**Barking and Dagenham Council**  
**Development Control Board**

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<th>Application No.</th>
<th>16/01183/FUL</th>
<th>Ward:</th>
<th>Abbey</th>
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**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution**

The application is a major development which is of a scale and importance that should be determined at DCB.

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<th>Address:</th>
<th>16-48 Cambridge Road, Barking</th>
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| Development: | Application for variation of conditions 2 (drawing numbers), 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage), 18 (cycle parking facilities), 22 (car parking spaces), 23 (energy statement), 34 (wheelchair adaptable units), 36B (method statement for site investigations - High Speed 1) and 41 (bat emergence report) in respect of planning permission 15/01252/FUL - to increase the total number of residential units from 274 to 291 and other minor alterations. |

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<th>Applicant:</th>
<th>Swan New Homes</th>
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<tr>
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<th>Summary:</th>
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Planning permission 15/01252/FUL was granted for 16-48 Cambridge Road, Barking on 24 March 2016 for "Demolition of existing building and redevelopment of site to provide 274 residential units within four interlinked buildings (10, 16, 19 and 26-storeys), with ancillary car and cycle parking, refuse storage areas and plant space; together with 485 square metres of flexible commercial floorspace (Classes A1, A2, A3, A4, B1, D1, D2), landscaping including roof gardens, and other associated works".

This application seeks to vary conditions 2 (drawing numbers), 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage), 18 (cycle parking facilities), 22 (car parking spaces), 23 (energy statement), 34 (wheelchair adaptable units), 36B (method statement for site investigations - High Speed 1) and 41 (bat emergence report) in respect of planning permission 15/01252/FUL. This is essentially an application under S73 of the Town and Country Planning Act 1990 (as amended) for minor material amendments to the development approved under planning permission 15/01252/FUL and should be considered in the context of the approved planning permission for the site.

The application proposes an increase in the total number of residential units from 274 units as previously approved to 291 units. This is facilitated by reducing the slab thickness between the existing floors. The previously approved storey heights
of 10, 16, 19 and 26-storeys would be amended to 10, 17, 20 and 28-storeys. The overall height and massing of the buildings as previously approved remain unaltered by the proposals.

Minor amendments to the previously approved ground floor layout have also been made in order to facilitate a more efficient building layout and as a result of detailed design feedback from the building contractors. Cycle parking and blue badge car parking spaces have also been reconfigured as a result of changes to the structural grid and column locations. The previously approved skylight above the reception area has been removed for design reasons and the rotating entrance door has been replaced with a manual hinge-opening double-leaf door for fire safety reasons.

It is proposed to amend the wording of what were conditions 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage scheme), 36B (method statement for site investigations - Highspeed 1) and 41 (bat emergence report) in respect of planning permission 15/01252/FUL so as to reflect the information previously submitted to discharge those conditions.

The proposed unit mix of 291 residential units comprises 195 private for sale units and 96 shared ownership units (33% of the total number of units). This represents an uplift of 47 shared ownership units over the previously approved scheme. The Council appointed BNP Paribas to carry out an independent review of the developer’s revised financial appraisal. It was concluded that the revised scheme cannot afford in excess of 33% sub-market housing. Accordingly, the sub-market housing offer of 96 shared ownership units is considered to be acceptable.

A revised Energy Strategy has also been developed following the detailed design stage of the proposed development resulting in the need to vary condition 23. The revised Energy Strategy is in keeping with London Plan policy.

The cycle parking provision of 300 spaces agreed as part of the previously approved scheme has been increased by 16 spaces in response to the proposed additional units. As per the previously approved scheme, the cycle parking provision falls short of the London Plan cycle parking policy. Given the constraints of the site and evidence of limited usage of communal cycle parking facilities in other developments, Borough officers consider that there is a case for the provision of 1:1 cycle spaces on this site and the proposed provision would exceed that. It should be noted that cycle parking usage would be monitored through the Travel Plan in accordance with the previously agreed S106 Agreement dated 24 March 2016 as there is the potential to accommodate additional cycle parking spaces to the rear of the building should the need arise in the future.

It is not anticipated that the proposed additional floors or the minor amendments to the ground floor layout would have a material impact on the high quality internal and external design previously approved.

Overall, the revised scheme maintains a high standard of design throughout commensurate with planning permission 15/01252/FUL and is considered to be of an exemplar quality which is befitting of its prominent location within the town centre and adjacent to Barking Station platforms.

The proposed variations to the conditions are considered to be acceptable.
The application is referable to the Mayor of London and he has concluded that the amendments do not give rise to any new strategic planning issues. Accordingly, the Mayor does not need to be consulted further on this application and the Council may proceed to determine the application without further reference to the Greater London Authority.

**Recommendation:**

That the Development Control Board grants planning permission subject to the completion of a Deed of Variation to the original S106 Agreement dated 24 March 2016 relating to Planning Permission 15/01252/FUL to secure a revised definition of ‘Development’ and revised definitions of ‘Housing Units’ and ‘Subsidised Housing Unit Mix’ as detailed in Section 5.7 of this report, and payment of the Council’s legal costs for the preparation and completion of the Deed of Variation; and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

**Conditions**

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

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

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


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

3. Development shall take place in accordance with the Desk Study & Ground Investigation Report prepared by Geotechnical & Environmental Associates and dated 18 May 2016, as approved under planning application 16/00807/CDN. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

4. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

Reason for Conditions 3 to 5: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

6. Development shall take place in accordance with the Construction Environmental, Logistics & Management Plan (Rev B) prepared by Swan and dated 12 April 2016, as approved under planning application 16/00807/CDN. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

Reason: In order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

7. Development shall take place in accordance with A Written Scheme of Investigation for an Archaeological Evaluation dated April 2016 and An Archaeological Evaluation Report dated July 2016, both prepared by AOC Archaeology Group, as approved under planning application 16/00807/CDN. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

Reason: Heritage assets of archaeological interest may survive on the site, and in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document.

8. The Surface Water Drainage Scheme for the site shall be implemented before the development is completed in accordance with the Surface Water Management Plan (Rev D) prepared by Heyne, Tillet, Steel dated 9 August 2016, as approved under planning application 16/00807/CDN. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

Reason: In order to reduce the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

9. Demolition and construction work and associated activities shall be carried out in accordance with the submitted Construction Environmental Management Plan.
prepared by Swan and dated 12 July 2015; 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; and the recommendations contained within Table 21 of the Air Quality Assessment (Reference Y310-01 dated October 2015).

Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

10. Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday and 08.00 and 13.00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Other than with the prior written approval of the Local Planning Authority, piling is to be carried out between the hours of 08:00 and 18:00 Monday to Friday only.

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

11. The developer shall enter into detailed discussions with the Local Planning Authority around the external facing materials for the development, including on-site sample boards, within 6 months of commencing above ground works. Full details, including samples, specifications and annotated plans, of all external facing materials shall then be submitted to the Local Planning Authority for approval in writing. The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

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

12. A scheme showing the provisions to be made for interconnecting pipework to link with any future District Heating Network shall be submitted to the Local Planning Authority for approval in writing within 6 months of commencing above ground works. The development shall not be occupied until the approved scheme has been installed. As, and when, the proposed District Heating Network is operable, the scheme shall be linked into it.

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

13. The development hereby permitted shall not be occupied until full details of the hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited
to, details of the following:

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

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

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

14. The development hereby permitted shall not be occupied until a detailed scheme of soft landscaping for the site has been submitted to and approved in writing by the Local Planning Authority. All trees, shrubs, plants and seeds introduced to the site should generally be native (except for fruit trees) and of local provenance, unless otherwise agreed. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

15. The development hereby permitted shall not be occupied until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control and any other measures to reduce the risk of crime, has been submitted to and approved in writing by the Local Planning Authority. The external lighting of the development is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers Secured by Design publication 'Lighting Against Crime - A Guide for Crime Reduction Professionals', ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E4 - high district brightness areas. The development shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.

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

16. Within 3 months of commencing above ground works a detailed residential and commercial refuse strategy, including the design and location of the refuse stores,
shall be submitted to the Local Planning Authority for approval in writing. The approved refuse stores shall be provided before the occupation of the development and thereafter permanently retained.

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

17. Within 6 months of commencing above ground works details of the cycle parking facilities shown on drawing No. 3360_PL(20)100_PL1 shall be submitted to the Local Planning Authority for approval in writing. The submission should include details of the security, monitoring and access arrangements for the cycle parking facilities. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

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

18. Within 6 months of commencing above ground works a scheme of noise insulation of party construction between the proposed residential accommodation and the proposed new commercial unit(s) hereby permitted shall be submitted to the Local Planning Authority for approval in writing. The approved scheme is to be fully implemented before the first occupation of the commercial/residential unit(s) to which it relates.

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

19. Within 6 months of commencing above ground works full details of a scheme of acoustic protection of habitable rooms against road traffic/railway noise shall be submitted to the Local Planning Authority for approval in writing. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) with windows closed; and 30 dB LAeq in bedrooms (23.00 hrs to 07.00 hrs) with windows closed. Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) or 35dB LAeq in bedrooms (23:00 hrs to 07.00 hrs) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

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

20. The combined heat and power plant (CHP) to be installed at the premises is to
comply with the emission standards for CHP plant for Band A locations set out in Appendix 7 of the Mayor of London's 'Sustainable Design and Construction Supplementary Planning Guidance', April 2014.

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

21. The 11 car parking spaces indicated on drawing No. 3360_PL(20)100_PL1 shall be constructed and marked out prior to the occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol). 2 of the car parking spaces shall include electric vehicle charging points with an additional 2 of the car parking spaces to be provided with the infrastructure in place to allow for future installation. The car parking spaces and charging points shall thereafter be retained permanently for occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

22. The development hereby permitted shall be carried out in accordance with the submitted Amendment of the Original Energy Strategy Report prepared by Mendick Waring Ltd (Document Reference: J2107, dated 20 July 2016). Details of the location and quantum of photovoltaic panels shall be submitted to the Local Planning Authority for approval in writing within 6 months of commencing above ground works. The photovoltaic panels shall be implemented in accordance with the approved details prior to occupation of the development.

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

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


24. The combined rating level of the noise from any plant installed pursuant to this permission shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition
shall be made according to the methodology and procedures presented in BS4142:2014.

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

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

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

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

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

27. The proposed new commercial unit(s) hereby permitted shall be permitted to trade between the hours of 07:00 hrs and 23:00 hrs on any day and at no other time, with the exception of the deposit of cycles which shall be permitted from 05:00 hrs.

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

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

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

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

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

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

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

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

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


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

33. The 34 wheelchair units proposed shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (3) ’wheelchair adaptable dwellings’ and, notwithstanding the submitted drawings, these shall be distributed across all tenures in accordance with details to be submitted to the Local Planning Authority for approval in writing within 6 months of commencing above ground works.

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

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

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

35. A) The developer shall enter into discussions with High Speed 1 (HS1) and
their engineer, Network Rail (High Speed), as soon as practicable to assist in identifying the likely effect of the development on HS1 or HS1 Property.

B) Any below ground site investigations involving boreholes or trial pits deeper than one metre shall be carried out in accordance with the details approved under planning permission 16/00807/CDN, namely MS01: Method Statement for Shell and Auger Drilling; RA01: Risk Assessment for Cable Percussion Drilling; MS02: Method Statement for Machine Dug Trial Pitting; RA02: Risk Assessment for Machine Dug Trial Pitting; MS04: Method Statement for Hand Dug Trial Pitting; RA04: Risk Assessment for Hand Dug Trial Pitting; MS05: Method Statement for Window Sampling; RA05: Risk Assessment for Window Sampling; and related e-mail correspondence dated 7 and 9 March 2016.

C) No demolition activity shall take place until the proposed methodology has been submitted to and approved in writing by the Local Planning Authority in consultation with HS1.

D) Prior to the start of construction the following details shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1:

i) drawings showing the vertical and horizontal distance of HS1 tunnels from the site;
ii) a site layout plan showing proximity of the development and its services to HS1 infrastructure;
iii) details of the design of the foundations and other works proposed below existing ground level;
iv) engineering details of the size, depth and proximity to HS1 of any excavations;
v) details of the size, loading and proximity to HS1 of additional ground loads such as stockpiles; and
vi) details of the plant and equipment proposed which are likely to give rise to vibration (such as pile driving, demolition and vibro-compaction of the ground) together with predicted vibration levels. Activities likely to cause vibration in the vicinity of HS1 infrastructure such that a peak particle velocity (PPV) of 5mm/s may be exceeded at the railway boundary will be subject to agreement in advance. Where activities could give rise to PPV of 5mm/s or greater, a vibration and settlement monitoring regime shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1. It shall be put in place prior to the start of works and HS1 shall be provided reasonable access to the results of monitoring.

Site investigations, demolition, excavations, construction activity and works shall be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: Details are to be approved prior to commencement of development in order to ensure that the development does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1; to ensure that loads on, and settlement of, HS1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HS1; to ensure that the stability HS1 tunnels, structures, track and other infrastructure is not prejudiced; and to ensure that vibration does not prejudice the safety, operation and structural integrity of HS1.
36. Prior to the occupation of the development a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London. The Plan shall identify efficiencies and sustainability measures to be undertaken once the development is operational, and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The Plan shall be adhered to thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

37. No above ground new development shall commence until the developer has submitted to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority, a scheme of highway works associated with the development. The approved works shall be carried out prior to the final occupation of the development, or as otherwise agreed in writing with the Local Planning Authority, in consultation with the Local Highway Authority.

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

38. There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified ecologist. If nests/nesting birds are present, the relevant works must be delayed until the nesting season is over and the fledglings have left the surrounding area.

Reason: To protect the ecology of the area in accordance with policy CR2 of the Core Strategy.

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

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

40. In the event that the existing building on site is not demolished by 1 May 2017 the Bat Survey Report dated July 2016 prepared by RSK Environment and approved under planning permission 16/00807/CDN shall be repeated to establish whether bats are using the building.

Reason: To protect the ecology of the area in accordance with policy CR2 of the
Core Strategy.

41. Within 6 months of commencing above ground works monthly demand profiles for heating, cooling and electrical loads shall be submitted to the Local Planning Authority for approval in writing in consultation with Greater London Authority (GLA) Officers. The development shall only be implemented in accordance with the approved details.

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

42. The proposed commercial unit(s) hereby permitted shall not be occupied until cycle parking provision for visitors and staff in accordance with London Plan standards; and staff showers, lockers and on-site changing facilities have been provided. Thereafter, these facilities shall be permanently retained.


43. No above ground new development shall commence until dynamic overheating modelling in accordance with CIBSE Guidance TM52 and TM49 to identify the risk of overheating has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Authority). This should also include mitigation measures for any restrictions proposed, for example, by local air quality issues, ground floor apartments and single aspect units. Once approved, the agreed measures must be implemented prior to occupation of the development.

Reason: In order to avoid overheating and minimise cooling demand in accordance with policy 5.9 of the London Plan.

1.0 Introduction and Description of Development

1.1 Planning permission 15/01252/FUL was granted for 16-48 Cambridge Road, Barking on 24 March 2016 for “Demolition of existing building and redevelopment of site to provide 274 residential units within four interlinked buildings (10, 16, 19 and 26-storeys), with ancillary car and cycle parking, refuse storage areas and plant space; together with 485 square metres of flexible commercial floorspace (Classes A1, A2, A3, A4, B1, D1, D2), landscaping including roof gardens, and other associated works”.

1.2 This application seeks to vary conditions 2 (drawing numbers), 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage), 18 (cycle parking facilities), 22 (car parking spaces), 23 (energy statement), 34 (wheelchair adaptable units), 36B (method statement for site investigations - High Speed 1) and 41 (bat emergence report) in respect of planning permission 15/01252/FUL. This is essentially an application under Section 73 of the Town and Country Planning Act 1990 (as amended) for minor material amendments to the development approved
under planning permission 15/01252/FUL and should be considered in the context of the approved planning permission for the site.

1.3 The application proposes an increase in the total number of residential units from 274 units as previously approved to 291 units. This would be facilitated by reducing the slab thickness between the existing floors. Whilst the number of storey heights within the buildings would increase to accommodate the additional units, the overall height and massing of the buildings as previously approved remain unaltered by the proposals. The height of the screening to the top of the 17-storey tower is to be reduced to reflect the more streamlined proportions of the lower floors.

1.4 The additional 17 residential units proposed would be accommodated within towers 2, 3 and 4 of the development. Tower 1, which is adjacent to Hapag-Lloyd’s office building, would remain unchanged. The previously approved storey heights of 10, 16, 19 and 26-storeys would be amended to 10, 17, 20 and 28-storeys.

1.5 The additional units and floor levels result in revisions to the approved layout plans and result in additional layout plans.

1.6 Minor amendments to the previously approved ground floor layout have also been made in order to facilitate a more efficient building layout and as a result of detailed design feedback from the building contractors. Cycle parking and blue badge car parking spaces have also been reconfigured as a result of changes to the structural grid and column locations. The gross internal floor area of the commercial unit would marginally increase from 485 square metres to 488 square metres as a result of the amendments. The previously approved skylight above the reception area has been removed for design reasons and the rotating entrance door has been replaced with a manual hinge-opening double-leaf door for fire safety reasons.

1.7 It is proposed to amend the wording of what were conditions 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage scheme), 36B (method statement for site investigations - Highspeed 1) and 41 (bat emergence report) on the previously approved scheme so as to reflect the information previously submitted to discharge those conditions. This ensures that any fresh grant of planning permission agreed by way of this Section 73 application is unburdened by any requirement to re-discharge those conditions.

1.8 Variation of condition 23 (energy strategy) is also sought to reflect a revised Energy Strategy for the scheme which has arisen following the detailed design stage of the proposed development.

1.9 The application is referable to the Mayor of London under Categories 1A, 1B and 1C of the Schedule to The Town and Country Planning (Mayor of London) Order 2008.

2.0 Background
16/00807/CDN - Application for approval of details reserved by conditions 3 and 4 (contamination), 7 (construction logistics plan), 8 (archaeology), 9 (surface water drainage scheme), 36B (method statement for site investigations - Highspeed 1) and 41 (bat emergence report) in respect of planning permission 15/01252/FUL. Permission granted on 23 September 2016.

15/01252/FUL - Demolition of existing building and redevelopment of site to provide 274 residential units within four interlinked buildings (10, 16, 19 and 26-storeys), with ancillary car and cycle parking, refuse storage areas and plant space; together with 485 square metres of flexible commercial floorspace (Classes A1, A2, A3, A4, B1, D1, D2), landscaping including roof gardens, and other associated works. Permission granted on 24 March 2016.

10/00438/FUL - Erection of a mixed use development comprising 286 residential units and 1,050 square metres of A1, A2, A3, B1, D1 or D2 floorspace ranging between 8 – 20 storeys in height with ancillary access alterations, car and cycle parking and landscaping. Application ‘finally disposed of’.

06/00702/FUL - Demolition of existing buildings and erection of a 6/7/23 storey high mixed use development comprising of ground and first floor commercial space for A1, A2, A3, A4 and B1 use and 149 residential units consisting of 38 one-bedroom flats, 106 two-bedroom flats and 5 three-bedroom flats. Permission refused on 12 September 2008.

04/00216/FUL - Erection of 10-storey building to provide offices (Class B1) on ground floor and 75 one and two bedroom flats above with ancillary parking spaces. Application was withdrawn.

3.0 Consultations

3.1 Neighbours / Publicity

A site notice was posted on 2 August 2016 and expired on 23 August 2016. A press notice was also published in the Barking and Dagenham Post on 10 August 2016 and expired on 31 August 2016.

Two consultation letters were also sent to previously interested parties on 2 August 2016 and the 21 day consultation period expired on 23 August 2016.

There have been two objections to the application as summarised below:

Resident of 64 Sandhurst Drive, Ilford:

I object to the application because there are going to be 17 more residential units, when 274 units are really enough for this location. Having 291 homes rather than the originally planned amount will also cause more noise and disturbance as there will be more people living in the proposed development.
Officer Note:

Officers do not consider that an additional 17 residential units would have a significant impact on noise and disturbance associated with the development.

Hapag-Lloyd (UK) Ltd, Hapag-Lloyd House, Cambridge Road, Barking:

The access to Hapag-Lloyd’s rear car park and cycle store runs along the boundary with the application site. Prior to the site’s clearance the boundary was secured by a dwelling and a brick wall which provided a secure boundary and prevented views into the car park from Cambridge Road.

However, the site is currently demarcated by a chain link fence that allows passers-by to see through to Hapag-Lloyd’s car park. This has seriously compromised the security of the area and has resulted in a number of incidents of trespassers on our grounds, including cycle theft and illegal parking.

In the details approved under 15/01252/FUL the developer committed to securing the site boundary with a 2.4 metre solid hoarding during construction works. However, the documents submitted as part of the current application show much of the boundary between the site and Hapag-Lloyd as being open and unsecured, continuing to allow passers-by views into the Hapag-Lloyd access and car park.

We are concerned for the safety of our staff especially as they use the car park and cycle store early in the morning and in the evening, times at which it is dark for much of the year. Furthermore, the consented development includes commercial floorspace at ground floor level adjoining Hapag-Lloyd. The use of this space has not been confirmed but it has the potential to adversely impact upon our operations. A solid and secure boundary would help mitigate any impact.

The proposed amendment to condition 7 (construction logistics plan) would also have an unacceptable impact on Hapag-Lloyd and the surrounding road network as the information submitted to discharge condition 7 as part of application 16/00807/CDN fails to appropriately safeguard Hapag-Lloyd and the surrounding area from the impact of the construction activity.

Officer Note:

Swan’s representatives have met with Hapag-Lloyd to discuss their concerns and e-mail correspondence from Swan to Hapag-Lloyd since that meeting has confirmed the following points, amongst other things:

Traffic Volumes – We have submitted a logistics / traffic frequency table to the Council. Deliveries will be managed by the Site Delivery Vehicle Coordinator. We operate a booking-in system with the Coordinator in communication with the lorry drivers. The lorry drivers will wait in close
proximity to the North Circular Road whilst they await confirmation they can deliver to the site. As there are 2 cranes on site we can unload 2 vehicles in the holding areas quite quickly. The ground worker we have placed the order with have their own batching plant for concrete near Beckton which will be the bulk of the deliveries. We will also be using pre-cast columns which will also reduce delivery numbers. Our vehicle banksman will ensure that Hapag-Lloyd’s access road is kept clear at all times.

Hoarding – We will erect a 2.4 metre high hoarding along the boundary to Hapag-Lloyd’s car park whilst construction works take place. The Council will not, however, let us erect our new hoarding until the S278 Agreement for footpath improvement works has been agreed.

Officers are comfortable that there is a clear dialogue now open between Swan and Hapag-Lloyd and that Hapag-Lloyd’s concerns have been adequately addressed subject to the erection of the agreed hoarding to the side boundary. It should be noted that the Construction Logistics Plan under Planning Application 16/00807/CDN has now been approved.

3.2 Consultees

a) Greater London Authority (GLA) – The amendments do not give rise to any new strategic planning issues. Therefore, the Mayor of London does not need to be consulted further on this application.

b) Historic England (Archaeology) - I have received an archaeological report provided in compliance with the archaeological investigation condition under 15/01252/FUL. Having considered the submitted document I recommend its approval. No further archaeological work is necessary and the archaeological condition under 15/01252/FUL has been satisfied.

c) London Fire and Emergency Planning Authority (LFEPA) - The Brigade will be satisfied with the proposals subject to Fire Brigade vehicle access remaining unaffected.

d) High Speed 1 (HS1) – No comment.

e) Thames Water - As this relates to a slight increase in the number of units the infrastructure capacity available can cope with this. As regards surface water the Mayor of London Drainage Hierarchy must be followed.

f) Environmental Health Team – No response.

g) Transport Development Management Team - The Construction Logistics Plan is considered to be acceptable. We also consider the slight increase in cycle parking to 316 cycle parking spaces to be acceptable.

There were 11 blue badge car parking spaces in the previously approved scheme and the provision is to remain the same, although the number of wheelchair accessible/easily adaptable units has risen from 32 to 34 units.
The site has a public transport accessibility level of 6a on a scale of 1a-6b, where 6b is the highest. As a result of this high rating the development is considered to be a car-free development. Accordingly, parking permits for the surrounding streets should not be granted to any occupiers of the proposed development and this should be secured by S106 Agreement.

There are no apparent adverse highway implications arising from the proposed development.

**Officer Note:**

The proposed S106 Deed of Variation would ensure that no occupiers of the development would be eligible for a permit for any Controlled Parking Zone (CPZ).

h) **Access Officer** – No response.

i) **Refuse Services** – No response.

j) **Environment Division** – No response.

### 4.0 Local Financial Considerations

#### 4.1 The revised scheme as a whole is liable for a Community Infrastructure Levy (CIL) of £2,569,141.41 based on a Mayoral CIL charge of £640,443.68 and a Local CIL charge of £1,928,697.73. The Council has previously granted social housing relief to the developer to the value of £854,993.59 for 96 shared ownership units. The Council issued a letter on 20 June 2016 confirming the same. Accordingly, the total CIL payment to be made by the developer is £1,714,147.82. It is noted that the developer has already paid a CIL instalment in relation to the previously approved scheme and this will be credited to the outstanding CIL amount.

### 5.0 Analysis

#### 5.1 Principle of the Development

5.1.1 The principle of the proposed mixed use development has already been agreed pursuant to Planning Permission 15/01252/FUL.

5.1.2 National Planning Practice Guidance (NPPG) sets out information on applications made under Section 73 of the Town and Country Planning Act (1990) for minor material amendments. Paragraph 17 of the NPPG advises that there is no statutory definition of a ‘minor material amendment’ but it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved. Paragraph 19 of the NPPG advises that when considering an application under Section 73, Local Planning Authorities must consider the development plan and other material considerations, and the conditions attached to the existing permission. Local Planning Authorities should, in making their decisions, focus their attention on national and development...
plan policies, and other material considerations which may have changed significantly since the original grant of permission.

5.2 Housing

Housing Mix and Sub-Market Housing

5.2.1 The revised proposal is for 291 residential units based on a mix of 195 private for sale units and 96 shared ownership units (33% of the total number of units) as detailed below. The proposed mix and tenure split is as follows:

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Private</th>
<th>Shared Ownership</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>1-bed/2-person</td>
<td>51</td>
<td>13</td>
<td>64</td>
</tr>
<tr>
<td>1-bed/2-person (Wheelchair)</td>
<td>6</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>2-bed/3-person</td>
<td>3</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>2-bed/3-person (Wheelchair)</td>
<td>7</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>2-bed/4-person</td>
<td>115</td>
<td>68</td>
<td>183</td>
</tr>
<tr>
<td>2-bed/4-person (Wheelchair)</td>
<td>12</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>195</strong></td>
<td><strong>96</strong></td>
<td><strong>291</strong></td>
</tr>
</tbody>
</table>

5.2.2 This represents an improved sub-market housing offer compared to the previously approved scheme of 274 units which comprised 225 private for sale units and 49 shared ownership units (18%). It should be noted that following that permission the developer secured grant funding from the Greater London Authority as part of the Barking Town Centre Housing Zone for an additional 47 shared ownership units, thus increasing the shared ownership provision to a total of 96 units.

5.2.3 The current application was accompanied by a revised full financial appraisal. The Council appointed BNP Paribas to carry out an independent review of the developer’s revised financial appraisal. It was concluded that the revised scheme cannot afford in excess of 33% sub-market housing. Accordingly, the sub-market housing offer of 96 shared ownership units is considered to be acceptable.

Density

5.2.4 The density has been calculated in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) by reducing the total site area by the proportion of non-residential floorspace. The revised scheme has a density of 990 units per hectare which represents a small increase over the previously approved density of 932 units per hectare. This high density was accepted on the previous scheme on the basis that the proposed housing was of an exemplary design quality. The small increase in density arising from the provision of an additional 17 units is also considered to be acceptable given the exemplary design quality of the proposed housing and the town centre location.

Internal Layout
5.2.5 All of the proposed units have been designed to be compliant with the nationally described space standards and the minimum space standards set out in the London Plan. The proposed additional floors would replicate the existing floor-plate layouts thus ensuring that each of the flats is dual-aspect and each core serves the recommended maximum of 8 flats per floor.

5.2.6 In accordance with Policy 3.8 of the London Plan, 90% of the proposed residential units are to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.

5.2.7 The revised scheme includes 34 units which will be wheelchair accessible, or easily adaptable for wheelchair users. The proposal exceeds the 10% wheelchair housing requirement set out in Policy 3.8 of the London Plan and Building Regulation M4(3).

5.3 Design

5.3.1 The height and massing of the buildings as previously approved would remain unaltered by the proposal. The floor-to-ceiling heights of the previously approved residential units would also remain unaltered.

5.3.2 It is proposed that the additional floors would be seamlessly incorporated into the previously approved elevations and the existing balcony positions above and below would be adjusted to facilitate the additional floor and balconies. The proposed balconies would be staggered around the building in the same manner as those previously approved.

5.3.3 The application also proposes the following minor amendments to the approved ground floor layout in order to facilitate a more efficient building layout and as a result of detailed design feedback from the building contractors:

- Installation of a dedicated commercial refuse storage area with access from Cambridge Road;
- Creation of an additional lobby to Block 1 circulation core in order to provide access to the water plant room;
- Relocation of 46 residential cycle parking spaces to a new secure store adjacent to the residential car park;
- Relocation of the residential access point to the main cycle storage area;
- Installation of letter boxes;
- Reconfiguration of the residential car parking layout;
- Creation of an additional entrance point to the thermal plant room;
- Enlargement of the kitchen/locker room and associated W/C;
- Removal of the previously approved skylight above the reception area; and
- Replacement of the rotating entrance door with a manual hinge-opening double-leaf door.

5.3.4 The revised Sunlight / Daylight Assessment concludes that the revised scheme would not have a significant impact on sunlight and daylight received by neighbouring premises.
5.3.5 Overall, it is not anticipated that the proposed additional floors or the minor amendments to the ground floor layout would have a material impact on the high quality internal and external design previously approved. The proposed development is considered to be of an exemplar quality which is befitting of its prominent location within the town centre and adjacent to Barking Station platforms.

5.4 External Amenity Space

5.4.1 The overall children’s playspace requirement for the revised scheme would increase from 145 square metres under the previous scheme to 155 square metres. The previously approved 206 square metres of children’s playspace at first floor level is unchanged by the revised scheme and accordingly there is already considered to be sufficient children’s playspace proposed to accommodate the small increase in child yield and to comply with London Plan policy.

5.4.2 All residential units within the revised scheme include a private balcony designed in accordance with the space requirements set out in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG).

5.5 Transport / Parking

5.5.1 Given the excellent public transport accessibility of the site, the previously approved scheme was considered acceptable as a car-free development, with the exception of 11 blue badge spaces accessed from Cambridge Road. The revised proposal also includes 11 blue badge spaces albeit in a revised layout. A service lay-by and a separate drop-off point on Cambridge Road in front of the development are to be provided as per the previously approved scheme.

5.5.2 The cycle parking provision of 300 spaces agreed as part of the previously approved scheme has been increased by 16 spaces in response to the proposed additional units. As per the previously approved scheme, the cycle parking provision falls short of the London Plan cycle parking policy. Given the constraints of the site and evidence of limited usage of communal cycle parking facilities in other developments, Borough officers consider that there is a case for the provision of 1:1 cycle spaces on this site and the proposed provision would exceed that. It should be noted that cycle parking usage would be monitored through the Travel Plan as per clause 1.8.1.3 of the previously agreed S106 Agreement dated 24 March 2016 as there is the potential to accommodate additional space to the rear of the building should the need arise in the future.

5.6 Sustainability & Energy

5.6.1 The London Plan requires all developments to achieve a 35% reduction in carbon dioxide (CO$_2$) emissions beyond Part L of the Building Regulations 2013. The Energy Strategy submitted under the previously approved scheme was based on conventional building materials and construction methods. During the detailed design stage, it was noted that the U-values...
assumed for the curved façade system in the original Energy Strategy were marginally better than what would be achieved for the curved façade system in reality. In order to continue to meet the policy target of 35% reduction in CO₂ emissions, improvements have been made wherever possible to other areas of the building fabric performance and a photovoltaic panel system has also been incorporated to make up the shortfall. The revised Energy Strategy would achieve a 36% reduction in CO₂ emissions in accordance with London Plan policy.

5.7 S106 Developer Contributions

5.7.1 The original S106 Agreement dated 24 March 2016 relating to Planning Permission 15/01252/FUL is to be updated through a S106 Deed of Variation to secure the revisions to the scheme, namely:

- A revised definition of ‘Development’ to reflect 291 residential units, revised storey heights of 10, 17, 20 and 28 storeys and revised commercial floorspace of 488 square metres;
- A revised definition of ‘Housing Units’ to reflect an increase from 274 residential units to 291 residential units; and
- A revised definition of ‘Subsidised Housing Unit Mix’ to reflect an increase in shared ownership units from a minimum of 49 units to a minimum of 96 units.

5.7.2 The S106 would also secure payment of the Council’s legal costs for the preparation and completion of the Deed of Variation.

6.0 Conclusion

6.1 The application maintains a high standard of design throughout commensurate with Planning Permission 15/01252/FUL and is considered to be of an exemplar quality which is befitting of its prominent location within the town centre and adjacent to Barking Station platforms.

6.2 The proposal would result in the provision of 291 residential units based on a mix of 195 private for sale units and 96 shared ownership units (33% of the total number of units), as well as 488 square metres of flexible commercial space which the Council would operate. The sub-market housing provision is considered to be acceptable following the outcome of an independent financial viability review. The proposal would help to rebalance the tenure mix in the town centre, with the aim of supporting a widening of the town centre’s retail and leisure offer and, in particular, to support the poorly developed evening economy.

6.3 The proposal complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan, with the exception of cycle parking provision as discussed in Section 5.5 above.

6.4 It is recommended that the Development Control Board grants planning permission subject to the completion of a Deed of Variation to the original
S106 Agreement dated 24 March 2016 relating to Planning Permission 15/01252/FUL to secure a revised definition of ‘Development’ and revised definitions of ‘Housing Units’ and ‘Subsidised Housing Unit Mix’ as detailed in Section 5.7 of this report, and payment of the Council’s legal costs for the preparation and completion of the Deed of Variation; and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

**Background Papers**

- Planning Application File
  http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OB18O1BLFK00

- Local Plan Policy

  *Borough Wide Development Policies Development Plan Document (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 BR15 – Sustainable Waste Management  
  Policy BC1 – Delivering Affordable Housing  
  Policy BC7 – Crime Prevention  
  Policy BC8 – Mixed Use Development  
  Policy BE2 – Development in Town Centres  
  Policy BE4 – Managing the Evening Economy  
  Policy BE5 – Offices – Design and Change of Use  
  Policy BP2 – Conservation Areas and Listed Buildings  
  Policy BP3 – Archaeology  
  Policy BP4 – Tall Buildings  
  Policy BP5 – External Amenity Space  
  Policy BP8 – Protecting Residential Amenity  
  Policy BP10 – Housing Density  
  Policy BP11 – Urban Design

  *Core Strategy (July 2010):*

  Policy CM1 – General Principles for Development  
  Policy CM2 – Managing Housing Growth  
  Policy CM5 – Town Centre Hierarchy  
  Policy CR1 – Climate Change and Environmental Management  
  Policy CC1 – Family Housing
Policy CC3 – Achieving Community Benefits Through Developer Contributions
Policy CE1 – Vibrant and Prosperous Town Centres
Policy CP1 – Vibrant Culture and Tourism
Policy CP2 – Protecting and Promoting Our Historic Environment
Policy CP3 – High Quality Built Environment

Barking Town Centre Area Action Plan (BTCAAP) (February 2011):

Policy BTC1 – Additional Shopping Floorspace
Policy BTC5 – Leisure Uses and the Evening Economy
Policy BTC13 – Housing Supply
Policy BTC16 – Urban Design
Policy BTC17 – Tall Buildings
Policy BTC19 – Heritage and the Historic Environment
Policy BTC22 – Sustainable Energy
Policy BTC23 – Developer Contributions

Site Specific Allocation BTCSSA3 – Barking Station

Other Guidance:

Barking Station Masterplan SPD (February 2012)
Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (10 February 2013)

• The London Plan (March 2016):

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 3.8 – Housing Choice
Policy 3.10 – Definition of Affordable Housing
Policy 3.11 – Affordable Housing Targets
Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
Policy 3.13 – Affordable Housing Thresholds
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 Environments
Policy 5.13 – Sustainable Drainage
Policy 5.14 – Water Quality and Wastewater Infrastructure
Policy 5.15 – Water Use and Supplies
Policy 5.18 – Construction, Excavation and Demolition Waste
Policy 5.21 – Contaminated Land
Policy 6.3 – Assessing Effects of Development on Transport Capacity
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.13 – Parking
Policy 7.1 – Lifetime Neighbourhoods
Policy 7.2 – An Inclusive Environment
Policy 7.3 – Designing Out Crime
Policy 7.4 – Local Character
Policy 7.5 – Public Realm
Policy 7.6 – Architecture
Policy 7.7 – Location and Design of Tall and Large Buildings
Policy 7.8 – Heritage Assets and Archaeology
Policy 7.13 – Safety, Security and Resilience to Emergency
Policy 7.14 – Improving Air Quality
Policy 7.15 – Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
Policy 8.2 – Planning Obligations

Mayor of London’s Supplementary Planning Guidance:

Shaping Neighbourhoods: Character and Context (June 2014)
Accessible London – Achieving an Inclusive Environment (October 2014)
Sustainable Design and Construction (April 2014)
Town Centres (July 2014)
Housing (March 2016)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

London Riverside Opportunity Area Planning Framework (September 2015)

• National Planning Policy Guidance

National Planning Policy Framework (March 2012)
Planning Practice Guidance
Technical Housing Standards – Nationally Described Space Standard (March 2015)