL has clarified the affordable housing offer which is discussed in detail further below.

Energy – Further information has been provided on the energy strategy. This is a high level site wide strategy with the details (demonstrating conformity with the site wide energy strategy) coming forward at Sub Framework Plan Stage. This will be secured through the Section 106 legal agreement.

Transport – Further information has been provided to TfL regarding mitigation measures on both the road network and public transport infrastructure. These will be secured through the Section 106 legal agreement.

This information will form part of the documents comprising the Stage II referral.

3.4 Environment Agency

No objections on flood risk grounds. The Flood Risk Assessment (FRA) concludes that safe access/egress will be managed through evacuation prior to severe weather events. The evacuation plan should be secured by planning condition.

The scheme should be assessed against the Water Framework Directive (WFD) as the Directive has actions in it relating to the Thames River Basin Management Plan which is relevant to Barking Riverside.

Support the inclusion of ecological enhancement strategy’s with each Sub Framework Plan along with the inclusion of buffer zones and enhanced landscaping.

No comments with regard to contaminated land.

Officer Note:

An evacuation plan in the event of severe weather can be secured by planning condition if Members are minded to grant planning permission.

In terms of the lack of assessment against the objectives of the WFD, this is considered a detailed matter affecting the flood defences contained within the latter stages of development (Stage 3 and 4). At this stage, the detail associated with the flood defence work has not yet been undertaken (other than an understanding that the defences will need to be raised). It is considered that this matter can be secured by planning condition if Members are minded to grant planning permission. The WFD is EU law which BRL must seek to comply with in any event. It is not considered that pushing
back the trigger point for submission of such an assessment would result in any harm to the objectives of the WFD given that the works relate to the final stages of the development.

A package of ecological enhancements will be secured by planning conditions.

The lack of comments regarding contaminated land is due to the Environment Agency now focussing on sites with the greatest environmental sensitivity. However, the Environment Agency have provided some standard guidance for BRL and other contaminated land matters (such as the risk to human health) will continue to be controlled by the Council’s Environmental Health team.

3.5 Historic England

The wholesale dumping of waste from the power station has compromised the archaeological potential of the former marshland. No further assessment or conditions are therefore necessary.

3.6 Port of London Authority (PLA)

The PLA’s main focus is to ensure that the juxtaposition of residential development within close proximity to active safeguarded wharves are appropriately assessed and any necessary mitigation measures are identified, secured, implemented and maintained throughout the lifetime of the development.

Conditions have been attached to the extant planning permission to secure this however, the PLA would like to update the conditions directly relevant to the safeguarded wharves in order to reflect advances in terms of assessment and wording of conditions.

Officer Note:

Draft conditions relating to the safeguarded wharves (in terms of monitoring noise and disturbance and identifying any necessary mitigation measures) have been circulated and subsequently agreed with the PLA.

3.7 Thames Water

Thames Water would like to see the proposed wording change to the drainage condition.

Officer Note:

A drainage strategy has previously been approved for Stages 1 and 2. The condition will need to be discharged in respect of Stages 3 and 4. The drainage strategy will need to be agreed with the relevant sewerage undertaker (potentially Thames Water).

3.8 Essex & Suffolk Water

No comments to make.

3.9 Natural England
No comments to make.

3.10 National Grid

No objections.

3.11 London Fire & Emergency Planning Authority (Vehicle Access & Water Supply)

In respect of vehicular access, the Brigade are satisfied with the proposals. In respect of water supply, no response has been received.

Officer Note:

*There is a condition which requires the developer to provide facilities as necessary to meet the operational requirements of the emergency services. This would include the need to provide new fire hydrants.*

3.12 London City Airport

Recommend that conditions are imposed requiring BRL to consult London City Airport in the event that any structures, cranage or scaffolding is required at a height greater than 95m AOD (which is the maximum height specified in the planning application). Also request a condition is imposed to make landscaping and planting unattractive to birds to minimise bird strike threat to operating aircraft.

Officer Note:

*Conditions can be imposed requiring BRL to consult London City Airport in the event that any structures, cranage or scaffolding is required at a height greater than 95m AOD.*

*In terms of the second condition, Barking Riverside has been assessed as containing breeding birds which were of Borough Importance along with populations of individual species which were of both Borough and Metropolitan Importance. To actively discourage birds would not provide adequate ecological mitigation which is necessary to replace lost habitat. However, BRL's consultants have confirmed that the measures seek to replace lost habitat and should not necessarily result in an increase of suitable habitat for birds and in particular, the development would become less attractive to open grassland nesting species such as the skylark which can engage in 300m high flights. Taking these matters into account, it is considered that the landscaping strategy strikes an appropriate balance between demonstrating adequate ecological mitigation without significantly enhancing the potential for bird habitat.*

3.13 High Speed 1

No specific comments or observations due to the distance from HS1 assets.

3.14 Sport England

No objections. The Borough has produced a Playing Pitch Strategy (SLC 2015) and Sport England expects that the Council will use this to ensure that the Barking Riverside
development delivers the required sporting infrastructure. Sport England will make further comments at the reserved matters stage when further details of the sports facilities are provided.

3.15 Network Rail

Make a number of general comments regarding future maintenance and separation distances from Network Rail land, drainage, plant and materials storage, scaffolding, piling, fencing/barriers, lighting, noise, vibration and landscaping.

*Officer Note:*

*The comments made by Network Rail have been forwarded to BRL for their information. These comments will inform the detailed design of areas close to the boundary with any Network Rail land.*

3.16 London Borough of Bexley

No comments to make.

3.17 Royal Society for the Protection of Birds (RSPB)

No comments to make.

3.18 Ramblers Association

No response received.

*Officer Note:*

*The application retains Footpath 47 which will provide a circular route running along the River Thames, up (northwards) along the Goresbrook, across (westwards) what will be known as Pylon Park (north of what is now Choats Road) and back down (southwards) to the River Thames.*

3.19 Environmental Health Team

No objections subject to conditions regarding noise and acoustic protection, hours of operation for the commercial units, lighting, ventilation and air quality, contamination and the submission, approval and implementation of a Construction Environmental Management Plan to minimise the impact of the construction phase on adjoining occupiers.

*Officer Note:*

*It is recommended that all the Environmental Health conditions are imposed or where already attached to the outline consent, are updated to accord with current guidance.*

3.20 Transport Development Management Team

This area requires an expansion to both public and sustainable forms of transport and, although it is understood the Council is yet to determine a schedule of transport
improvements to be included and secured in the s106, we would recommend in light of the revisions to the parameters and new ORL/ELT provision that further discussion take place to ascertain the amount of financial contribution to be made by the applicant to realise the aspirations viewed as highly important to the Council within the vicinity of the site, such as public transport accessibility and improvements to bus services which are key elements of the master plan. This will be a matter for agreement between TfL, the Council and applicant on the amount of contribution to finance additional services required, along with any infrastructure improvements including safeguarding land to ensure the Transport Strategy with its ambitious sustainable travel targets are obtainable. By doing so it would promote the use of other modes of transport and reduce the impact on the highway network.

The accompanying s106 for the OPP provided for, on and off-site highway works, contributions to public transport, public transport routeing and the phasing of delivery of transport measures. The previous s106 agreement also included a trigger that restricted the number of residential occupations with each phasing of the development. These triggers will need to be retained in the revised s106 and linked to the proposed ORL becoming operational, in order to ensure that sufficient public transport provision is available to accommodate demand from the development. The off-site highway improvements which were agreed as part of the OPP I understand are being reviewed and revised.

In order to support the car free development ethos, the applicant should enter into discussion with the preferred local car club operator to provide free membership of the car club for the first two years and this should be secured by condition.

The modelling presented within the document is sufficiently robust with an objective methodology. The modelling does indicate the development proposals will generate a significant increase in traffic on the River Road, Renwick Road and Choats Manor Way approaches to the A13 junctions. In terms of the impact on local traffic this will increase the level of traffic movement creating a number of additional vehicle journeys in the area affecting local traffic flows during peak times and potentially causing issues relating to the existing highway; therefore, the Council and the developer will need to review the design and layout of the junctions at a later stage as stated in the Transport Assessment. We would recommend the process for monitoring the traffic impact should be outlined in the final version of a Transport Strategy as well as responsibilities to implement required measures if identified to mitigate these impacts and reviewed at each SFP stage. These should be secured through the Section 106 legal agreement.

All roads should be constructed to the Councils adoptable standards, specification and designs for roads, design speeds and/or speed limits to and to be agreed with the local highway authority. These designs will be subject to road safety audits. It is understood that a 20mph limit throughout the master plan area is proposed and this would be acceptable depending on the type of self enforcing measures that are proposed to be installed. This should be secured through the s106 or by condition.

The Council, as the highway authority, will also require an independent highway stage 2 and 3 safety audit for the proposed junction improvements and this should be secured with the applicant separately in a section 278 agreement. We suggest that in the interest of highway safety, a section 278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site. This should be secured by condition.
It is understood that matters relating to the parking strategy issues will be continually reviewed and again this should be secured by condition.

It’s recognised that the above development proposal will have some degree of traffic impact that will be potentially detrimental to the local highway network if the situation is not monitored correctly and the appropriate measures are not implemented via the Transport Strategy. However, based on the information that has been provided, within the TA and having considered the merits of this application, it seems that there are no apparent major adverse highway safety implications to suggest that there are any substantial reasons that this should not be approved as a result of issues relating to the highway.

3.21 Children’s Services

The original planning consent settled on 3 primary schools each of 630 places plus a reserve site of an additional 630 places and a 1200 place secondary school. The earlier projections now look conservative. We currently have projections as follows:

The 10,800 new homes for Barking Riverside could yield 4225 primary pupils and 3018 secondary pupils plus 167 sixth formers.

We recognise that through BRL the following sites have been made available:

- George Carey CofE Primary at the Rivergate Centre 630 places (3fe)
- Riverside School Complex
  Secondary school 1500 places (11 to 16 years)
  Primary School 630 places (3fe) (including a SEN special school)
- Former City Farm Site
  Potential for 1050 Primary School places

This would give 1500 secondary places and 2310 primary places.

The balance on our best forecast to be provided would be:
Secondary 1518 places – 10fe school x 1
Primary 1915 places – 9 fe ÷ 3 = 3 schools

**Officer Note:**

*On top of the schools already provided, the Children’s Services Team consider a further 3 primary schools and 1 secondary school will be required. This is based on current forecasts of child yield. BRL has therefore agreed to accommodate 2 additional primary schools and a review of child yield and demand will be undertaken prior to submission of the 4th SFP Stage, to determine whether a 3rd primary school and a 2nd secondary school will be required.*

*The 3rd and 4th primary schools will be provided within a residential block, the provision of the secondary school is more challenging as this could also serve a wider area. If the review confirms that a second secondary school is necessary then a site has been identified by officers in agreement with BRL which includes some of the open land which separates Stages 1 and 4 and adjacent land outside the site within the*
Creekmouth area. Any additional schools will be promoted by way of separate planning applications. In relation to any potential secondary school, it would need to take in account the intended use of that space as formal outdoor play facilities for the wider local community.

3.22 Public Health and Primary Care/Clinical Commissioning Group

The Council’s Public Health team have made extensive comments on the Health Impact Assessment (HIA) to ensure that the key public health priorities for the area are addressed. These include improving adult and child obesity, reducing the long term illness levels of females, reducing respiratory levels and tackling the issues of smoking and generally to help improve the health of existing and future residents.

Barking and Dagenham Clinical Commissioning Group (CCG) supports the revised Barking Riverside Masterplan planning application subject to the comments below, and welcomes the opportunity to work with the London Borough of Barking and Dagenham (LBBD) and other partners to develop innovative approaches to healthcare provision and improving people’s health locally.

We are already working with LBBD public health team, the GLA, the Healthy Urban Development Unit and council planning officers to understand current and future health needs as a result of the planned development and expected future population growth in the Barking Riverside area. However, to meet the challenges of health care in the future, we are embarking upon a number of changes in the way we plan services in the future across the borough. Many of these plans are being developed with LBBD and involve major initiatives to improve and sustain primary care, mental health, planned care and urgent and emergency care. These plans will change how services are delivered locally with the focus on delivering much of the health and social care people need near to or in their own homes. As these plans are at an early stage we are not yet able to fully quantify how these service plans will translate into buildings and infrastructure at this point.

We understand that the revised Barking Riverside Masterplan application maintains the type and quantum of land uses as previously permitted, including non-residential uses such as healthcare. Given the changing context above, the CCG welcomes the opportunity to revisit the section 106 legal agreement to ensure that new healthcare floor space is provided at the right time and in the right place to meet the needs of a growing population and accords with the CCG’s emerging plans.

The current S106 provides a level of flexibility around health infrastructure. We would wish to retain that flexibility to get the best possible fit between emerging healthcare plans, population growth and available resources. As such the overall quantum of healthcare floor space of up to 2,800 m2 set out in the original S106 remains appropriate, as is the option to provide space in one or two locations within the development. We recognise that healthcare floor space will be subject to open market rent and service charges, as stated in the original S106 agreement. Further work will enable us to determine more precisely the timing of healthcare provision and consider the current and future capacity of existing services and premises in the area. Whilst we recognise that a new facility, or facilities, will be required, we would welcome the opportunity to explore the option of a financial ‘fall-back’ payment towards investment in existing premises to increase capacity if required.
We understand that a Sub-Framework Plan will be developed which will show the location of each use within a stage of the development. We suggest that a healthcare delivery plan forms part of the Sub-Framework Plan which will define the healthcare infrastructure requirements and provide an outline specification for the design and delivery of new healthcare floor space.

In the meantime we recognise the importance of ensuring that current and future residents of Barking Riverside have access to GP services locally. To that end we have outlined our approach to meeting these needs in the short, medium and longer term in a paper to the Health & Planning Group and the BHR Estates and Finance Group. The initial modelling that has been done suggests that by 2020/21 there will be a need for additional primary care services in the area to accommodate the new residents who will be moving in. It also suggests that a short term solution is needed to manage the primary care health needs of the population growth generated during stages one and two of the development. Our plans to achieve this are:

**Short term: 2016/17 – 2020/21**

We have surveyed all GP practices within one mile of the first phase of development and we have been assured by these practices that they have capacity to accommodate all the residents who are moving to the area in this phase. To support them in taking on the new patients which move to the area, the CCG will work with the three existing practices that are local to the development (two based in Thamesview and one in Maplestead Road) to:

- Develop business cases setting out how the practices will manage the increased demand, what support they would need and how they could work together to create efficiencies
- Understand how the practice space is used at Thamesview and gain agreement for more clinical rooms to be made available at the practices
- Undertake modelling to understand the financial consequences of the changes to Thamesview and how these could be supported through the S106 agreement
- Continue to monitor patient registration trends to understand the impact on local services.

**Long term: from 2020/21**

In the longer term the CCG will put before the Primary Care Commissioning Committee a case to which recommends the commissioning of new premises and a new primary care service located within, and meeting the needs of, the overall development area. The CCG is exploring options which will ensure people moving to the area in this phase of development will be able to register with a GP in the area. These options include making better use of existing under-used local facilities, or turning a vacant retail unit into a GP practice.

A more detailed timeline is being developed and will be shared with planning colleagues at the next meeting of the Health and Planning Group.

We recognise that healthcare planning for a growing community is an iterative process and we would welcome the opportunity to contribute to a working group to develop a coordinated response to social infrastructure provision in Barking Riverside. We also
plan to engage with local residents to understand their views on the services that should be provided in the future.

**Officer Note:**

The Council has gone through the recommendations of the Council’s Public Health team one by one and clarified how they will be addressed in the Section 106 legal agreement, planning conditions and future SFP as appropriate. The Section 106 legal agreement includes the ten key health principles relating to Barking Riverside’s Healthy New Town status which will need to be addressed by each SFP.

3.23 Strategic Parks Team

Make a number of general comments regarding the type and quantity of open space.

**Officer Note:**

The comments made by the Strategic Parks Team have been forwarded to BRL for their information. The overall amount of open space and sports provision remains the same as the existing consent with details to be addressed at SFP Stage. Issues regarding adoption and maintenance will form part of the Section 106 legal agreement.

3.24 Access Team

Recommend that the Barking Riverside Access Forum (BRAF) be reformed as this was a useful tool in dealing with accessibility matters at Barking Riverside.

**Officer Note:**

A more general group will be formed covering a wider range of matters relating to Barking Riverside (including, but not limited to, accessibility). This group will call on the Access Team when issues regarding accessibility arise. The details of this group and how they will liaise with specific groups and organisations will be contained within the Section 106 legal agreement.

4.0 Local Financial Considerations

4.1 Section 73 applications are not subject to the Mayor’s Community Infrastructure Levy. The implementation of this scheme should result in a significant amount of New Homes Bonus. Section 106 matters will be discussed further below.

5.0 Analysis

5.1 Process

5.1.1 The purpose of this application is to establish a revised outline planning permission for the Barking Riverside development based on an amended set of parameter plans.(see summary and para 1.3 for detail). This is necessary because in 2008 the then Mayor of London did not progress the TWAO for the DLR extension to Dagenham Dock and this has been replaced by an extension to the London Overground from Barking to Barking Riverside. Procedurally, the mechanism for securing amendments to the approved parameter plans is through a Section 73 (variation of condition) planning application
provided the changes proposed are not substantially different from the one which has been approved. In this particular instance, the overall quantum of development remains as previously approved but in a somewhat revised form and layout principally due to the change in public transport infrastructure serving the site. Whilst a number of changes are proposed, when assessed in the context of the extant outline planning permission, they are considered to represent minor material amendments and so the Section 73 route is the appropriate mechanism to consider them.

5.1.2 In terms of the approval process, the outline planning permission establishes the requirement for Sub Framework Plans (SFP’s), a form of mini masterplan, for specific parts of the development site, so for example, a SFP would be proposed around the area forming the new Station Square/District Centre which would be a very specific character area and very different to a SFP established for an area zoned purely for housing. The SFP stage acts as a bridge (or the next level of detail) between the parameter plans established at the outline planning permission and the Reserved Matters which is the more normal approach to developing outline planning permissions. Once a SFP has been approved for an area, a plot developer (building out a plot within one of the four stages) would come forward with the Reserved Matters application which provides the final detail such as the external finishes of the buildings and landscaping within the plots. Approval of the Reserved Matters would be the final step triggering commencement of development for that plot.

5.1.3 Running parallel to this, and before the submission of any new SFP’s, the Section 106 legal agreement requires a steering group to be set up tasked with advising on matters such as design (potentially this may be a design champion tasked with ensuring design quality and consistency across the development), transport, energy and access together with the Community Interest Company (CIC) which will take responsibility for the management and maintenance of the public areas of the development.

5.1.4 The Steering Group will include members from the Council, TfL, GLA and BRL plus other relevant experts brought in depending on the subject content being considered. The specific terms of reference for the Steering Group will be set out in the Section 106 legal agreement but it is intended that as SFP/RM details are developed for submission, the Group will provide direction to all parties to assist negotiation of key matters.

5.2 Environmental Impact Assessment (EIA)

5.2.1 The original outline application was Environmental Impact Assessment (EIA) development. Accordingly, this application has been accompanied with an updated Environmental Statement, which reviews the changes proposed, and assesses them against the baseline of the original Environmental Statement. The Environmental Statement assesses the impact of 1) socio economic (the impact of the construction phase in terms of economic and employment opportunities, housing, education, health, open spaces and community facilities); 2) traffic and transportation; 3) air quality; 4) noise and vibration; 5) ground conditions; 6) water; 7) ecology; 8) archaeology and built heritage; 9) wind microclimate; 10) daylight, sunlight and overshadowing; 11) waste and energy: 12) townscape and visual and 13) cumulative effects. The scale of significance of each topic is typically assessed as negligible, minor, moderate and major and the nature of the residual impact is assessed as neutral, adverse or beneficial. A summary of the impacts are outlined below. Full analysis is however contained within the Environmental Statement and Appendices.
1) Socio Economic

In terms of employment, during the construction phase, up to 1050 full time jobs per annum are anticipated. Once the development is complete, up to 2200 full time jobs per annum are anticipated. The overall impact is assessed as beneficial.

In terms of housing, the provision of a proportion of affordable housing will help to reduce the barriers to housing which was identified as a pressure in the local area in terms of need and affordability. A new resident population of circa 27,000 (nearly a 13% increase in the population of the borough) will contribute to the local economy through their spending along with Council Tax revenues. The overall impact is assessed as ongoing major beneficial.

In terms of the impact of the new population of services and facilities, this will increase demand for new school places, GPs, dentists and on current open space provision. The overall impact is assessed as major adverse. However, this is qualified through mitigation measures including the provision of new schools, healthcare facilities and open space. These will be secured through the Section 106 legal agreement.

2) Traffic and Transportation

During the construction phase, construction traffic would be directed along the strategic road network where possible and would adhere to the Code of Construction Practice to minimise the impacts of construction traffic. The overall impact of construction traffic is assessed as temporary neutral to major adverse.

Once the development is complete, an improved connection to the A13 will be in place to help manage traffic flows generated by the development. The permanent closure of the existing route along Choats Road and its diversion through the development will cause pedestrian delay compared to the current situation. However, in general terms, the provision of a new network of attractive and useable pedestrian and cycling connections would be positive. The overall impacts range from major adverse to major beneficial.

In terms of public transport, there will be improvements through routing and frequency of the East London Transit (although additional bus users are likely to generate increased demand during peak hours) along with the London Overground railway extension (although this will come forward under a Transport and Works Act Order) and will be accompanied with its own Environmental Impact Assessment. The overall impact on public transport improvements are assessed as minor adverse to major beneficial.

Officer Note:

Members will note the varying range of overall adverse and beneficial impacts in respect of traffic and transportation. This is because impacts can be dependent on the location within the development. For example, residents located close to routes used for construction traffic or construction work may experience nuisance for a period of time. Similarly, beneficial impacts may arise from an enhanced and extended bus route, however, at the same time, other residents may experience increases in demand.
The key point to consider is that impacts associated with the construction phase will be temporary and can be controlled by the Code of Construction Practice. Any adverse impacts associated with the operational phase of the development (such as bus overcrowding) would need to be considered in due course by the Council, TfL and BRL. Similarly, an enhanced public transport offer and the active promotion of walking and cycling within the development as the primary mode of transport should help to reduce reliance on the car for journeys although the development will result in significant levels of traffic along Choats Road and parts of Renwick Road. The EIA tested an A13 scheme which incorporated a new road known as “Steel Approach”. At this point no final scheme has been designed although the Council and TfL are satisfied that such a scheme can be designed and the key principles of what the A13 scheme needs to achieve in terms of mitigating the impact of traffic generation associated with Barking Riverside will be outlined in the Section 106 legal agreement.

3) Air Quality

During the construction phase there are potential dust impacts on nearby residential receptors. The CoCP will help to minimise this impact but cannot eliminate dust generation. The overall impact of dust during the construction phase is assessed as temporary minor adverse. The level of construction vehicles are expected to increase NO2 levels upon a small number of properties alongside the A13 and A1153 (Lodge Avenue) based on a worst case scenario. The overall impact of construction traffic on NO2 levels in these identified locations is assessed as temporary moderate adverse.

Once the development is complete, an increase in NO2 levels upon the same small number of properties alongside the A13 and A1153 (Lodge Avenue) based on a worst case scenario is predicted (the worst case scenario is assessed as reduced traffic speeds from the worst case peak traffic periods). The overall impact is assessed as permanent moderate adverse.

Operationally, a Combined Heat and Power Plant (CHP) will provide heat and power to the development. This will come forward through a separate planning application for a series of energy centres. Emissions from the CHP will however be controlled through the detailed design of the system which is required to be air quality neutral. The overall impact is assessed as neutral.

4) Noise and Vibration

During the construction phase there are potential noise impacts on nearby residential receptors. The CoCP will help to minimise this impact but cannot eliminate noise generation. The overall impact of noise and vibration during the construction phase is assessed as temporary minor adverse which could increase to moderate adverse if driven piles are used. The level of construction vehicles varies depending upon whether nearby residential receptors are located adjacent heavy goods vehicles (HGV) traffic routes. The roads identified for HGV movements are River Road, Renwick Road and Choats Road. The overall impact is assessed as either negligible to temporary minor adverse.

Once the development is complete, alterations will have been implemented at the junction of A13 and Renwick Road (secured through the Section 106 legal agreement) to facilitate the development. In terms of operational traffic, the overall impact is assessed as major adverse in respect of dwellings adjacent to Renwick Road between...
the existing Steel Approach and Choats Road. Buildings and external spaces are considered suitable for the proposed end uses subject to consideration of appropriate acoustic design measures.

**Officer Note:**

The analysis described above is solely based on the Barking Riverside proposals and does not take account of the wider proposals which will happen concurrently in the area. These include The Barking Riverside Gateways Housing Zone which will alter the land uses particular in Thames Road and will lead to a reduction in the number of HGVs using Renwick Road. In addition separately the Council together with BRL will be carrying out traffic management measures which will restrict the use of part of Renwick Rd by HGVs. Lastly Choats Road which currently connects Renwick Road to Dagenham Dock has physical restrictions which prevent its use by HGVs. As part of the Barking Riverside proposals Choats Road will be diverted through Barking riverside and measures will be taken to prevent the route being used by HGVs “rat running” through the area.

5) **Ground Conditions**

The remediation strategy will include the formation of a capping layer (within the soil to restrict the movement of contaminants) along with gas protection measures for buildings and includes the remediation of the former landfill site in Stage 3. The overall impact is assessed as moderate to minor beneficial.

6) **Water**

During the construction phase, there is potential for pollution of the water environment. The CoCP will help to minimise this impact but cannot eliminate incidents. The overall impact is assessed as minor to moderate adverse.

The flood risk assessment includes measures to construct flood compensation areas, swales and implement a site wide Sustainable Urban Drainage Strategy (SuDS). The overall impact is assessed as minor beneficial.

7) **Ecology**

The biodiversity strategy will minimise impacts upon ecological receptors during construction and end use phases and will include a programme of habitat creation and ongoing monitoring. The overall impact is assessed as moderate beneficial.

Once the development is complete there will be an increase in human activity and domestic animals such as cats. Even with mitigation measures, there will be pressures resulting from general disturbance, the reduction of suitable breeding habitat (such as scrub nesting) and the increase in predators affecting water voles. The overall impact is assessed as minor to moderate adverse on various species.

8) **Archaeology and Built Heritage**

The geo-archaeological survey work carried out to date has contributed to the understanding of the area during the prehistoric period. The application proposes the
retention and renovation of some of the buildings associated with the former power station. The overall impact is assessed as minor beneficial.

9) Wind Microclimate

The wind assessment based on local wind conditions, pedestrian comfort and safety (known as the Lawson criteria) indicates that certain areas will be marginally windy for more sensitive activities such as outdoor sitting. However, these areas can be minimised through detailed design of exposed corners, examining the location of entrance points with a view to recessing or sheltering them, including well positioned street furniture such as seating and landscaping. The overall impact is assessed as negligible to minor adverse.

10) Daylight, Sunlight and Overshadowing

The daylight, sunlight and overshadowing assessment based on Building Research Establishment (BRE) guidelines indicates that the development should generally achieve satisfactory levels of daylight and sunlight with minimal impact from overshadowing. However, some units and associated amenity space are likely to result in limited levels of daylight and sunlight below guideline recommendations as well as suffering from some degree of overshadowing, however this is not an uncommon arrangement for urban developments of the scale proposed. This typically impacts the lower floors of some of the buildings. Further, specific orientation of units to position sensitive rooms in better lit areas, consideration of dual aspect units, enlarged windows and consideration of the orientation of balconies can be achieved at the detailed design stage. The overall impact is assessed as negligible to minor adverse.

11) Waste and Energy

In terms of waste, during the construction phase the development will result in construction, excavation and demolition waste which will be dealt with at designated recycling centres. The bulk of the non hazardous demolition and excavation will be reused or recycled on site. Operationally, the scheme will generate domestic household waste. There is an aspiration to allow pre-sorting of 50% of waste into recyclable waste streams contributing positively to recycling and composting targets of the borough. The overall impact is assessed as minor adverse.

*Officer Note:*

*The implementation of a vacuum waste system known as ENVAC would help mitigate any adverse impacts.*

In terms of energy, the scheme follows the energy hierarchy of the London Plan and proposes a fabric first approach (energy efficiency measures) along with the efficient supply of heat and power through a CHP network. The overall impact is assessed as minor beneficial.

12) Townscape and Visual

The development will result in landscape and visual impacts during the construction phase. The overall impact is assessed as temporary minor adverse.
Once the development is complete, the development will dramatically change the appearance of the area from a post industrial landscape of industrial buildings, landfill and energy infrastructure into a high quality, multi functional residential community. The overall impact is assessed as moderate beneficial.

13) Cumulative Impacts

Cumulative impacts of the in-combination effect of noise from construction of Stage 2 along with noise from increased construction traffic along Renwick Road will affect existing residential receptors. The overall impact is assessed as temporary minor adverse.

Operationally, improvements in local transport infrastructure, increased local spending, new community facilities and improved landscape and views are balanced against increase pressure on schools, health services and open space along with air quality impacts on a limited number of residential receptors along the A13 and A1153 (Lodge Avenue). The overall impact is assessed as a mixture of temporary adverse and beneficial which is detailed more fully in the Environmental Statement.

Summary

5.2.2 In summary, the Environmental Statement assesses the proposed development on a series of worst case scenarios due to the outline nature of the application. The Environmental Statement concludes that the proposed development is assessed as acceptable in terms of local, strategic and national policy and is considered to appropriately address and respond to the environmental, cultural and socio economic considerations. Where adverse impacts are identified the Environmental Statement advises that there would remain further opportunity at the detailed design stage to identify additional measures to mitigate the remaining residual significant adverse effects.

5.3 Key Issues

5.3.1 As has been said earlier the principle of allowing 10,800 homes was established by the planning permission granted in 2007 subsequently revised in 2009. This application has reviewed those key issues which revolve around:

- Mix of housing types and tenures;
- Economic impact (and impact of new retail on existing shopping areas);
- Social infrastructure (schools, healthcare, community facilities, formal and informal play space etc);
- Ensuring urban design quality throughout the lifetime of the development;
- Access arrangements;
- Traffic and transportation (impact on ensuring transport infrastructure and mechanisms for the delivery of public transport infrastructure such as East London Transit/London Overground Extension/ A13 junction improvements), impact on the surrounding highway network and levels of car and cycle parking;
- Energy and sustainability issues;
- Waste;
- Ecology and biodiversity;
- Ground contamination and remediation;
- Flood risk and drainage;
• Archaeology and buildings;
• Visual impact (including the impact of power lines, pylons and switching stations on the development);
• Noise and vibration (construction and operational phases);
• Air quality (construction and operational phases).

5.3.2 In addition to the issues listed above, extensive negotiations have been ongoing to address the content of the new Section 106 legal agreement under the following heads of terms:

• Affordable housing;
• Transport;
• Education;
• Neighbourhood centres;
• Barking Riverside Community Development Trust;
• Play, sport and recreation;
• Local employment;
• Energy and sustainability;
• Place making and culture;
• Design;
• Access;
• Waste;
• Health.

5.3.3 Transport related issues form a substantial part of the Section 106 legal agreement and therefore Transport for London will be also be a signatory to this document. The Section 106 amendments are considered at Section 6.0 below.

5.4 Housing Types and Tenures

5.4.1 The application continues to make provision for a full range of accommodation types which is necessary to offer choice and promote a sustainable community. To be successful the development will need to deliver a wide range of housing choice from single person units to traditional family accommodation.

5.4.2 In terms of density, the application is accompanied with an average housing density parameter plan which demonstrates that the site wide density will be in the order of 109 dwellings per hectare based on a gross development area of 99.2 hectares. Members should be aware that the maximum number of homes that can be delivered will remain at 10,800 (as per the extant planning permission), however due to the change in public transport infrastructure, densities have shifted slightly around the site. This is because as a general principle, the density of development (and mix) is closely related to public transport infrastructure serving a site (its accessibility). Accordingly, during the construction of Stage 1 (prior to the implementation of strategic rail public transport improvements), development has been at the lower end of the density range with the bulk comprising family housing served by bus. To a certain extent, the provision of more low rise and family accommodation will continue in Stage 2 similarly served by bus in the early stages. However, the consequence of this is that higher density housing for smaller households will be more prevalent in the later phases of development (Stages 3 and 4 and parts of Stage 2 around the Station Square) when the full package of public transport improvements have been delivered. The change in density is driven by the provision of a single station with over ground rail link and buses
(ELT) as opposed to a more dispersed public transport network based on DLR. This creates a focus to the development at the Station Square.

Family Accommodation

5.4.3 Policy CC1 of the Core Strategy requires 40% of new residential development in the borough to be family accommodation (3+ beds) but notes that where the size and form of the site may be too tight to provide a satisfactory environment for young children (particularly in respect of access to external amenity space), a lower target of 30% 3 and 4 bed units should be achieved. The policy also allows more discretion in relation to the mix of 1 and 2 bed units. The indicative mix is 30% 1 bed, 40% 2 bed and 30% 3 and 4 bed. The previously approved indicative mix comprised 11% 1 bed, 47% 2 bed, 30% 3 bed and 12% 4 bed. The revised mix increases the proportion of 1 bed units and reduces down the amount of family (3+ bed) accommodation, however, nonetheless, 30% 3 and 4 bed units will generate in the region of 3,240 family homes. This is considered acceptable and would provide a range of accommodation suitable for single households up to large family houses. A commitment to ensuring that 30% of all new homes across the site will be 3 beds or more will be secured through the Section 106 legal agreement and the mix per stage will be determined on submission of the SFPs.

Affordable Housing

5.4.4 The existing Section 106 legal agreement requires that 41% of the habitable rooms must be affordable (broadly equivalent to 33% of units) and 50% of these are social rent. So far 743 new homes have been built and 413 (55.5%) of these are affordable. The affordable is split as follows 114 social rent, 105 intermediate rent and 194 affordable rent. This will be diluted with the introduction of a further 414 private units to the south of the Rivergate Centre taking the overall affordable on Stage 1 to 35% by units. The final phase of Stage 1 will be a further 235 units including 60 affordable rents which would leave Stage 1 at 35% affordable housing by units.

5.4.5 The draft Section 106 legal agreement heads of terms provide for a minimum of 33% (broadly equivalent to the existing consent) up to a maximum of 50% affordable housing, based on assumptions as to revenues, costs including grant, as tested through a jointly appointed financial model. The proposed tenure split is:

5% at a 50% market rent* (as a minimum), 35% shared ownership, 5% Rent to Buy and 5% Starter Homes.

5.4.6 The precise affordable housing requirement is to be established at the SFP stage through the review of the viability appraisal using an Internal Rate of Return of 12%. A typical private scheme is 15%. The Council, GLA and BRL have taken independent advice from Quod regarding the viability of the project. The independent viability work by Quod will be used as a baseline position for the project moving forward.

5.4.7 The following tenure split will be used as the starting point for the viability review:

- 5% at a 50% market rent* (as a minimum), 35% shared ownership, 5% Rent to Buy and 5% Starter Homes;

- Any surplus value identified in the review will be directed to increasing the proportion of 50% market rent homes up to a maximum of 10%;
Parameters will be set out in the Section 106 legal agreement which includes the process for reviewing viability taking into account the need to meet BRL’s minimum commercial hurdle rate (Internal Rate of Return) of 12%.

* The 50% market rent units should be at an annual market rent no higher than 35% of an average local Barking and Dagenham household income.

Housing for vulnerable people

5.4.8 The Council’s draft Older Peoples Housing Strategy has identified a need for an extra care village at Barking Riverside of approximately 300 homes within a mixed tenure mixed use development incorporating retail and service uses. The permission provides sufficient flexibility to incorporate this within the District Centre since it includes up to 65,600 sqm of built floorspace for a number of uses such as communal care homes and other residential institutions. The Section 106 legal agreement makes provision for a mixed tenure extra care village within Stage 2 subject to viability.

5.4.9 In line with the Council’s Housing Strategy the Section 106 legal agreement secures 35 homes for young people leaving care and 25 homes for people with mental health needs. This will be provided in Stages 2 and 3. This is proportionate to the overall borough wide need across the lifetime of the development. These homes should be shared accommodation for 5 people. The applicant has agreed to including this as part of the ongoing review of housing delivery across the site, however, the applicant has requested that further consideration is given to how these will be delivered and who will manage any units.

5.5 Economic Impact (including Retail Impact)

5.5.1 In terms of economic impact, during the construction phase, up to 1050 full time jobs per annum are anticipated. Once the development is complete, up to 2200 full time jobs per annum are anticipated. The scale of non residential uses is defined in the description of development and is not open for review through the Section 73 procedure.

5.5.2 A new resident population of circa 27,000 (nearly a 15% increase in the population of the borough) will significantly contribute to the local economy through their spending power along with Council Tax revenues. A strong and varied commercial offer (such as new shops, restaurants, cafes, leisure centres/gyms, multi faith centres, offices, workspaces etc) within the development will help to ensure that existing and future residents’ spending is local. In point of fact, the District Centre within Stage 2 is anticipated to meet 85% of the planned shopping and general service needs of the resident population.

5.5.3 In terms of retail impact, paragraph 24 of the National Planning Policy Framework (NPPF) advises that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Paragraph 25 of the NPPF advises that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a
proportionate, locally set floorspace threshold (if there is no locally set threshold, the
default threshold is 2,500 sq.m). This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private
  investment in a centre or centres in the catchment area of the proposal; and

- the impact of the proposal on town centre vitality and viability, including local
  consumer choice and trade in the town centre and wider area, up to five years from the
time the application is made. For major schemes where the full impact will not be
realised in five years, the impact should also be assessed up to ten years from the time
the application is made. As above, where the application is likely to have a significant
adverse impact on one or more of the above factors, it should be refused.

5.5.4 In this instance, the application is in accordance with an up-to-date Local Plan and the
site benefits from an extant planning permission for the same quantum of non
residential space including retail, therefore the development does not need to satisfy the
sequential test or retail impact assessment. However, the application has been
submitted with an updated retail and leisure assessment. The conclusions of the retail
impact of the original scheme suggested that the existing and future residents of the
development should benefit from access to the widest possible range of retail facilities
for convenience (food) shopping on a daily basis and that this should also provide an
additional range of comparison (non-food) goods of the type now usually found in large
food based stores although this should not have any adverse impact on the retail offer
of Barking town centre or Dagenham Heathway. The updated assessment similarly
concludes that the amount of retail floorspace previously granted permission was
justified and in broad terms is about the right order (split of convenience and
comparison goods).

5.6 Social Infrastructure (Schools, Healthcare, Community Facilities, Formal and Informal
Play Space)

5.6.1 In terms of education provision, the first primary school was delivered in Stage 1 at the
Rivergate Centre (the George Carey primary), a new school campus (Riverside
Campus) forming a secondary, primary and SEN (special needs) is under construction
as the first development plot in Stage 2 with a view to opening in September 2016. In
addition, a new primary school was built ‘off site’ at the former City Farm site, 40
Thames Road, Barking which was completed in 2013 and was extended from a 3 form
primary to a 5 form primary school in 2015. 2 further primary schools are anticipated,
one in Stage 3 and one in Stage 4. Land has been indicatively earmarked for both and
these schools and will be the subject of separate planning applications.

5.6.2 The Council’s Children Services department have advised that on top of the schools
already provided, a further 3 primary schools and 1 secondary school will be required.
The extant Section 106 legal agreement already provides land for 2 additional primary
schools and a review of child yield and demand will be undertaken at the fourth SFP
stage to determine whether a 3rd additional primary school will be required. These
additional primary schools will be provided within multi use and multi level buildings.
The terms of the transfer are to be agreed through the Section 106 legal agreement and
will be promoted through a separate planning application.

5.6.3 In terms of the secondary school, BRL has committed to providing the playing fields
associated with the secondary school and these playing fields will be located towards
the western edge of the application site. The actual secondary school building will however be provided outside the application site in the Creekmouth area. Should, following a review at fourth SFP stage, there be a need for a second secondary school, the land for playing fields associated with it will be secured through a Section 106 legal agreement. The Section 106 legal agreement includes the requirement that each primary school includes a 30 place nursery.

5.6.4 In terms of healthcare provision in response to feedback from the local Clinical Commissioning Group (see consultation response at 3.22), the new Section 106 legal agreement retains the flexibility of the existing Section 106 legal agreement. This allows the best possible fit between emerging healthcare plans, population growth and available resources. Therefore the overall quantum of healthcare floor space remains up to 2,800 m2 with the option to provide space in one or two locations within the development. The CCG will undertake further work to determine the timing of healthcare provision and consider the current and future capacity of existing services and premises in the area. Linked to this the Council is currently developing a Community Locality model with the CCG, NHS and its partners. This is an important part of Ambition 2020 and involves an objective to co-locate a range of health and social care services within one building to tackle the multiple needs of households in a joined-up way and at an early stage. It will comprise multi-disciplinary and multi-agency teams that will collaborate closely with the voluntary and community sector and others to deliver early intervention and preventative support. The Section 106 legal agreement provides sufficient flexibility to enable this Locality Model to be provided within the Barking Riverside District Centre and this can be developed in more detail within the Station Square SFP. The Section 106 legal agreement also provides for financial ‘fall-back’ payment towards investment in existing premises to increase capacity if required. The Section 106 legal agreement requires that a healthcare delivery plan is submitted with each relevant Sub-Framework Plan in order to define the healthcare infrastructure requirements and provide an outline specification for the design and delivery of new healthcare floor space. The Council’s Health and Planning Group will review and influence the delivery of these plans and report to the Steering Group.

5.6.5 The application is accompanied with a Health Impact Assessment which notes the key priorities for the borough include improving adult and child obesity, reducing the long term illness levels of females, reducing respiratory levels and tackling the issues of smoking. A number of themes are developed to help achieve these aims which are 1) housing quality and design; 2) access to healthcare services and other social infrastructure; 3) access to open space and nature; 4) air quality, noise and neighbourhood amenity; 5) accessibility and active travel; 6) crime reduction and community safety; 7) access to healthy food; 8) access to work and training; 9) social cohesion and lifetime neighbourhoods; 10) minimising the use of resources and 11) climate change. Mitigation measures or enhanced actions are proposed under each heading. The Council’s Public Health Team have reviewed BRL’s HIA and made over 20 recommendations. These cover everything that has an impact on health including housing, open spaces, accessibility, street trees, waterways, transport, cycle infrastructure, the design of lorries, community engagement, employment and skills, childcare, playspace and smart cities. Therefore these recommendations are addressed throughout this report although many of the issues highlighted will be dealt with in the forthcoming SFPs. To ensure the SFPs embody the principles of Healthy New Towns, ten key planning for health principles that they must address will be included in the Section 106 legal agreement with the detailed measures worked up at SFP stage.
5.6.6 The Health Impact Assessment identifies several areas where the development will have a positive impact on the health of residents in the development. These include 1) access to open space and nature; 2) accessibility and active travel (the promotion of walking and cycling); and 3) the provision of new health care facilities. The HIA also includes recommendations on the public realm and built environment. Members will be aware that Barking Riverside was recently awarded Healthy New Town status and as such there is enhanced emphasis on improving the health and wellbeing of existing and future residents.

5.6.7 In terms of new leisure facilities, the updated retail and leisure assessment concludes that whilst there exists a significant quantum of floorspace catering for private health and fitness, there is nothing that meets local needs and that there is strong demand for budget gyms. The application includes the potential for a new leisure centre within the development. This will be resolved at the relevant SFP stage. The Section 106 legal agreement secures a contribution of £7.5m from the developer towards the cost of this facility provided there is a robust financial business case. The Council is proposing to transfer the management and operation of the existing leisure centres and the Jim Peters Stadium (Mayesbrook Park Athletics Arena) outside Council ownership to a ‘not for profit’ operator. Within this process the Council will identify the Barking Riverside Leisure Centre as an opportunity and will work with BRL and the operator to secure an arrangement which will enable the whole of the capital cost to be found. The Council via a separate agreed Section 106 legal agreement (pursuant to the development at UEL) have earmarked £2.5m towards the Barking Riverside Leisure Centre.

5.6.8 In terms of community facilities, in Stage 1 of the development the first primary school was integrated with the community facilities which included a space for faith activities. Within this revised application 3 further spaces for community activities will be provided including space for faith activities (which was a query raised as part of the consultation process by a local resident – see Section 3.2) in each new stage. The scheme makes provision for up to 2,450 sq.m for Use Class D1 purposes. A brief will be drawn at the beginning of the design process and agreed by the Barking Riverside Community Interest Company.

5.6.9 In terms of the amount of leisure, community, nursery and multi faith space, there would remain flexibility at SFP stage to review how the various uses are divided up provided the overall quantum of floorspace associated to any one particular use class is not exceeded. This is necessary given the anticipated construction period and indeed how resident’s habits and patterns may change over time. For example, the original outline consent envisaged a large supermarket (potentially up to 8000 sq.m), now whilst a larger supermarket remains likely, the size may well be less than 8000 sq.m envisaged as consumers shopping patterns have changed and there is a trend for both internet shopping and smaller ‘top up’ shopping trips which has resulted in the emergence of the smaller express/local type spaces and a consequential reduction in the number of large scale supermarkets being built. The important point for Members to note however, is that the outline nature of the application provides an upper limit (in sq.m) of uses but the detail will be developed at SFP stage so there is flexibility to respond to market changes and review the size and location of commercial spaces as trends and patterns change.

5.6.10 In terms of play, sport and recreation, there remains a significant amount of formal and informal open space associated with the development such as 11.3 hectares associated with wetland habitats at the proposed Pylon Park and 16.3 hectares of semi natural grassland and wasteland habitat around Pylon Park and The Goresbrook and 6.9
hectares along the proposed Foreshore Park fronting the River Thames along with dedicated play & sports areas, shared private communal courtyard spaces (within the perimeter of the blocks), the Boulevard and Circus parks and other little pockets of green space within the built up areas. This is on top of open space already created in Stage 1 of the development and accessibility improvement works in terms of footpaths and cycleways at the Ripple Nature Reserve. Overall, this equates to somewhere in the region of between 20-25 % of dedicated green open space for the development. The amount and quality of open space is one of the strongest elements of the scheme. The extent of open space and sports provision is in accordance with the extant planning permission, with details to be addressed at SFP stage.

5.6.11 As before, a variety of formal and informal play space is proposed for the varying children’s age groups. This is broadly summarised as doorstep playable space (for under 5's) comprising semi private amenity space within an approximate 100m distance which is landscaped with engaging play features and places for carers to sit and talk; local playable space (for 5-11) comprising flexible but dedicated play space including equipment in the various parks within an approximate 400m distance again with space for carers to sit and talk; and neighbourhood playable space (for 12+) comprising varied natural spaces with secluded and open areas, landscaping and equipment and may include youth facilities again with space for carers to sit and talk.

5.6.12 In very broad high level terms, doorstep playable space would equate to approximately 78,880 sq.m for the remaining Stages 2-4 (with a GLA indicate target (as set out in the GLA Play and Informal Recreation SPG) for the whole development (including Stage 1) of 13,054 sq.m); local playable space would equate to approximately 19,310 sq.m for the remaining Stages 2-4 (with a total GLA target of 9,365 sq.m); and neighbourhood playable space would equate to approximately 69,690 sq.m for the remaining Stages 2-4 (with a total GLA target of 1,967 sq.m). These proposed high levels figures far exceed guidance in the GLA Play and Informal Recreation SPG which as indicated above remains one of the most significant benefits of the scheme. In terms of the detailed layout of these spaces, these will be addressed at SFP stage.

5.6.13 In terms of the more formal sport and recreation facilities, there will be multi use games areas such as tennis and basketball courts and all weather football pitches provided at an area called the Sports Park located immediately to the south of the Stage 1 development. The Section 106 legal agreement will establish when these spaces will be completed and open to residents. In addition to this, formal sport and recreation associated with the schools will have dual use which would permit community access outside of normal school hours. A precedent for this has already been established at the George Carey (Rivergate Centre) primary school. On top of this, a leisure centre is anticipated within the District Centre in Stage 2 along with the potential for small budget style gyms. Overall, the play, sport and recreation strategy is comprehensive and remains a very strong aspect of the development. The detailed layout of these spaces will be provided at SFP stage. Issues regarding adoption and ongoing maintenance of the open spaces will be secured through the Section 106 legal agreement.

5.7 Urban Design

5.7.1 Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD, seek to ensure that new development is well designed, functional, durable, flexible and adaptable as well as achieving a high standard of inclusive design and sustainable construction.
5.7.2 The application outlines the key changes proposed to the parameter plans which are summarised as follows:

1. Accommodation of the London Overground Rail link (ORL) and safeguarded land;
2. Changes to the layout of the District Centre;
3. Changes to the alignment of the East London Transit (ELT) route;
4. Changes to the road hierarchy to accommodate the revised ELT routing and provide for more efficient block typology;
5. Changes to the location of the primary and secondary schools and accommodation of an additional primary school;
6. Changes to the nature, function and extent of internal roads; and,
7. Height plan – Revisions provide for an increase in maximum heights in the following areas:
   a) The river frontage in Stage 4
   b) The Crescent in Stage 3
   c) The Station Square in Stage 2

5.7.3 Turning to each key change in turn:

1. Accommodation of the Rail Link and safeguarded land

The Rail Link comprises a new station, together with the railway line itself which in part will run on a viaduct. The TWAO (submitted to the Secretary of State) by TfL would effectively grant deemed planning permission for powers and planning permission for the construction, operation and maintenance of the Rail Link. This application does not seek permission for the Rail Link but does accommodate the proposed route and safeguarded land associated with it. Designers on both sides (TfL & BRL) have worked together with Council Officers to ensure the new development is compatible, consistent and in accordance with the TWAO scheme for the Rail Link extension.

2. District Centre changes

The introduction of the Rail Link results in consequential changes to the District Centre in Stage 2 as the route will run north south through the development whereas the DLR extension was anticipated to run east west. The east to west connection will be addressed through an extended ELT service. The changes proposed would not alter the original function of the District Centre which would remain the key hub within the development for public transport connections and for shopping, leisure and community uses. The District Centre layout continues to engage with the River Thames and can accommodate activities spilling out into the public square.

3. ELT route alignment changes

The introduction of the Rail Link requires a re-evaluation of the bus routing through the site. Buses would continue to have priority measures where they use the same lanes as general traffic through the development. The Esplanade (within Stage 3) which forms the key east to west connection would be reserved for buses and cycles only. All bus lines would connect to the District Centre where they would interchange with the new Railway Station. When the development is fully built out, EL1 would operate at a frequency of 10 buses per hour, EL2 7.5 buses per hour, EL3 (formerly 387) 6 buses per hour and a new EL4 service at 5 buses per hour. There would be a phased
approach to the provision of new bus services to match passenger demand as more homes are built. The routing of these buses are discussed further below.

4. Road hierarchy changes

As before, the masterplan provides a robust and legible network of streets and routes through the development. A road hierarchy is established for pedestrians, cyclists, buses, cars and service vehicles which will contribute to defining the character and nature of an area. The road hierarchy broadly forms three main components; 1) the east to west primary bus only link segregated from general traffic to protect bus journey times and reliability; 2) secondary routes which are split into routes with bus priority measures and those for general traffic; and 3) tertiary roads servicing development plots which will generally be low trafficked and relatively narrow to encourage slower speeds. Some of these tertiary routes will enable small mews houses to be developed and amendments to other routes will enable servicing and access arrangements to be reviewed whilst improving the internal design of the units.

5. Primary and secondary schools changes

There have been changes proposed to the layout of the new schools serving the development which have been agreed in consultation with the Council’s Children’s Services. This was probably most notable in the planning application for the Riverside Campus currently under construction on the eastern side of Renwick Road. That report to Development Control Board on 21 July 2014 noted the irregular footprint of the Riverside Campus and advised that there were a number of key constraints to the site which significantly influenced the proposed design and layout of the scheme from the anticipated design which related to the location of existing underground high voltage cables, the substantial changes in ground levels and the new Rail Link and station which will now in part, run parallel with the Riverside Campus boundary.

In addition, as discussed above, the Council’s Children Services department have advised that on top of the schools already provided, a further 3 primary schools and 1 secondary school will be required. BRL has therefore committed to provide space for 2 additional primary schools as part of mixed use buildings and a review of child yield and demand will be undertaken at 4th SFP Stage to determine whether a 3rd primary school will be required. In terms of the secondary school, BRL has committed to providing the playing fields associated with the secondary school and these playing fields will be located towards the western edge of the application site. The actual secondary school building will however be provided outside the application site in the Creekmouth area. This will also be subject to a review at the 4th SFP Stage.

6. Internal road changes

The masterplan proposes a variety of street types to match the different character areas, densities and traffic requirements. The streets are broadly divided into general traffic streets that facilitate traffic to and through the site and local traffic streets that are residential streets. Where the key general traffic streets meet the local traffic streets, raised tables and block paving is used to elevate the road to the pavement level to slow traffic down and provide a more shared surface environment. The shared surface environment within the residential plots is already evident in Stage 1 of the development and has worked well. The changes to the road network should be read in conjunction
with the changes to the public transport strategy and the desire to promote more sustainable modes of transport including walking and cycling.

7. Height plan changes

The proposed height strategy is predicated largely on the previous extant planning permission with regard to the phasing of density commensurate with public transport improvements and the delivery of other non-residential uses. Revisions provide an increase in maximum heights in the following areas:

a) The river frontage in Stage 4  
b) The Crescent in Stage 3  
c) The Station Square in Stage 2

Essentially the key principles relate to a) a gradual increase in height from Stage 4 to the District Centre; b) buildings in the perimeter of the block zone spanning Stages 2 and 3 are slightly higher than the central zone with taller elements at the street intersections to delineate junctions; c) buildings on both sides of the main boulevard increase in height at street junctions; d) buildings along the north/south artery and the street that separates Stages 2 from 3 are higher than their neighbours and; d) Stages 2 and 3 riverfront buildings are up to a maximum of 5 storeys in height to minimise environmental impacts.

Masterplan Approach

5.7.4 The changes to the parameter plans would accommodate the Rail Link and enable the full 10,800 new homes to be constructed. In addition, BRL has revisited the approach to density, height, character and road hierarchy to provide for a greater range of dwelling types. The changes outlined above result in a revised masterplan. An illustrative masterplan (not submitted for approval but which demonstrates a layout in conformity with the parameter plans), accompanies the application. The masterplan provides for a residential led development with a new hub (Civic Square), centred around the Rail Link station which will provide a mix of retail, leisure and community facilities within a wider District Centre that functions as the focal point for the community. The highest levels of density is concentrated around the District Centre (as would be expected adjacent a new Station). A new linear park known as the Esplanade will act as the central spine of the development and will provide recreational uses terminating in a Circus in Stage 3 comprising retail, cafes and restaurants activating the ground floors. Small scale retail and other no-residential uses are anticipated along Pylon Way which is the street connecting the Circus with Pylon Park to the north of the development.

5.7.5 The masterplan is broken down into a number of character areas with distinct typologies defined through location, density, form and finishing materials. 6 character areas are proposed:

1. Stage 1 (currently under construction)  
2. The Suburb  
3. The Ramparts and Hill Town  
4. The Riverside  
5. The Port Quarter  
6. The Civic Centre
5.7.6 In terms of the Suburbs, these are located at the northern part of the site, next to the extensive green space known as Pylon Park. The Suburbs will provide a mix of low density, 3-4 storey town houses and 4-5 storey apartment blocks. The Suburbs are dominated by a series of north south vehicular access routes for domestic use (known as tertiary routes - similar in character to home zones). These routes are private in character, with street paving, planting and green verges which provide a transition between the more urban parts of the development and the more natural environment found at Pylon Park.

5.7.7 The Ramparts and Hill Town are a series of curved apartment blocks, 6-7 storeys in height with some 10 storey blocks marking gateway entrances. The Ramparts provide a strong urban edge to the central district area where ground floors will provide opportunities for local shops and workshops. At the upper floors, the curved facades will face out on grassland, Pylon Park, the Goresbrook and the new Riverside Square. Within the Ramparts and Hill Town character areas, there are Mews style Ramparts and Garden Ramparts. Mews style Ramparts are characterised by longer blocks separated by small mews streets. This layout allows for a variety of larger multigenerational homes through to smaller residential and workspace units using a number of different typologies such as duplexes, apartments and accessible housing. Within the Ramparts, there is a central boulevard which will form a wide, tree lined route for buses, pedestrians and cyclists. Garden Ramparts are characterised by ‘U’ shaped blocks comprising a mix of family dwellings.

5.7.8 The Riverside is a series of lower rise apartment blocks facing onto the River Thames. This area recognizes the sensitive bird habitat along the mudflats and a set of key principles have been adopted to minimise adverse impacts. These include blocks stepping down in height towards the river to a maximum of 5 storeys along the waterfront; orientating blocks north south to reduce river frontage; inset balconies and screening on facades facing the mudflats to minimise disturbance; making courtyards open to the river to allow residents to enjoy the views of the Thames without physically impacting upon the mudflat areas; utilising ground level podiums for car parking and raising the courtyard gardens to minimise disturbance and by controlling pedestrian routes to the river through vegetation, banking and ground levels.

5.7.9 The Port Quarter forms the densest part of the development located in Stage 4 and being close to the new District Centre and train station. The riverfront setting makes this area ideal for taller buildings providing views across the Thames and towards Canary Wharf and central London. These blocks are designed with longer north south dimensions and narrower east west dimensions. Between the blocks, linear green parks or tree lined streets intervene with some narrower streets providing mews housing.

5.7.10 The Civic Centre combines the railway station, shops and hotel. There will be space for an art gallery, concert hall, museum (or other public building) on the waterside along with the new Riverside Campus although much of these uses will need to be established at the SFP Stage in terms of layout, floorspace and land use. Building frontages around the square will be active with entrances, windows and non-residential activities spilling out onto this space. The square is a terminus for the river boat jetty and the buses that traverse the site.
5.7.11 Design principles are established for each character area to deal with parking and services, internal courtyards, active frontages, punctuation and variations and breaking the form to avoid continuous monotonous facades. Internal design work across a range of these character areas demonstrates how the scheme can achieve minimum internal floorspace standards, accessible and adaptable units (compliance with Building Regulation requirement M4(2) and M4(3)), minimum floor to ceiling heights, maximum numbers of units per core, avoids single aspect north facing units and builds in flexibility on the ground floor spaces to provide either residential (single level or duplex apartments) or smaller retail/workshop accommodation. It is recommended that compliance with the Mayor of London’s SPG on Housing be secured by condition such as a Design Code to ensure these principles follow through into the detailed design stage.

5.7.12 Sunlight and daylight assessments demonstrate how the blocks can be designed to create north south dual aspect accommodation. Pockets of separation between the blocks allow light to penetrate surrounding streets and courtyards are widened to allow good levels of south facing exposure. In other character areas, overshadowing is minimised by breaking up the linear form of the blocks and varying the heights and by allowing wider streets which allows sunlight penetration. A range of techniques are used across the varying character areas all designed to ensure good levels of sunlight and daylight for both buildings, courtyards/open space and streets.

5.7.13 In terms of access to amenity space, all units will benefit from traditional private gardens, courtyards, terraces or balconies designed to accord with the Mayor of London’s SPG on Housing. As the site is a strategic regeneration site with a full range of unit types from single household to family units, it is considered that the mix of gardens, courtyards, terraces and balconies is acceptable.

5.7.14 In terms of materials, brick will be the predominant material due to its robustness and weathering properties. A palette of brick shades, textures and colours will introduce variety for each area whilst maintaining a coherent identity for Barking Riverside as is prevalent on Stage 1. Glazed bricks, tiles, metal edging, zinc, green and brown roofs, stone and precast concrete elements will be introduced in specific locations to complete the main facade articulation. Balconies will comprise a mixture of projecting, semi inset and screened balconies dependent upon the character of the immediate environment. As identified above, a schedule of materials can be agreed and secured by condition through a Design Code.

5.7.15 In terms of the wider area surrounding the Barking Riverside development, there is a critical need to enhance the key gateway routes (entrance points) into Barking Riverside (namely River Road/Thames Road and Creekmouth) for both future residents and visitors. Whilst these areas fall outside the scope of this application, Members will be aware of the recent Housing Zone bids and the GLA decision to fund the first redevelopment proposals for areas along Thames Road for more appropriate residential uses which will help to link the new community at Barking Riverside with the established community at Thames View and make a very positive change to the wider area.

5.8 Access

5.8.1 Policy BC2 of the Borough Wide Development Policies DPD and Policy 3.8 of the London Plan requires all new residential development to be Lifetime Homes Standard compliant which seeks to ensure that new units are easily adaptable for people with, or,
who may develop disabilities. These policies have been updated by recent amendments to the Building Regulations Part M, however, the design and access statement submitted with the application captures the principles of accessible and adaptable homes and confirms that the development would provide a fully inclusive internal and external environment.

5.8.2 Typically, the Council would seek to impose standard conditions requiring a proportion of new units to be wheelchair accessible/easily adaptable and the remainder having adaptations built into the design for individuals with more limited needs. However, Members will note the comments from the Council’s Access Team who would like BRL to reform the Barking Riverside Access Forum (BRAF). Given the scale of development, the anticipated length of time the project will take to complete and the likely changing needs of residents over that time and likely changes in health and social care provision, it is considered appropriate that a steering group or panel be formed for Barking Riverside to deal with ongoing accessibility issues as the scheme develops and this can be secured through the Section 106 legal agreement. This would again link with the Healthy New Town status recently awarded to Barking Riverside and the wider social infrastructure required for existing and future residents.

5.9 Traffic and Transportation

5.9.1 Policy BR10 of the Borough Wide Development Policies DPD requires proposals for new development to assess their impact on the surrounding transport and road network. A Transport Strategy has been submitted with the planning application. The overriding objective is to encourage sustainable travel and reduce reliance on cars by achieving the external and internal mode shares set out in the strategy. By 2031 the target for journeys beyond Barking Riverside is for 21% of journeys to be by London Overground, 41% by bus, 17% by car and motorcycle, 14% by cycle and 7% walking. These are ambitious targets and their achievement depends on co-locating major trip generating uses around public transport nodes, providing a high quality bus, cycle and pedestrian network and managing car parking and this has governed the transport strategy for Barking Riverside. The mode share targets will form a key component of the Transport Strategy, therefore the Transport Strategy contains 14 objectives which collectively aim to ensure that the need to travel is minimised and that walking, cycling and public transport are more convenient and attractive options than the car.

5.9.2 The transport assessment submitted with the application assesses transport conditions for the year 2021 and 2031. 2021 is chosen as the baseline as the existing development could be built out up to approximately 4000 dwellings without the introduction of public transport improvements (this forms one of the trigger points within the existing Section 106 legal agreement), and 2031 is the anticipated completion of the development. The transport assessment seeks to assess anticipated traffic demand on the local highway network and changes to public transport supply and demand.

Public Transport

5.9.3 In terms of public transport, the site currently has a Public Transport Accessibility Level (PTAL) of between 0-1a which represents poor public transport links. The first phases of ELT have been implemented in part serving Stage 1. Consequently, this is the part of the site that scores 1a.

London Overground Rail Link (ORL)
5.9.4 Members will be aware that the original outline planning permission was predicated on a combination of public transport improvements in the form of an extension of DLR and enhanced ELT bus service. The DLR extension has not been progressed and this has consequently impacted on the speed of delivery of new homes. However, an extension to the over ground rail network is now proposed which will link the site to Barking station. BRL are contributing £172 million towards this. This application does not seek permission for the ORL but does accommodate the proposed route and safeguarded land associated with it. The ORL route will run north south through the development (the DLR extension was anticipated to run east west). The ORL is being progressed by TfL by way of a Transport and Works Act Order (TWAO) and this was recently submitted to the Secretary of State in March 2016. BRL, TfL, GLA and the Council have worked together in developing the masterplan and associated infrastructure in light of the Rail Link.

5.9.5 The new station would be integrated within the development around the District Centre in Stage 2 to create a convenient interchange with local bus services and future river taxi. A drop off zone would be located to the west of the station and would include drop off bays, blue badge parking, taxi rank and loading bays for the station and associated retail units within the station building. The location and design of the station would also maximise connectivity with local cycle and pedestrian routes. Members should however be aware that this application does not include the operational detail of the new railway as this will come forward through the TWAO outlined above. Externally however, there is scope to influence the appearance and the surroundings of the railway environment (such as the viaduct) and this will come forward through a SFP for the District Centre and Station Square. SFP’s can be secured through planning condition.

5.9.6 It is anticipated that the ORL will be delivered by Summer/Autumn 2021 and will form the key public transport connection with a travel time to Barking station of approximately 8 minutes and a frequency of four trains an hour. The Section 106 legal agreement requires that no more than 1500 homes are occupied before the Transport and Works Act Order is awarded and that no more than 4000 homes are occupied prior to the station opening and the railway becoming operational. The Section 106 legal agreement also recognises that with the development of Beckton Riverside, Creekmouth and Thames Road where a further 12000 homes could be delivered that flexibility needs to be built in to the masterplan to allow for further public transport improvements. Transport for London are currently developing options for a Lower River Roding Crossing and separately are assessing public transport options for the River Crossing at Gallions Reach. The Section 106 legal agreement also recognises that with the development of Beckton Riverside, Creekmouth and Thames Road where a further 13,000 homes could be delivered that flexibility needs to be built in to the masterplan to allow for further public transport improvements. Transport for London are currently developing options for a Lower River Roding Crossing and separately are assessing public transport options for the River Crossing at Gallions Reach. Whilst these are at an early stage the Section 106 legal agreement will protect possible routes for potential future transport interventions as maybe required such as an ELT bus, tram or DLR link from the western boundary of the site to the Barking Riverside station.

Buses

5.9.7 Due to the phased delivery of the development, the road network will also be built out in stages. This means that there will also be a phased approach to the provision of new
bus services to match passenger demand as more homes are built. In 2021, when Stage 2 is nearing completion (and the overground rail is expected to begin operating), an indicative bus network has been developed linking Stage 1 with Stage 2 and this indicates that buses would use River Road and a southbound road to the southwest of the station before heading north to the new Riverside Campus in Stage 2. The bus only section of the road to the southwest of the station would be used temporarily until Mallards Road is extended into Stage 4 of the development.

5.9.8 From 2017, the current 387 bus would be realigned from Thames Road to run though Stage 1 to Mallards Road then following the same alignment as the EL1, terminating at Drovers Road. This service would be renamed the EL3 running at 6 buses per hour. EL2 would continue to run on its current alignment via Bastable Avenue and Choats Road at 7.5 buses per hour between 2017 and 2021. The route would be restructured after 2021 when Choats Road is stopped up at the junction with Drovers Road and the east west bus only route is provided.

5.9.9 A new route indicatively called EL4 will also be introduced once Stage 3 is completed. Its precise route will be determined with the Council and TfL but is planned to run via the proposed A13/Renwick Road improvement scheme or the A13 via Choats Road, Drovers Road, and the Esplanade to terminate at Barking Riverside station. This service would run at 5 buses per hour. Once Stage 4 is completed, the EL4 would be extended to serve the west side of the development (and potentially beyond should demand arise).

5.9.10 In 2031 (the anticipated completion date of the development), 3 bus routes would serve the station and rest of the development with a fourth also serving the wider development. The west to east primary bus link has the potential to continue through to the Dagenham Dock employment area. The bus network will evolve with the road network as each plot is built out, and would be continuously monitored and reviewed by TfL as part of their ongoing bus network planning process.

5.9.11 The transport assessment notes that there would be both increases and decreases in passengers using the bus network for a variety of reasons. For example, as the Rail Link becomes operational there would be an increase in passengers (eastbound AM peak) from the existing Stage 1 development using the bus service to access it. Decreases in passengers using the bus network similarly occur (westbound AM peak) due to the availability of the Rail Link to Barking station. However, overall, the transport assessment concludes that for both 2021 and 2031 scenarios, there will be a clear reduction in the number of bus passengers reflecting a modal shift from bus to rail (ORL). The shifts are particularly evident in the westbound direction during the AM peak period and in the eastbound direction during the PM peak period (as people choose to use the Rail Link instead of buses to and from Barking station).

5.9.12 The Section 106 legal agreement will ensure that public transport improvements and corresponding road infrastructure is developed in parallel with the occupation of new homes. Following completion of all public transport improvements, the site will benefit from a PTAL rating of 2 which would increase to 3 around the new station. The new Section 106 legal agreement will include a contribution of £11.1m to fund the Barking Riverside bus network and a requirement that all bus stops are sited to ensure that all homes are located within 400 metres.
5.9.13 In terms of the wider impact on Barking Station, as clarified earlier in the report this planning application does not seek consent for the London Overground extension as this is achieved through a separate process called a Transport and Works Act Order. The Environmental Statement submitted for the Transport and Works Act Order for the London Overground extension analyses the impact of the extension on Barking Station in 2021 and 2031. In 2031 when it is forecast the development will be complete, it concludes that overall the station operates no worse, and in some instances better, than without the scheme. It brings some benefit in relieving crowding on the station concourse but there are more localised changes at platform 7/8 and the stairs to this platform. With the extension in operation the station continues to function with all passengers expected to clear the platform (prior to the next train arriving); and platforms 5/6 continue to be the key pressure point not 7/8. C2C were consulted on the TWAO and have not objected to it. Separately the Council is liaising with C2C and Transport for London on the programme of improvements to Barking Station which is currently timetabled for 2019, two years before the extension is operational.

Traffic Generation

5.9.14 The transport assessment has included the impact on both the strategic highway network and on local junctions for the years 2021 and 2031. The transport assessment indicates that in broad terms, development traffic splits between River Road (20%), Renwick Road (35%) and Choats Manor Way (45%). In both 2021 and 2031, the introduction of the Rail Link would also have a tidal effect on Renwick Road with an increase in trips southbound during the AM peak period and northbound during the PM peak period. This is attributed to taxi and ‘kiss and ride’ drop off trips associated with the new station.

5.9.15 The most significant issue in terms of highways impact and junction capacity is the impact of traffic generation on Renwick Road and its junctions with, Bastable Avenue, Choats Road and the A13. The junctions of Bastable Avenue and Choats Road are identified as over capacity in 2021 during the AM peak although Choats Road junction does improve in 2031 with closure of Choats Road. All other local junctions are identified as operating within capacity.

5.9.16 The solutions for the junctions of the A13, Choats Road and Bastable Avenue with Renwick Road must be compatible with achieving the mode share set out in the Transport Strategy and Section 106 legal agreement and therefore should be focused on maintaining and where possible improving bus journey times and improving conditions for walking and cycling as a priority. Transport for London are currently undertaking an options appraisal to identify the preferred option for improvements to the Renwick Road/A13 junction and providing improved access for buses, pedestrians and cyclists across the A13. One option, and the option which is most developed, is a new link road from Renwick Road to the Lodge Avenue junction with the A13. This is called Steel Approach. This is the option that the Transport Assessment has tested in modelling highways impacts in 2021 and 2031. This would allow vehicles, including buses, to travel north south across the A13 from Lodge Avenue/Ripple Road to Renwick Road and also reinstate the ability of vehicles heading eastbound on the A13 to access Renwick Road. However the options analysis needs to ensure that the preferred option is compatible with future improvements to the A13 and in particular the proposal to tunnel the A13 between Lodge Avenue and Gale Street, and the future of the Lodge Avenue flyover.
5.9.17 It is considered that replacing the flyover would prejudice the future potential for the Riverside Tunnel and therefore the Councils preferred option is to remodel the junction by removing the ability to turn right from the A13 westbound into Lodge Avenue and to turn right from Lodge Avenue and Ripple Road onto the A13 westbound under this scenario the flyover would not need to be replaced. Therefore the Section 106 legal agreement does not identify a preferred option as this will not be known before the options analysis is complete but instead sets out the criteria the preferred option should meet. These include that the option must balance providing sufficient capacity to deal with the traffic generated by 10,800 homes with the need to achieve the mode share set out in the Transport Strategy and Section 106 legal agreement and therefore it must provide a bus link across the A13 connecting Renwick Road to Goresbrook Road to allow the proposed EL4 bus route and pedestrians and cyclists to get across the A13. It must also not prejudice the Riverside Tunnel and be compatible with the Council’s preferred solution for the Lodge Avenue junction. Before 2500 homes are occupied the Section 106 legal agreement will require that BRL pay a contribution of £5.4m to TfL for the A13 Renwick Road scheme and that before 4000 homes are occupied that the scheme is open to the public.

5.9.18 In terms of the Renwick Road/Choats Road and Bastable Avenue junctions the Section 106 legal agreement requires both these junctions to be reviewed before 1500 homes are occupied and for BRL to fund the identified junctions improvements. Although the Transport Assessment does not identify that there is an issue with capacity at the Thames Road/Renwick Road junction a review of this junction is required before 5000 homes are occupied to verify at this point whether improvements are necessary to the junction to maintain bus journey times.

5.9.19 The Transport Assessment forecasts no significant increase in traffic on River Road however it does not test the River Road/A13 junction. However officers are aware that currently there are issues with the junction particularly how the lights are sequenced with Bastable Avenue and Thames Road and the consequent ability of buses and cars to exit onto River Road and the ability of buses to cross to Movers Lane. The operation of this junction is crucial to ensuring journey times of EL1, EL2 and EL3 are maintained. Therefore the Section 106 legal agreement requires that this review is concluded before 1500 homes are occupied. Finally the Section 106 legal agreement requires traffic calming and public realm improvements to be made to Crossness Road leading to Thames Road before 1500 occupations. North of the A13, a number of roads (namely Abbey Road, Gascoigne Road, Lodge Avenue, Movers Lane, New Road, North Circular of-slip, Ripple Road, St. Paul's Road, Ballards Road, Gale Street, Levett Road, Longbridge Road and Mayesbrook Road) would also experience an increase in traffic flows of greater than 10% during the AM and PM peak periods. All local junctions would operate within capacity except for the Renwick Road/Station link junction. In terms of this junction, an alternative signalised option has also been designed for this location which would provide additional capacity if required which would be determined at the relevant SFP Stage.

Car Parking

5.9.20 Policy BR9 of the Borough Wide Development Policies DPD advises that the car parking standards set out in the London Plan will be used to assess new development. The application seeks to maintain the level of car parking previously approved. The previously agreed standards were one car parking space per dwelling for the first 4000 dwellings, then a maximum of 0.7 spaces per dwelling across the completed site. This
results in a maximum of 7560 car parking spaces for the residential use. In addition, up to 1000 car parking spaces are proposed for non-residential uses. A car parking management plan will be secured through the new Section 106 legal agreement.

5.9.21 Facilities for taxi’s and private hire vehicles will be provided at the new station. These details will come forward as part of TfL’s TWAO application. The Section 106 legal agreement will include a requirement for a site wide Controlled Parking Zone.

Walking and Cycling

5.9.22 As before, there remains a strong emphasis on sustainable transport. The development seeks to provide high quality pedestrian and cycling infrastructure with a network of routes and a high degree of permeability. The majority of the masterplan area is within a 5 minute walk of various key points and the whole of the site is within a 5 minute cycle ride. In addition, Barking town centre would be accessible by cycle within 20 minutes. This demonstrates how cycle trips could be beneficial to the site and a high cycle mode share could be achieved if the correct infrastructure and initiatives are put in place.

5.9.23 The commitment to walking and cycling initiatives are reinforced through the masterplan layout. For example, the main boulevard running east west through the site will be reserved for buses, cyclists and pedestrians. A Framework Travel Plan is also proposed to promote cycling and cycle parking will be provided in accordance with London Plan standards. Members should be aware that the fundamental principle of the Barking Riverside development is that walking and cycling are given priority over private motor vehicle traffic. The scheme is designed such that the default option for all ‘internal’ trips within the development site is walking or cycling. The network of cycle routes and footpaths will make local ‘external’ trips similarly attractive to pedestrians and cyclists. This will also involve a ‘step change’ in people’s mindsets and attitudes about short trips and the Framework Travel Plan will become an important component of this. In addition, these modes of transport bring health and well being benefits which contributes towards the Healthy New Town status recently awarded to Barking Riverside. The Section 106 legal agreement includes a requirement for a cycle hub within the Station Square and for a site wide 20 mph zone.

5.9.24 The application also includes work to retain Footpath 47 and provide a circular route running along the River Thames, up (northwards) along the Goresbrook, across (westwards) what will be known as Pylon Park (north of Choats Road) and back down (southwards) to the River Thames.

5.9.25 The Section 106 legal agreement obligates the developer to open up the Riverside Walk to the public before 2000 homes are occupied. This is an important part of the Place Making and Cultural Strategy and the Healthy New Towns Strategy. It will link to Footpath 47 and the route through the Ripple Nature Reserve to help create the “Borough Smile” and ultimately the ambition is to provide a continuous Riverside Walk along the Roding and up into the Town Centre. The full network of roads, footways and cycleways including hard and soft landscaping will come forward through a site wide Strategic Infrastructure SFP.

Construction Traffic

5.9.26 In terms of the construction phase of the development, the greatest number of construction vehicle trips is expected to be in the region of 278 vehicles per day
predicted for July 2021 for remediation, infrastructure work and construction. The level of construction traffic is included within the transport modelling work. As the ORL will be operational in 2021, the peak year of ORL construction would be pre 2021 and would therefore not coincide with the peak construction traffic for the development. Depending on the length of the working day (between a 7 and 10 hour day), this could equate to between 55-80 two way construction trips per hour. The Transport Assessment concludes that these levels of additional traffic are not considered to have a significant adverse impact on the capacity of the local highway network. Furthermore, construction traffic can be controlled (timing and routes including internal haul routes) through the Code of Construction Practice.

Use of the River

5.9.27 The Section 106 legal agreement requires BRL to provide piers and other associated infrastructure if river services for freight and/or passengers are deemed feasible and commercially viable.

Traffic and Transportation Conclusions

5.9.28 The main changes can be summarised as follows:

a) Provision of the ORL to serve the development site;
b) Consequential changes to the approved parameters to reflect this new route;
c) Consequential changes to the layout of the District Centre;
d) Changes to the alignment of ELT and the supporting wide bus network;
e) Changes to the road hierarchy to accommodate ELT and provide more efficient block types;
f) Changes to the location of the primary and secondary schools;
g) Review of density and distribution of land use to reflect the ORL and market considerations;
h) Review of internal road structures in light of the above changes.

5.9.29 The transport assessment concludes that the impact of trips generated as part of the proposed development is no greater with the proposed mitigation, than the impact resulting from the extant planning permission. In considering the impact of additional traffic arising from the development, on both the strategic highway network and on local junctions, Members should bear in mind that the site benefits from an extant planning permission for a certain amount of new homes, approximately 4000 could be built before the DLR extension (now ORL extension) and improvements to the A13/Renwick Road are required and that this application does not increase the total amount of development previously consented.

5.10 Place Making and Culture

5.10.1 The Barking Riverside Place Making and Cultural Strategy will be submitted prior to the submission of the Strategic Infrastructure SFP. This will identify a range of initiatives to help make Barking Riverside a destination and a distinctive place. The Section 106 legal agreement assigns an overall value of £3m to these initiatives could be a combination of works in kind or financial contributions. BRL and the Council are working with Future Cities to develop an Urban and Cultural Strategy to guide the development, both at implementation and occupation, and this will be progressed through the Steering Group.
5.11 Energy and Sustainability

5.11.1 London Plan Policies 5.1 (climate change and energy assessments), 5.2 (carbon dioxide emissions savings), 5.3 (sustainable design and construction), 5.5 and 5.6 (decentralised energy), 5.7 (renewable energy) and 5.9 (overheating and cooling) along with Policy CR1 of the Core Strategy and Policy BR1 of the Borough Wide Development Policies DPD requires all major and strategic developments to meet a high standard of sustainable design and construction.

5.11.2 The application has been accompanied with an updated energy and sustainability strategy. The document advises that the key sustainability objectives for the development revolve around land use and design, transport, energy, resource efficiency, noise, air quality, water, biodiversity, climate change adaptation, health and community and business and opportunity creation. These objectives will form the BRL Action Plan and this document will replace the Sustainability Benchmarking Toolkit previously utilised to assess the sustainability credentials of development plots. The details of this Action Plan including designing some form of scoring system to assess development plots can be controlled though the Section 106 legal agreement. In addition to this, it is the aim of each masterplan area to achieve at least a Building Research Establishment Environmental Assessment Method (BREEAM) Communities ‘Excellent’ rating.

5.11.3 The energy strategy submitted with the application demonstrates that the London Plan 35% target (to reduce carbon dioxide emissions below current (2013) Building Regulations) will be met through a combination of 1) passive design measures such as orientation of dwellings for solar gain which will also combat overheating, for example, the balconies on the apartment blocks will provide shading during the summer; 2) energy efficiency measures through enhanced building fabric (such as high performance glazing and insulation, improved U values (to improve air tightness and minimise heat loss), mechanical ventilation with heat recovery where natural ventilation is not possible and energy efficient lighting; 3) supplying energy efficiently through a series of combined heat and power plants (CHP) to provide hot water and heating throughout the year along with electricity (the CHP plants which will come forward through stand alone planning applications). Back up gas boilers would be provided to meet peak heating loads and provide backup in the event of CHP downtime or during maintenance. The CHP plants would be housed in energy centres on site (potentially within Stage 2) with all connecting pipework buried below ground.

5.11.4 The energy strategy concludes that these measures in combination satisfy the London Plan 35% target and so no renewable energy technology is proposed. However, this is dependent on the actual output of the CHP plant and so any shortfall in carbon dioxide emissions savings would be met by photovoltaic panels (PV) or potentially wind turbines. It is recommended that the energy strategy and carbon dioxide emission saving targets in line with London Plan policies are secured through the Section 106 legal agreement.

5.11.5 In light of the above, it is considered that the Action Plan, BREEAM ‘Excellent’ targets and energy strategy are acceptable and demonstrates the development is designed to encourage consideration of environmental, social and economic sustainability issues at an early stage in the development process. The development has applied the principles of using less energy and using energy efficiently and therefore accords with London
Plan Policies 5.1 (climate change and energy assessments), 5.2 (carbon dioxide emissions savings), 5.3 (sustainable design and construction), 5.5 and 5.6 (decentralised energy), 5.7 (renewable energy) and 5.9 (overheating and cooling), Policy CR1 of the Core Strategy and Policies BR1 and BR2 of the Borough Wide Development Policies DPD.

5.12 Waste

5.12.1 A residential development of this size will generate significant quantities of municipal (household) waste, which will need to be managed in an appropriate and sustainable manner if it is not to impact detrimentally on residents’ quality of life.

5.12.2 BRL intends to use the ENVAC system. For Members information, ENVAC is a fully enclosed vacuum system, which removes the need for refuse vehicles, refuse collection rooms and containers in the streets. The system consists of a number of collection points, linked together by underground piping that transports the waste to a central collection station through the use of a large vacuum system. All the full inlets connected to the collection station are automatically emptied at regular intervals through a computerised network. BRL and the Council are in discussion with ENVAC to agree commercial terms. BRL has commissioned detailed design and is targeting heads of terms by August 2016.

5.12.3 In terms of waste arising from the construction phase, the development will result in construction, excavation and demolition waste which will be dealt with at designated recycling centres. The bulk of the non hazardous demolition and excavation will be reused or recycled on site.

5.13 Ecology and Biodiversity

5.13.1 Policy 7.19 of the London Plan seeks, inter alia, to ensure that a proactive approach to the protection, promotion and management of biodiversity is taken in line with the Mayor’s Biodiversity Strategy. At the local level, Policy CR2 of the Core Strategy seeks to protect the Borough’s natural environment including all sites of ecological or geological value whether they have statutory or local protection. Furthermore, Policy BR3 of the Borough Wide Development Policies DPD requires new development to adopt a sequential approach of (1) retain, enhance, or create features of nature conservation value and avoid harm; (2) mitigate for impacts to features of nature conservation value; (3) where there is no viable alternative, compensate for the loss of features of nature conservation value.

5.13.2 The application has been accompanied with an updated site wide biodiversity strategy. The strategy continues to identify the key ecological receptors through a review of the Environmental Statements submitted in 2004 and 2008 and through detailed field surveys undertaken in 2015. The key ecological receptors comprise water courses (such as the Thames and the Thames mudflats/Goresbrook and the Ship and Shovel Sewer, swamp habitats, standing water); areas of grassland (coastal grassland, semi improved grassland); plants, vegetation and wasteland habitat along with populations of breeding and wintering birds (notably marsh warbler, black redstart, oystercatcher, shelduck, linnet, rock pipit, waterfowl, Cetti’s warbler, little ringed plover, reed warbler, reed bunting, skylark, meadow pipit and song thrush), water vole, bats, fish, grass snake, common lizard and other invertebrates.
5.13.3 Measures are proposed to deliver a net biodiversity enhancement and ensure that the key ecological receptors are adequately considered at both the strategic and detailed design stage. In terms of strategic habitat creation, this will provide in the order of 36 hectares of new habitat through the provision of extensive areas of grassland, water vole habitat (wet channels and banks), scrub (including tree scrub) for breeding birds, rough grass, reed beds and marshy grassland, standing water (ponds), wildflower meadows and planting along with areas of exposed aggregate and bare ground. Additional habitat will include the provision of bird and bat boxes, hedgerows and amenity grassland, swales and native tree corridors. In terms of the detailed design, this would come forward at SFP stage and will include site specific enhancements dependent upon the specific plot so for example, areas of Stage 3 will include an open mosaic habitat such as scrub, rough grass and ruderal vegetation designed to provide cover and foraging for a range of species utilising the waterways such as water voles and waterfowl. Also, for example, in terms of bats, bat boxes are proposed adjacent to informal open space such as Pylon Park and the Goresbrook which is an ideal location for foraging bats. The Section 106 legal agreement secures an ecology centre of up to 250 sqm to have been completed prior to the Occupation of 2000 homes. BRL is looking at how this can be integrated into a much more strategic approach to place making and branding the project with ecology, horticulture and learning opportunities.

5.13.4 Within the biodiversity strategy, provision is also made for ongoing survey and monitoring work along with the submission of Annual Biodiversity Reports to the Council detailing work undertaken and identifying priorities for action in the forthcoming twelve month period. The overarching biodiversity strategy is considered to be a comprehensive and well thought out approach which identifies all key receptors and acknowledges that whilst land remediation and surcharging of the site has resulted in damage to habitat and species reduction, the enhancement measures proposed will ultimately result in a net biodiversity benefit throughout the development. Natural England have raised no objection to the application. It is recommended that planning conditions are imposed approving the site wide biodiversity strategy and requiring the submission of area specific Ecological Protection Plans along with Annual Biodiversity Reports.

5.14 Ground Contamination and Remediation

5.14.1 Policy BR5 of the Borough Wide Development Policies DPD requires development on land known to be contaminated to have appropriate site investigations and risk assessments undertaken. The bulk of Stage 1 has been remediated (and subsequently built out) in accordance with the previously approved remediation strategy agreed under the outline planning permission. For the remaining undeveloped parts of Stages 1, 2, 3 and 4, an updated remediation strategy has been submitted. Essentially, the strategy proposes a combination of a) utilising existing surcharge material on the site as a capping layer (where chemical analysis indicates this material is suitable); b) the importation of clean topsoil; c) the introduction of a geotextile membrane; c) ground gas protection measures; d) suitable protected pipework for water supply and d) a strategy to deal with any other unforeseen contamination found.

5.14.2 A remediation strategy is also proposed for areas subject to higher and more complex levels of contamination, most notably around the former landfill site within Stage 3 of the development. Some remediation works have already been undertaken in this location in the form of re-profiling of site levels and the installation of a permeable reactive barrier which was designed to mitigate potentials risks of landfill contaminants leaching.
into the River Thames. These works were granted planning permission in 2014 (in consultation with the Environment Agency) and are part way through a 5 year post remediation monitoring process. Other remediation measures will also be required in this area and to deal with stockpiles of spent oxide (generated by the former power station) in Stage 2.

5.14.3 The Council’s Environmental Health Team have raised no objection to the ground conditions assessment and outline remediation strategy and have recommended detailed remediation strategies and verification reports be secured by condition. These conditions are necessary to ensure the new development poses no health risk to either construction workers or future occupiers. The Environment Agency have not provided comments regarding contaminated land due to their work now focussing on sites with the greatest environmental sensitivity. However, the Environment Agency have provided some standard guidance for BRL and other contaminated land matters (such as the risk to human health) will continue to be controlled by the Council’s Environmental Health Team.

5.15 Flood Risk and Drainage

5.15.1 London Plan Policy 5.12 advises that development proposals should assess the flood risk and ensure that appropriate mitigation measures should be identified to manage the risk of flooding. At the local level, Policy CR4 of the Core Strategy similarly advises that development that places people and property at risk from flooding or would have an adverse impact on watercourses will not be permitted. In addition to this, Policy BR4 of the Borough Wide Development Policies DPD requires new development to ensure that peak surface water run off rates and annual volumes of surface water run-off will be no greater than the previous conditions.

5.15.2 As part of the site wide Flood Risk Assessment (FRA) approved under the outline planning permission, each development plot has minimum site levels and controlled rates of surface water runoff that it must achieve. An updated site wide FRA has been prepared which reconfirms that the flood risk mitigation measures will comprise minimum plot site levels, flood compensation areas and swales (some of these have already been constructed in Stage 1), improvements to existing flood defences and the implementation of a site wide surface water drainage strategy.

5.15.3 In terms of controlling surface water, the use of Sustainable Urban Drainage Systems (SUDS) is proposed. Principally, these measures will include the provision of green and brown roofs (a minimum of 50% of the roofs in Stage 1 are green and brown roofs), swales, porous hard surfacing and soft landscaping and rainwater harvesting (already present in Stage 1). The Environment Agency have raised no objections to the application on flood risk grounds. Conditions can be imposed regarding the implementation of these flood risk and SUDS measures and will include an evacuation plan to ensure safe access/egress in the event of severe weather and secure compliance with the Water Framework Directive.

5.15.4 In terms of drainage, an updated site wide foul drainage strategy and utilities assessment has been submitted. A foul water drainage strategy has already been approved for Stages 1 and 4 which remains unchanged. This report focuses on a strategy for Stages 2 and 3 and advises that a combination of on site work (such as new pumping stations within the development) and off site work (such as upgrading of the existing Thames Water sewer network) will be required. A peak discharge rate of 200
litres per second has been agreed with Thames Water. BRL is discussing the detail of the strategy with Thames Water and Thames Water have subsequently raised no objections to the proposed development. The strategy advises that it is likely that Scottish Southern Energy (SSE) will provide gas, electricity and water (both potable and foul through agreement with Thames Water) to the site. However, this will be subject to a competitive tender.

5.16 Archaeology and Buildings

5.16.1 Policy BP3 of the Borough Wide Development Policies DPD requires assessments and evaluation of sites of archaeological interest to ensure new development has no adverse impact on any archaeological remains. In this regard, the application site forms part of Barking Riverside which was previously assessed for archaeological potential.

5.16.2 Historic England (archaeology) have advised that the historic wholesale dumping of waste from the power station has compromised the archaeological potential of the former marshland and as such no further assessment or conditions are necessary in respect of archaeology matters.

5.16.3 In terms of historic buildings on site, there are 2 buildings associated with the former power station that are proposed to be retained. There is interest from a further education college to use one of these buildings which would be beneficial to the borough. Policy CP2 of the Core Strategy advises that the Borough has relatively few protected historic environment assets such as listed buildings and conservation areas and states that the Council will take particular care to protect and wherever possible enhance its historic environment. These buildings, whilst not of sufficient quality to warrant formal listing, are nonetheless important historically to Barking and their retention and future use are supported and in line with Policies BP8 and BP11 of the Borough Wide Development Policies DPD which advise, inter alia, that development should protect or enhance the character and amenity of the area, create a sense of local identity, distinctiveness and place and should seek to protect landmark buildings.

5.17 Visual Impact

5.17.1 In terms of the existing visual baseline, the application site is broadly located in a wide, low lying area adjacent to the River Thames. Long distance views of the site can be gained from the higher ground south of the Thames and also higher ground to the north and north-east beyond the Borough boundary. From these long distance elevated vantage points the site is read in the context of dense surrounding commercial and residential development and therefore the likely effect of development on these views is low.

5.17.2 Views of the site from the local area to the north are limited by the generally flat topography of the area and screened by the industrial development along the A13 corridor. Close-up the site can be viewed from a number of gateway locations along Choats Road, Renwick Road and River Road. The quality of these existing views may be described as poor, mainly due to the dominating visual influence of the pylons and switching station. However, good panoramic views of the site and the Thames can be seen from Footpath 47 as it crosses the site. Elsewhere within the site long-distance views are available from the elevated ground levels on the former Renwick Road landfill site (within Stage 3 of the development). Finally the application site is adjacent to and therefore clearly visible from existing residential properties recently constructed in Stage
1 and also on Phases 1a and 2a and also at the eastern end of Thames Road. Commercial properties elsewhere along Thames Road and also along River Road, Creek Road and Longreach Road also border the site.

5.17.3 The visual impact of the development is largely as previously considered. Broadly speaking, a range of building heights (measured in AOD – Above Ordnance Datum) for the development is proposed which establishes minimum and maximum parameters with the greatest density of development, and therefore, the tallest buildings, located adjacent to the Thames within Stage 4. This concentration of tall buildings, up to a maximum of 20 storeys high, would have the most significant visual impact on the areas surrounding the site. In particular the tall buildings will be clearly visible from a number of vantage points on the south bank of the Thames especially parts of Thamesmead which is directly south of the site at a distance of some 600m. In addition, a 50m wide buffer zone is proposed along the most sensitive parts of the site adjacent the River Thames mudflats (which are important for bird species). In this area, the height is restricted to +33m AOD (broadly equivalent to 5 storeys). Overall however, it is considered that the completed development will represent a significant improvement on the existing views which are dominated by the switching station and pylons.

5.18 Noise and Vibration

5.18.1 In respect of general amenity issues, Policy BP8 of the Borough Wide Development Policies DPD seeks inter alia, to protect existing and proposed occupiers from unacceptable levels of general disturbance arising from proposed developments. Policy BR13 of the Borough Wide Development Policies DPD advises that where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level. In this regard, the immediate surrounding development is a mix of new residential (Stage 1 of the development) and more established residential (the original phases of Barking Reach, the Great Fleet Estate and Thames View Estate) along with some industrial (to the north, east and west). In respect of noise, there are two principal sources, 1) construction noise; and 2) noise emanating from the end use along with the need to ensure the development provides adequate internal and external noise environments for future residents and other users.

5.18.2 In terms of existing background noise levels and sources, the noise and vibration assessment submitted with the application advises that existing average background noise levels are approximately 54dB or below during the day and 51dB or below during the night, but were elevated when closer to surrounding roads.

5.18.3 In terms of construction noise, as the development has a circa 15 year build out period, the impact of construction activities is considered significant. In this regard, BRL has submitted an updated site wide Code of Construction Practice (CoCP) (Part A) designed to minimise the impact of the construction phase on adjoining occupiers by utilising best practice techniques. The CoCP will include the careful selection of plant machinery and equipment, utilising silencers, shutting down equipment when not in use, construction of hoardings and screens to achieve noise attenuation, timing of construction traffic, regular maintenance of equipment and selecting methods of work that are less intrusive e.g. piling or breaking out concrete. Additional information has been provided regarding the use of internal haul routes to access the site along with a liaison programme to notify adjoining occupiers (both residents and schools) in advance of any noisy works such as driven piling. Each plot developer will subsequently be
required to produce a detailed CoCP (Part B) for their specific land parcel to demonstrate compliance with the overarching document which will include appointing community engagement personnel as the point of contact to resolve any community issues.

5.18.4 In terms of noise emanating from the end use, the changes to the road network at the junction of the A13 and Renwick Road are predicted to have a major adverse effect on dwellings adjacent to Renwick Road between Steel Approach and Choats Road. This is principally as the importance of this route in and out of the development increases significantly. Clearly, measures can be implemented to reduce traffic and consequently noise, through the active promotion of more sustainable modes of transport, green travel plans and delivery and servicing plans, however, ultimately, increased traffic generation and the noise associated with it, is a consequence of the growth agenda.

5.18.5 In terms of ensuring adequate internal and external noise environments, the noise and vibration assessment submitted with the application advises that the majority of the site is predicted to fall within Noise Exposure Categories (NEC) A and B (i.e. suitable for the uses proposed). The fronts of buildings facing new main roads within the development are predicted to fall within NEC C (the higher noise exposure level) and specific consideration of acoustic design mitigation will be required at the detailed design stage to ensure adequate internal and external noise levels are met. In the noisiest parts of the site, this may mean that adequate internal levels can only be achieved with closed windows and some form of acoustic ventilation. In addition, some parts of the development will need to mitigate the impact that the future London Barking Overground railway extension may have.

5.18.6 The Council’s Environmental Health Team have advised that they have no objections to the application on noise grounds subject to conditions securing noise and acoustic protection, hours of operation for the commercial units, working hours during the construction phase and the submission, approval and implementation of a Construction Environmental Management Plan (which could take the form of an updated Code of Construction Practice) to minimise the impact of the construction phase on adjoining occupiers.

5.19 Air Quality

5.19.1 In terms of air quality, the whole of the Borough has been designated an Air Quality Management Area (AQMA) as there are exceedences of the air quality strategy for both nitrogen dioxide (NO2) and small particulate matter (PM10). London Plan Policy 7.14 and Policy BR14 of the Borough Wide Development Policies DPD advise that where development is likely to have a significant negative impact on air quality, the Council will only grant permission where mitigation measures are introduced which brings the levels of air pollution to an acceptable level. The main air quality issues relate to the impact of vehicular movements and dust emissions during the construction phase and operationally along with emissions from the CHP plant on air quality within the area.

5.19.2 As noted above, as the development has a circa 15 year build out period, the impact of construction activities is considered significant. The site wide Code of Construction Practice (CoCP) (Part A) is the key tool designed to minimise the impact of the construction phase on adjoining occupiers by utilising best practice techniques. Measures outlined in the CoCP will include measures such as the erection of dust barriers, dust suppression (such as damping), watering of unpaved surfaces and roads,
covered skips, minimised stock piles, restricted on-site movements and provision of on-site wheel washers.

5.19.3 Operationally, there would clearly be an increase in vehicular traffic which would generate significantly more movements over the existing situation. The implications of this for the highway network have been assessed under the traffic and transportation section. The Air Quality Chapter of the Environmental Statement advises that based on a worst case scenario, increases in NO2 levels are anticipated at one location along the A13 (at 1123 Newham Way, where predicted concentrations of NO2 are higher than the Air Quality Assessment Level - whilst there are sensitive receptors such as residential, much closer to the proposed development than this particular site, they are not so close to the A13 and there is less traffic on the nearby roads in and around the development site, therefore these properties do not have such a high predicted concentration). However, notwithstanding this point, Members will be aware that the scheme will benefit from a significant enhancement in public transport infrastructure through both the ORL and ELT bus network. The overarching ethos is predicated on a desire to minimise private car journeys and prioritise the use of walking and cycling throughout the development through the use of attractive interconnecting footpaths and cycle routes designed such that walking and cycling becomes the default option for short journeys through the development. This is also reflected in Barking Riverside recently being awarded Healthy New Town status. The Council has also recently bid for funding from Transport for London to establish a Low Emission Neighbourhood south of the A13 which will be focused on measures to improve air quality in this area. The Council will find out whether it has been successful in July 2016.

5.19.4 Emissions will also occur from the CHP system (designed to provide heat and power to the development which will be the subject of a separate planning application). BRL is however committed to ensuring the development meets the requirements to be 'air quality neutral' and any exceedances in air quality levels will be mitigated either on or off site. The Environmental Health Team have advised that they have no objections on air quality grounds subject to conditions securing extract ventilation details, establishing air quality limits and the submission, approval and implementation of a Construction Environmental Management Plan (which could take the form of an updated Code of Construction Practice) to minimise the impact of the construction phase on adjoining occupiers.

6.0 Section 106 Amendments

6.1 The main obligations in the Section 106 legal agreement are as follows:

Affordable Housing

The key change to the affordable housing offer potentially seeks an increase in affordable housing from 41% (measured by habitable room, broadly equivalent to 33% by units) to 50% (measured by units). The affordable housing offer will be split 5% affordable rent at a rent of 50% of an open market rent, 35% shared ownership, 5% Rent to Buy and 5% Starter Homes. This mix has been set as the baseline model. The strategy is that the overall affordable will be reviewed at each SFP stage with the target 50% affordable subject to viability and availability of grant subsidy from the GLA. However, a minimum of 5% of the total number of units to be built should be at an annual market rent no higher than 35% of an average local Barking and Dagenham household income. Some key parameters will be set out in the Section 106 legal
agreement which includes the process for review and minimum commercial hurdle rate for BRL.

The draft heads of terms provide for a minimum of 33% up to a maximum of 50% affordable housing, based on assumptions as to revenues, costs including grant, as tested through the jointly appointed financial model. The precise affordable housing requirement is to be established at the SFP stage through the review of the viability appraisal using an Internal Rate of Return of 12%. A typical private scheme is 15%. The Council, GLA and BRL have taken independent advice from Quod regarding the viability of the project. The independent viability work by Quod will be used as a baseline position for the project moving forward.

The following tenure split will be used as the starting point for the viability review:

- 5% at a 50% market rent* (as a minimum), 35% shared ownership, 5% Rent to Buy and 5% Starter Homes;
- Any surplus value identified in the review will be directed to increasing the proportion of 50% market rent homes up to a maximum of 10%;
- Parameters will be set out in the Section 106 legal agreement which includes the process for reviewing viability taking into account the need to meet BRL’s minimum commercial hurdle rate (equivalent to the Internal Rate of Return) of 12%.

*The 50% market rent units should be at an annual market rent no higher than 35% of an average local Barking and Dagenham household income.

**Housing**

The Section 106 legal agreement will also include the following obligations:

- A target that 30% of all new homes across the site will be 3 bed or more;
- 35 homes (shared accommodation for 5 people) for young people leaving care within Stages 2 and 3;
- 25 homes (shared accommodation for 5 people) for people with mental health needs within Stages 2 and 3;
- Subject to viability a mixed tenure extra care village within Stage 2.

There will also be clauses in the Section 106 legal agreement requiring BRL to submit a marketing strategy for the sale of market sale properties which would secure a restriction on any individual or organisation buying more than two properties and a requirement that where homes are let that London and Quadrant are given first option in managing them or failing that a management company of similar repute must be used. There should also be a commitment to sign up to the London Rental Standard or equivalent standard.

The Section 106 legal agreement will also include clauses that any units used as Private Rent Sector (PRS) remain PRS for 15 years along with the submission of a marketing and management strategy before occupation and that each PRS block must
be managed by a single management company. There should also be a commitment to sign up to the London Rental Standard or equivalent standard.

**Transport**

The key change to the transport strategy revolves around the change in public transport improvements from a combination of the Docklands Light Railway (DLR) and enhanced East London Transit (ELT) service to a combination of an extension of the London Overground from Barking Railway Station to a new station at Barking Riverside and an enhanced ELT service. This includes a financial contribution of £172 million to TfL to fund approximately 65% of the overall rail cost of £263 million. This contribution was not previously required under the original Section 106 legal agreement and is a new obligation on the project business plan.

A package of A13 improvement works along with the monitoring and review of local junctions in and around the development site such as the Renwick Road/Choats Road junction and the Renwick Road/Bastable Avenue junction and Renwick Road/Station link junction. Monitoring and review of these junctions will be undertaken through the transport strategy and where it is concluded that works are required to improve capacity and traffic flow, the Section 106 legal agreement will include monies to implement measures.

The Section 106 legal agreement requires the setting up of a steering group to be tasked with advising on matters such as design, transport, energy and access. The responsibilities of the steering group remain as per the terms of the original Section 106 legal agreement. This group will govern the SFP’s and provide direction to BRL design team in working up proposals for submission to the Council for formal determination.

**Education**

The key change to education provision seeks to include space for 2 further primary schools along with a review of child yield and demand at 4th SFP Stage to determine whether a further additional primary school will be required. In terms of the additional secondary school, BRL will provide a large area of formal open space towards the western edge of the application site south of the existing Stage 1 development. Part of this area could provide the playing fields associated with an additional secondary school.

**Neighbourhood Centres**

No changes proposed. The original outline planning permission sets a quantum of non-residential floorspace which cannot be exceeded. There is however scope to consider how to apportion the various non-residential uses provided the upper limit of each use class is not exceeded. The governance and delivery of these spaces will need to be considered by the steering group to ensure that the space is being provided with an identified and committed end user.

**Barking Riverside Community Development Trust (BRCDT)**

The key change is that the BRCDT has been replaced by the Barking Riverside Community Interest Company (CIC). Essentially this organisation will take over the longer term responsibility for the management and maintenance of the public areas of
the development. Broadly, the responsibilities of the CIC remain as per the terms of the original Section 106 legal agreement. It is the intention to review the long term structure of the CIC to ensure that L&Q (who will retain a long term landlord interest on 50% of the plots) can be a major player in delivering estate services to the development.

**Play, Sport and Recreation**

No changes proposed. However, by virtue of the increase in the number of schools, there will be additional sports facilities and playing fields that can become available to residents outside of school hours as has been provided at the George Carey primary school at the Rivergate Centre.

**Local Employment**

The Employment and Skills Team have liaised with BRL to update the employment and skills obligations and for the Section 106 legal agreement therefore requires:

- An agreed employment and skills strategy signed off prior to development;
- Funding at least at the level now (presently £115 per completed residential property) which will support the Job Shop Construction team advisors;
- Funding outside of the above for an Employment & Skills Co-ordinator;
- An on-site training/brokerage facility connected to utilities which we expect will be no more than a training room on the basis that use is made of local FE provision
- Use of the National Skills Academy for Construction client-led approach to set minimum outcome targets for each plot as it is developed.

**Energy and Sustainability**

The key change to energy and sustainability matters is that the current system of assessing the sustainability credentials of development plots through the Sustainability Benchmarking Toolkit will be replaced with an Action Plan and that the current energy strategy has been updated in line with the most recent planning policy guidance on sustainable design and construction. This includes establishing BREEAM and carbon dioxide emissions savings targets.

The Section 106 legal agreement requires a steering group to be set up tasked with advising on matters such as design, transport, energy and access.

**Design**

The Section 106 legal agreement requires a steering group to be set up tasked with advising on matters such as design, transport, energy and access. The only change proposed is that it is now likely that a design champion will be employed to ensure design quality and consistency across the development in place of a design panel.

**Access**

The Section 106 legal agreement requires a steering group to be set up tasked with advising on matters such as design, transport, energy and access. The only change proposed is that the existing Barking Riverside Access Forum will not be reformed, however, a more general group will be formed covering a wider range of matters.
relating to Barking Riverside (including, but not limited to, accessibility). This group will call on the Council’s Access Team when issues regarding accessibility arise.

Waste

BRL and the Council are in discussion with ENVAC to agree commercial terms. BRL has commissioned detailed design and is targeting heads of terms by August 2016.

Health and Health Care

As per paragraph 5.6.4, the overall quantum of healthcare floor space remains up to 2,800 m² with the option to provide space in one or two locations within the development. The Section 106 legal agreement also provides sufficient flexibility to enable a Community Locality Model (being developed by the Council, CCG and NHS partners) to be provided within the Barking Riverside District Centre, which will be developed further within the Station Square Sub Framework Plan. The Section 106 legal agreement also provides for financial ‘fall-back’ payment towards investment in existing premises to increase capacity if required.

As a ‘Healthy New Town’, the Section 106 legal agreement will also include ten key ‘planning for health’ principles for the Barking Riverside development which work towards improving health and wellbeing outcomes for existing and future residents.

Healthy New Towns vision

Barking Riverside - a place which is healthy for all who live and work in the locality

Our aim

To design and deliver interventions which increase healthy life expectancy, reduce health inequalities, support inclusion and healthy ageing for all those living and working in Barking Riverside. We will draw on national and local evidence and good practice across all the wider social, economic and environmental determinants of health, and work with communities and stakeholders to deliver our vision.

Principles

Key to this will be 10 healthy new town principles:

1. Actively promoting and enabling community leadership and participation in planning, design and management of buildings, facilities and the surrounding environment and infrastructure to improve health and reduce health inequalities.
2. Reducing health inequalities through addressing wider determinants of health such as the promotion of good quality local employment, education and skill development and a range of well designed housing typologies, environmental sustainability.
3. Providing convenient and equal access to innovative models of local healthcare services and social infrastructure, with the promotion of self care and prevention of ill health.
4. Providing convenient and equal access to a range of interesting and stimulating open spaces and natural environments (“green” and “blue” spaces) providing informal and formal recreation opportunities for all age groups.
5. Ensuring the development embodies the principles of lifetime neighbourhoods and promotes independent living.
6. Promoting access to fresh, healthy and locally sourced food (e.g. community gardens, local enterprise) and managing the type and quantity of fast-food outlets.
7. Encouraging active travel, ensuring cycling and walking is a safer and more convenient alternative to the car for journeys within and beyond the development and providing interesting and stimulating cycle/footpaths.

8. Creating safe, convenient, accessible, well designed built environment and interesting public spaces and social infrastructure that encourages community participation and social inclusion for all population groups including: older people, vulnerable adults, low income groups and children.

9. Embracing the Smart Cities agenda by incorporating and future-proofing for new technology and innovation that improves health outcomes across a range of areas both at an individual level and also within the public realm.

10. Ensuring workplaces, schools, indoor and outdoor sports and leisure facilities, the public realm and open spaces are well designed in ways which promote an active and healthy lifestyle, including regular physical activity, healthy diet and positive mental health.

They will interlink with each of the strategies (transport, place-making, sustainable environment) and be embedded in each SFP brief. They can be supported by a health delivery plan and measurable outputs/outcomes.

7.0 Conclusion

7.1 Whilst there are a significant number of changes to the approved outline application, the broad urban design principles of the site layout, block structure and the access and movement arrangements through the site remain and the revised scheme does not generate any new environmental impacts that were not considered previously. In this regard, the changes generally are considered to represent improvements to the extant outline consent. When judging the changes as a whole, taking into account the size and scale of the consented scheme, the changes are considered to be acceptable amendments and would not materially conflict with the Council’s Local Plan or national planning policy.

7.2 The application would contribute towards the Council’s vision which identifies the Borough as London’s growth opportunity and would help to kick start this development site and contribute towards the regeneration of the area which is one of the Council’s growth areas in line with the corporate priority to grow the Borough. For the reasons set out above, the application is recommended for approval subject to no Direction from the Mayor of London and subject to BRL entering into a Deed of Variation to the existing Section 106 legal agreement and a new Section 106 legal agreement to secure the above items and subject to the conditions outlined above.

Background Papers

- Planning Application File
  
  http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O1Q4NDBLGZ500

- Local Plan Policy

Local Plan Core Strategy (July 2010)
Policy CM1 - General Principles for Development
Policy CM2 - Managing Housing Growth
Policy CM4 - Strategic Transport Links
Policy CM5 - Town Centre Hierarchy
Policy CR1 - Climate Change and Environmental Management
Policy CR2 - Preserving and Enhancing the Natural Environment
Policy CR4 - Flood Management
Policy CC1 - Family Housing
Policy CC2 - Social Infrastructure to meet Community Needs
Policy CC3 - Achieving Community Benefits through Developer Contributions
Policy CE1 - Vibrant and Prosperous Town Centres
Policy CP2 - Protecting and Promoting Our Historic Environment
Policy CP3 - High Quality Built Environment

Local Plan Borough Wide Policies DPD (March 2011)

Policy BR1 - Environmental Building Standards
Policy BR2 - Energy and On-Site Renewables
Policy BR3 - Greening the Urban Environment
Policy BR4 - Water Resource Management
Policy BR5 - Contaminated Land
Policy BR9 - Parking
Policy BR10 - Sustainable Transport
Policy BR11 - Walking and Cycling
Policy BR13 - Noise Mitigation
Policy BR14 - Air Quality
Policy BC1 - Delivering Affordable Housing
Policy BC2 - Accessible and Adaptable Housing
Policy BC7 - Crime Prevention
Policy BC8 - Mixed Use Development
Policy BE2 - Development in Town Centres
Policy BE3 - Retail Outside or on the Edge of Town Centres
Policy BP2 - Conservation Areas and Listed Buildings
Policy BP3 - Archaeology
Policy BP4 - Tall Buildings
Policy BP5 - External Amenity Space
Policy BP6 - Internal Space Standards
Policy BP8 - Protecting Residential Amenity
Policy BP9 - Riverside Development
Policy BP10 - Housing Density
Policy BP11 - Urban Design

Local Plan Site Specific Allocations DPD (December 2010)

London Plan (March 2015)

Policy 2.15 - Town Centres
Policy 3.3 - Increasing Housing Supply
Policy 3.4 - Optimising Housing Potential
Policy 3.5 - Quality and Design of Housing Developments
Policy 3.6 - Children and Young People’s Play and Informal Recreation Facilities
Policy 3.7 - Large Residential Developments
Policy 3.8 - Housing Choice
Policy 3.9 - Mixed and Balanced Communities
Policy 3.10 - Definition of Affordable Housing
Policy 3.11 - Affordable Housing Targets
Policy 3.12 - Negotiating Affordable Housing on Individual and Private Residential and Mixed Use Schemes
Policy 3.13 - Affordable Housing Thresholds
Policy 4.7 - Retail and Town Centre Development
Policy 4.8 - Supporting a Successful and Diverse Retail Sector
Policy 4.9 - Small Shops
Policy 5.1 - Climate Change Mitigation
Policy 5.2 - Minimising Carbon Dioxide Emissions
Policy 5.3 - Sustainable Design and Construction
Policy 5.5 - Decentralised Energy Networks
Policy 5.6 - Decentralised Energy in Development Proposals
Policy 5.7 - Renewable Energy
Policy 5.9 - Overheating and Cooling
Policy 5.10 - Urban Greening
Policy 5.11 - Green Roofs and Development Site Environs
Policy 5.12 - Flood Risk Management
Policy 5.13 - Sustainable Drainage
Policy 5.15 - Water Use and Supplies
Policy 5.21 - Contaminated Land
Policy 6.1 - Strategic Approach
Policy 6.2 - Providing Public Transport Capacity and Safeguarding Land for Transport
Policy 6.3 - Assessing Effects of Development on Transport Capacity
Policy 6.7 - Better Streets and Surface Transport
Policy 6.9 - Cycling
Policy 6.10 - Walking
Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
Policy 6.12 - Road Network Capacity
Policy 6.13 - Parking
Policy 7.1 - Building London’s Neighbourhoods and Communities
Policy 7.2 - An Inclusive Environment
Policy 7.3 - Designing Out Crime
Policy 7.4 - Local Character
Policy 7.5 - Public Realm
Policy 7.6 - Architecture
Policy 7.7 - Location and Design of Tall and Large Buildings
Policy 7.8 - Heritage Assets and Archaeology
Policy 7.14 - Improving Air Quality
Policy 7.15 - Reducing Noise and Enhancing Soundscapes
Policy 7.19 - Biodiversity and Access to Nature
Policy 7.24 - Blue Ribbon Network
Policy 7.25 - Increasing the Use of the Blue Ribbon Network for Passengers and Tourism
Policy 7.27 - Blue Ribbon Network: Supporting Infrastructure and Recreational use
Policy 7.28 - Restoration of the Blue Ribbon Network

Table 6.2 - Car Parking Standards
Table 6.3 - Cycle Parking Standards
Appendix 1 – Draft Heads of Terms - Land at Barking Riverside

Draft S106 summary -

General Approach

The intention is to enter into a new stand alone S106 agreement in respect of the future phases of development to be built out under the terms of this application. This enables the terms of the S106 to reflect current best practice, policy and the change in circumstances necessitated primarily by the provision of the Overground Rail Link and changed financial circumstances.

The terms of the extant S106 as varied will continue to apply to the phases built out (or to be built out) under the terms of the extant planning consent, albeit officers and BRL intend to review this in due course to ensure consistency with certain site wide matters (e.g. parking strategy, access) and to provide a consistent platform for the future governance of the site.

The strategies represent an effective mechanism of delivering the objectives of the BRL, the Council, TfL and the GLA to secure the creation of a sustainable new community that is integrated with the existing community, other regeneration initiatives in a way that can respond to changing circumstances, best practice and policy. The strategies will be prepared by BRL in consultation and reviewed by the Steering Group (defined in Governance section) in advance of being submitted for approval by the Council as local planning authority.

Governance

A key change is to formalise the governance arrangements to provide for a single steering group, comprising the Council, GLA, TfL and BRL. The role of the Steering Group will be wide ranging and will be primarily focused on steering the development through the detailed design of the Sub Framework Plans, Reserved Matters, the implementation and monitoring of taking into account the approved strategies and amending accordingly through the implementation of the scheme, ensuring that a strategic overview is taken to ensure quality through the detailed stages of the project, and that that aims, objectives and policy priorities of the members of the group including political direction and priority are considered. The Steering Group will replace the forums and groups provided for in the extant S106 and will be a more efficient and effective use of resources.

Broadly, the responsibilities of the CIC remain as per the terms of the original S106. It is the intention to review the structure of the CIC to ensure that L&Q (who will retain a long
term landlord interest on 50% of the plots) and the Council maintain a majority of Board throughout the lifetime of the Barking Riverside Community Interest Company

**Affordable Housing**

The draft heads of terms provide for a 33% (without grant) and 50% (with grant) affordable housing provision, subject to viability including revenues and costs, as tested through the jointly appointed financial model. The precise affordable housing requirement is to be established at the SFP stage (or other suitable timing as agreed between parties) through the review of the viability appraisal which is currently using an Internal Rate of Return of 12%. A typical scheme target IRR is 15%. The Council, GLA and BRL have taken independent advice from Quod regarding the viability of the project. The independent viability work by Quod will be used as a baseline position for the project moving forward.

The following tenure split will be used as the starting point for the viability review:-

- For 50% Affordable Housing provision (with grant scenario): 5% at a 50% market rent* (as a minimum), 35% shared ownership, 5% Rent to Buy and 5% Starter Homes (or equivalent product);
- For 33% Affordable Housing provision (without grant scenario): 5% at a 50% market rent* (as a minimum), 22% shared ownership, 3% Rent to Buy and 3% Starter Homes (or equivalent product);
- The method to agree any surplus value identified in the review will be set out in the section 106 and will be directed to increasing the proportion of 50% market rent homes up to a maximum of 10%;
- Parameters will be set out in the S106 which includes the process for reviewing viability taking into account the need to meet BRL’s minimum commercial hurdle rate.

* The 50% market rent units should be at an annual market rent no higher than 35% of an average local Barking and Dagenham household income.

**Housing**

The S106 will include a target that 30% of all new homes across the site will be 3 bed or more.

35 homes (shared accommodation for 5 people) for young people leaving care within Stages 2 and 3.

25 homes (shared accommodation for 5 people) for people with mental health needs within Stages 2 and 3.

Subject to viability a mixed tenure extra care village within Stage 2.

**Marketing of housing units for sale**

Not undertake any marketing of the housing units until either the sooner of (a) the date which the Marketing Strategy has been submitted to the Council for approval and the Marketing Strategy has been approved in writing by the Council or (b) the date which is six months after the Marketing Strategy is submitted for approval.
Management of housing units sale

Any individual or organisation intending to let their property shall invite L&Q to be the managing agent for the relevant units or failing this to use an agent registered with ARLA or NAEA or similar repute and shall provide the Council with the name, address and contact details of the managing agent. There should be a commitment to sign up to the London Rental Standard or equivalent standards. The Marketing Strategy shall include a restriction on buying more than one property for a period of six months from the date of the sales launch and for the maximum number of units that any one purchaser (individual or organisation can buy) is two.

Private Rented Sector (PRS) Blocks

The overall day to day management of the PRS units shall be carried out by one single provider unless otherwise agreed in writing by the Council.

Not occupy any PRS unit until the PRS Marketing Strategy has been submitted to the Council for approval and the PRS Marketing Strategy has been approved.

Not occupy any PRS unit until the PRS Management Plan has been submitted for approval and the PRS Management Plan has been approved.

No PRS unit shall be occupied until the PRS Management Plan has been submitted to and approved in writing by the Council and the day to day management of the PRS units shall be implemented in accordance with the PRS Management Plan.

Provide the units as PRS units for a minimum of 15 years from first occupation of the PRS units and the PRS units shall not be occupied for any other use other than PRS units within that 15 year period unless otherwise agreed in writing with the Council.

There should be a commitment to sign up to the London Rental Standard or equivalent standards

Transport

The requirements of the S106 (and conditions) have been informed through the agreement of a Transport Strategy and the attendant delivery framework. This sets out a number of key requirements and triggers, in relation to the provision of the Overground Rail Link, buses, walking and cycling as well as improvements to the A13 junction with Renwick Road. The key elements are:

• Review and monitoring of the performance of the Transport Strategy including ensuring that public transport improvements and corresponding road infrastructure is developed in parallel with the occupation of new homes.
• No more than 1,500 units to be occupied in advance of the award of the Transport and Works Act Order unless otherwise agreed by the Council, and for the Rail Link no more than 4,000 in advance of the Station opening and Rail Link being operational;
• £172m contribution from BRL to fund Rail Link;
• Safeguarding of Rail Link route;
• Contribution of £2,000 per new homes towards bus services up to a maximum of £11.1m; including any contributions already made during Stage 1.
• Provision of bus services in accordance with the indicative bus network plans in the transport strategy and driver facilities;
• TfL to ensure that all homes are within 400 metres of a bus stop or station
• Bus only and bus priority streets to be delivered in accordance with the relevant parameter plan;
• Provisions for off-site highways works to Renwick Road/Choats Road, Renwick Road/Bastable Avenue, Renwick Road/Thames Road, River Road/Thames Road, River Road/Bastable Avenue and, River Road/ A13;
• BRL to pay £5.4m contribution to A13 scheme, balance to be funded by TfL; and TfL to commit to its delivery
• No more than 2,500 homes to be occupied before payment of A13 scheme contribution and 4,000 before scheme open to the public. The A13 (Renwick Road) scheme must:
  o Be compatible with removal of Renwick Road flyover
  o Not prejudice the Riverside Tunnel
  o Provide sufficient capacity to deal with the traffic generated by 10,800 homes but achieve the mode share set out in the Transport Strategy and S106
  o Provide a north south link across the A13 to allow the proposed EL4 bus route and pedestrians and cyclists to get across the A13 and connect Barking Riverside with the rest of the Borough north of the A13;
• Procedures for adoption of roads by the Council and commuted sum payment;
• Provide for a site wide 20 mph zone.
• BRL to agree and implement a parking strategy;
• No more than 4000 residential car parking spaces to be available before the use occupation of 4000 residential units and no more than 7560 residential car parking spaces to be available for use before occupation of 10800 units
• No more than 1000 car parking spaces to be made available for non-residential units
• BRL to provide piers and other associated infrastructure subject to viability if river services for freight and/or passengers are deemed feasible and commercially viable,
• BRL to work with LBBD to lobby for future strategic transport offer to the west of the site.
• Safeguarding of route within site for future strategic transport scheme (eg express bus, tram or DLR) from Station Square westwards to Creekmouth and beyond;
• Delivery of phased network of walking and cycling routes within each SFP

Education

In addition to schools already provided:

• Work with the Council to monitor child yields arising from the development and to plan the provision of additional schools (primary and secondary) as necessary;
• BRL to provide for up to 2 additional primary schools to that already provided in mixed use buildings, in accordance with agreed terms (to be commensurate with provision of serviced land); BRL has already provided land for three primary (George Carey, Thames Road and Riverside Campus), one secondary (Riverside Campus) and one SEN (Riverside Campus).
• BRL to review at Stage 4 SFP the requirement for a third additional primary and a further secondary school with the Council and to allow the conversion of already identified playing pitches south of Stage 1 to pitches to serve as playing fields for the new additional secondary school, in accordance with agreed terms and subject to any necessary LPA approvals for changes of use;
• Timing to be set through monitoring and review;
• Form to be set through SFP and to be promoted by separate applications.

The S106 will include the requirement that each primary school includes a 30 place nursery.

Open Space and play space

• A Strategic Play sport and recreation strategy prepared by LBBD in conjunction with BRL to be submitted and approved with Strategic Infrastructure Scheme and reviewed thereafter.
• Provisions relating to the timing, laying out, management and maintenance of open space;

Energy

• Energy Strategy to be submitted and approved with Strategic Infrastructure Scheme and reviewed thereafter to show delivery against agreed targets.

Waste

• Waste Strategy to be submitted and approved with Strategic Infrastructure Scheme and reviewed thereafter to provide for the provision of ‘Envac’; with fall-back provisions.

Place Making and Cultural

• Preparation and submission of Strategy to embed place-making and cultural development into the scheme, submitted and approved with Station Square/District Centre SFP and updated thereafter with a financial contribution set aside within the S106 pot and the BRL business plan for activities, works and subsidised space with an equivalent value of £3m.

• Provide for an ecology centre of up to 250 sq.m to have been completed prior to the Occupation of 2000 homes.
• The S106 will also provide for financial ‘fall-back’ payment towards investment in existing premises to increase capacity if required.
• The S106 secures a contribution of up to £13.5m from the developer towards the cost of the leisure facility provided there is a robust financial business case. The Council is proposing to transfer the management and operation of the existing leisure centres and the Jim Peters Stadium (Mayesbrook Park Athletics Arena) outside Council ownership to a ‘not for profit’ operator. Within this process the Council will identify the Barking Riverside Leisure Centre as an opportunity and will work with BRL and the operator to secure an arrangement which will enable the whole of the capital cost to be found. The Council via a separate agreed S106 have earmarked £2.5m towards the Barking Riverside Leisure Centre.
• The S106 includes a requirement for a cycle hub within the Station Square/District Centre.
• The S106 obligates the developer to open up the Riverside Walk to the public before 2000 homes are occupied.
• The retention of the two former Barking Power Station Buildings
Health Strategy

- The S106 will require that a healthcare delivery plan is submitted with each relevant Sub-Framework Plan in order to define the healthcare infrastructure requirements and provide an outline specification for the design and delivery of new healthcare floor space.
- The S106 allows the best possible fit between emerging healthcare plans, population growth and available resources. Therefore the overall quantum of healthcare floor space remains up to 2,800 m² with the option to provide space in one or two locations within the development on a flexible basis.
- Enable an LBBD “Locality Model” to be provided within the Barking Riverside District Centre which will be developed in more detail within the Station Square/District Centre Sub Framework Plan.
- The S106 will include the following ten planning for health principles that each SFP must seek to address:

As a ‘Healthy New Town’, the Section 106 legal agreement will also include ten key ‘planning for health’ principles for the Barking Riverside development which work towards improving health and wellbeing outcomes for existing and future residents.

Healthy New Towns vision
Barking Riverside - a place which is healthy for all who live and work in the locality

Our aim
To design and deliver interventions which increase healthy life expectancy, reduce health inequalities, support inclusion and healthy ageing for all those living and working in Barking Riverside. We will draw on national and local evidence and good practice across all the wider social, economic and environmental determinants of health, and work with communities and stakeholders to deliver our vision.

Principles
Key to this will be 10 healthy new town principles:

11. Actively promoting and enabling community leadership and participation in planning, design and management of buildings, facilities and the surrounding environment and infrastructure to improve health and reduce health inequalities.
12. Reducing health inequalities through addressing wider determinants of health such as the promotion of good quality local employment, education and skill development and a range of well designed housing typologies, environmental sustainability.
13. Providing convenient and equal access to innovative models of local healthcare services and social infrastructure, with the promotion of self care and prevention of ill health.
14. Providing convenient and equal access to a range of interesting and stimulating open spaces and natural environments (“green” and “blue” spaces) providing informal and formal recreation opportunities for all age groups.
15. Ensuring the development embodies the principles of lifetime neighbourhoods and promotes independent living.
16. Promoting access to fresh, healthy and locally sourced food (eg community gardens, local enterprise) and managing the type and quantity of fast-food outlets.
17. Encouraging active travel, ensuring cycling and walking is a safer and more convenient alternative to the car for journeys within and beyond the development and providing interesting and stimulating cycle/footpaths.
18. Creating safe, convenient, accessible, well designed built environment and interesting public spaces and social infrastructure that encourages community participation and social inclusion for all population groups including: older people, vulnerable adults, low income groups and children.

19. Embracing the Smart Cities agenda by incorporating and future-proofing for new technology and innovation that improves health outcomes across a range of areas both at an individual level and also within the public realm.

20. Ensuring workplaces, schools, indoor and outdoor sports and leisure facilities, the public realm and open spaces are well designed in ways which promote an active and healthy lifestyle, including regular physical activity, healthy diet and positive mental health.

Retail and non-Residential Strategy

- Preparation and submission of Strategy with District Centre SFP and review thereafter, to guide the effective delivery, occupation and management the retail, commercial and community uses to create successful centres and integrate with the community and as part of this to ensure that some temporary convenience retail facilities will be provided early within the development of each Stage. Each centre as a minimum to include a multi faith space, a community space, public toilets, convenience shop, and a space for a police facility if the Metropolitan can demonstrate to BRL a need.

Employment Skills and Training

The Employment and Skills Team have liaised with the BRL to update the employment and skills obligations and for the S106 therefore requires:

- An agreed employment and skills strategy signed off prior to development;
- Funding at least at the level now (presently £115 per completed residential property) which will support the Job Shop Construction team advisors;
- Funding outside of the above for an Employment & Skills Co-ordinator to be based on site;
- An on-site training/brokerage facility connected to utilities which we expect will be no more than a training room on the basis that use is made of local FE provision
- Use of the National Skills Academy for Construction client-led approach to set minimum outcome targets for each plot as it is developed.

Other

Adopt a design champion to ensure design quality and consistency across the development.