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

**Date:** 16 January 2017

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<th>Application No.</th>
<th>16/01325/OUT</th>
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<td>Ward:</td>
<td>Abbey</td>
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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 strategic development which is of a scale and importance that should be determined at DCB.

| Address: | Vicarage Field Shopping Centre, Station Parade/Ripple Road; 24, 24a, 26 and 28 Station Parade; 30-32 Station Parade; 34 Station Parade; 36-38 Station Parade; 13-15 Ripple Road; 17 Ripple Road; 19 Ripple Road; 21-23 Ripple Road; and PCT Health Clinic, Vicarage Drive, Barking. |

| Development: | Outline application with details of scale, external appearance and landscaping reserved, for the redevelopment of the existing shopping centre to create a mixed-use scheme of up to 138,000sqm (gross external area) comprising up to 25,650sqm retail floorspace (A1-A5), up to 1,250sqm B1 offices, up to 81,750sqm residential floorspace (C3), up to 7,750sqm hotel floorspace (C1), up to three-form entry primary school (D1), healthcare facilities (D1), leisure uses (D2), public realm, landscaping, basement parking, servicing, plant and associated works (application accompanied by an environmental statement). |

| Applicant: | Lagmar (Barking) Ltd |

**Summary:**  
The proposed development is a significant mixed-use regeneration proposal for Barking Town Centre which would provide new and enhanced retail and leisure facilities, affordable workspace, a hotel, a 3-form entry primary school and enhanced replacement healthcare facilities, along with a substantial number of new residential units. It has the potential to be truly transformative to the image and function of the town centre and could provide a catalyst for other developments to come forward. The Design Code to be approved would ensure that the detailed design would be of an exemplar quality to justify the location, heights and density of the proposed development.

The proposed development would contribute towards the Council’s vision for growth and positive change in line with the Growth Commission’s recommendation that Barking Town Centre should continue its direction towards becoming a more urban centre, with an active, interesting street life, a broad range of retail and restaurants and places of employment.

The proposal is considered to be acceptable having regard to the relevant policies set out in the National Planning Policy Framework, the London Plan, the Local Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990.
**Existing Site**

The application site is located in Barking Town Centre and comprises the Vicarage Field shopping centre and car park to the rear which are in the applicant’s ownership. The application site also includes 24-38 Station Parade (evens), 13-23 Ripple Road (odds) and the Vicarage Field Health Centre, Vicarage Drive which are outside of the applicant’s ownership and would need to be acquired by the applicant through negotiation or use of the Council’s compulsory purchase powers.

The development is an Environmental Impact Assessment (EIA) project and was accompanied by an Environmental Statement (ES).

**Consultations**

There have been 4 letters of support and 4 objections to the proposed development and. The support is based on the benefits of the scheme to Barking and the Borough including attracting new visitors, new quality shops, improved leisure offer, increasing spend, new jobs and new homes. The objections are based on the overall scale of the development, the impact on the conservation area and heritage assets, the loss of existing businesses, disruption to the area during the construction period, loss of views and unnecessary development. The applicant has addressed the various points raised in the GLA stage 1 report and the GLA are satisfied with this.

**The Outline Application**

The application was accompanied by a Development Specification which defines and describes the principal components of the proposed development. The application was also accompanied by a Design Code, the purpose of which is to provide a design framework to secure the vision, character, quality and diversity of future detailed elements of the scheme.

The outline planning application seeks approval for the submitted Parameter Plans which will control the reserved matters. The application was accompanied by an illustrative scheme, in addition to the minimum and maximum Parameter Plans, in order to demonstrate the proposed design intentions of the scheme.

The proposed development includes the provision of new high quality retail floorspace (Class A1-A5) at ground and first floor levels centred on the creation of new outdoor high streets that cut through the heart of the development. This would significantly improve permeability and the type of retail offer provided by the site. A range of commercial unit sizes are proposed to provide a viable mix for a range of users.

The proposed leisure and cultural uses (Class D2) would be distributed across the ground and first floor levels of the development and could include a gym, 650 seat cinema and music venue.

The maximum level of residential floorspace (Class C3) could accommodate over 900 units depending on the precise mix of unit sizes and the mix of use classes approved at the reserved matters stage. The illustrative scheme includes 74,000 square metres GEA of residential accommodation which would provide 855 residential units.

The proposed mix of units would be based on the following parameters, namely, a
maximum of 10% studio units, at least 40% 1-bedroom units, at least 40% 2-bedroom units and at least 5% 3+ bedroom units.

The application seeks permission for a 150-bed hotel (Class C1) adjacent to the railway. The alternative use would be residential (Class C3) if there is insufficient demand for a hotel.

The application seeks permission for business floorspace (Class B1). It is intended that affordable workspace for Barking’s local businesses would be provided at 80% of market rates.

The application also seeks permission for a new 3-form entry primary school and replacement healthcare facilities (Class D1). It is proposed that the land identified for the school be provided to the Council so that it can deliver the school.

**Analysis**

**Policy Background**

The National Planning Policy Framework (NPPF), London Plan, London Riverside Opportunity Area Planning Framework (OAPF) and Core Strategy encourage proposals for mixed-use development in town centres. Barking Town Centre has been awarded Housing Zone status by the Greater London Authority (GLA) and Vicarage Field is identified on the Housing Zone Map as a ‘Future Scheme’.

The application site as a whole falls within the Barking Town Centre Area Action Plan (AAP) area and the existing shopping centre is located within Barking Town Centre Site Specific Allocation Area 10 (BTCSSA10) (Vicarage Field).

The principle of the acceptability of a mixed-used development at the application site has clearly been established through the previous consent for the site, the Housing Zone status and planning policies.

**Tall Buildings**

The application site is considered in principle to be a suitable location for tall building(s) of exemplary design quality in accordance with Policy BTC17 and Site Specific Allocation BTCSSA10 of the Barking Town Centre AAP and the London Riverside OAPF.

**Phasing**

The proposed development is expected to be built out in a single phase over a period of 4-5 years. A condition is proposed that requires the submission of a development implementation strategy that details proposals to ensure the continuing vitality and viability of the town centre during the construction phase.

**Housing**

The proposed tenure of the residential units would be in accordance with the Council’s strategy which informed the successful Housing Zone bid, namely one and two bedroom residential units (private for sale, private rented sector (PRS) and shared ownership) which attract working residents who can help support a widening of the town centre’s retail and
leisure offer and in particular help support the poorly developed evening economy

The illustrative scheme for 855 residential units has a residential density of 1,187 habitable rooms per hectare which is slightly above the density range for 650-1,100 habitable rooms per hectare. The Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) highlights that there may be exceptional circumstances where densities outside the ranges may occur and in such scenarios the test for acceptability is that housing should be of exemplary design quality. Officers consider that the proposed development meets this test.

The application was originally submitted with no sub-market housing provision as the scheme is unviable based on today’s market values. A full viability assessment also accompanied the application. Following concerns raised by Council Officers and the GLA during the application process about the lack of sub-marketing housing, the applicant has now committed to provide a minimum of 10% intermediate residential units which would be delivered directly by them at a 20% discount to market. This would be secured in a S106 Agreement.

The Council appointed Bilfinger GVA to carry out an independent review of the applicant’s viability assessment. On the basis of the figures adopted by Bilfinger GVA in their review, the proposed development fails to achieve the benchmark land value and is therefore currently unable to provide any sub-market housing. Despite this the applicant has agreed to provide a minimum of 10% intermediate residential units due to their confidence that viability will improve.

If the development is built out as a single phase, a review mechanism would require the applicant to submit an updated viability assessment on first occupation of any residential unit within the development. If, however, the development is phased, then updated viability assessments would be required on a plot by plot basis (i.e. on first occupation of any residential unit in each plot). In all cases, any surplus would be split 60/40 in favour of the Council and used for off-site sub-market housing. The sub-market housing provision for the scheme would be capped at the equivalent of 50%. The applicant would fund the costs of the review processes. The review mechanism would be secured in a Section 106 Agreement and would ensure that the final sub-market housing offer is maximised and reflects any further increases in sales values.

Design and Heritage

The proposed development aims to create a visually interesting skyline rather than continuous heights across the site. The illustrative scheme for 855 residential units includes a range of buildings which are 5-7 storeys high fronting Ripple Road and Station Parade, with heights of 9, 13, 16, 19, 22, 26 and 36 storeys across the remainder of the site. The proposed primary school is shown in the illustrative scheme as a part 3/part 4-storey building with play space at roof level. The Parameter Plans and the Design Code would guide the form and massing of the built form of the development and set minimum and maximum extents of the blocks, including heights.

The internal layouts of all residential units would be compliant with the nationally described space standards and the minimum space standards set out in the London Plan.

External appearance is a reserved matter and therefore details are to be approved later. Officers consider that the design guidelines in the Design Code offer a substantial level of
comfort that the emerging external appearance of the development would be of a high quality that respects and revitalises the surrounding area and results in an exemplar development.

The site adjoins the Abbey and Barking Town Centre Conservation Area and a small part, being the 1920s/30s terrace at 13-23 Ripple Road and the 1930s health centre building on Vicarage Drive, falls within the conservation area. The proposed development would also be widely visible throughout the conservation area. The application site does not include any listed buildings and nor does it comprise any unlisted buildings of merit.

Historic England’s consultation response states that the proposed development would cause a ‘significant level of harm’ to the Abbey and Barking Town Centre Conservation Area. The key areas of concern include the loss of 13-23 Ripple Road and the health centre which they consider contribute to the conservation area and the scale of the replacement buildings along Ripple Road. The Historic England response also states that the overall scale of the development would cause ‘a great level of harm’ to the significance of the conservation area.

The applicant’s Townscape, Visual and Heritage Impact Assessment (TVHIA) concludes that the demolition of 13-23 Ripple Road would represent a low degree of less than substantial harm given the minor contribution these buildings are considered to make to the conservation area.

The Abbey and Barking Town Centre Conservation Area Appraisal acknowledges that this is an area experiencing great change. It states that new developments should be ‘sympathetic to the conservation area and strive for a high level of design’.

Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and conclude that the proposed development would result in less than substantial harm to the conservation area.

The proposed development would deliver a wide range of substantial public benefits, ranging from townscape and visual enhancements to social and economic public benefits. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Abbey and Barking Town Centre Conservation Area.

The proposed development is not considered to significantly affect the setting of the Scheduled Ancient Monument or any listed buildings. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**Landscaping**

The Design Code sets out design guidelines to secure new public realm within the development comprising Station Walk which would link Station Parade and St Awdry’s Road and Ripple Walk which would link Station Walk and Ripple Road. Vicarage Square, a gathering point, would also be created where Station Walk meets Ripple Walk. Vicarage Drive would be pedestrianised in part to provide a lively piece of public realm incorporating trees and planting and ground floor active uses. The first floor public realm would provide ample space for outdoor dining, balcony spaces overlooking Vicarage Square and
The Design Code sets out design guidelines to secure the private realm within the development. The applicant’s aim is to create an urban interpretation of a field. The ‘Field’ which is to be located at Level 2 is intended to be a shared communal garden for residents and would incorporate a series of features including growing gardens, orchards, play areas, seating areas, shelter, lawn space and exercise opportunities. Bridges would interconnect the ‘Field’ across the development blocks. The ‘Field’ is a significant landscaping feature which would help to green the town centre. Roof gardens would also provide residential communal amenity space and play spaces.

**Ecology and Biodiversity**

The application would result in the removal of trees across the site which are generally of little merit. There is one tree, however, which is considered to be of significant amenity value and this is a London Plane tree outside the existing health centre on Vicarage Drive which is protected by a Tree Preservation Order. Officers have considered whether the tree could be retained but the proposed vehicular access into the site prevents this and there is no viable alternative. On balance, officers have accepted that the tree would have to be removed to enable the proposed development but the applicant would be required to pay a tree compensation contribution of £200,000. This would be secured in the S106 Agreement for new trees/environmental improvements in Barking Town Centre.

**Daylight, Sunlight and Overshadowing**

The design and orientation of the development has served to minimise the effects on the daylight and sunlight amenity of surrounding residential properties, whilst maintaining an appropriate scale of development for the site. A detailed sunlight/daylight report would accompany the reserved matters.

**External Amenity Space and Play Space**

Private amenity space would be provided for each residential unit in the form of a recessed balcony or winter garden. These would be designed to meet the standards set out in the Mayor’s ‘Housing’ SPG.

Play space for all age groups would be provided at ‘Field’ level, as well as on some rooftop levels. It should be noted that the illustrative scheme provides more than double the amount of play space required by policy.

**Transport/Parking**

The proposed development would provide 400 car parking spaces in total, all of which are to be provided in an underground basement accessed from Vicarage Drive. Servicing would also take place from the basement. The residential development would be ‘car-free’ with the exception of blue badge spaces. A S106 planning obligation would ensure that residents would not be eligible for any controlled parking zone (CPZ) permits.

A quantum of the proposed car parking spaces, equivalent to 5% of the residential units, would be designed as blue badge spaces for residents and the remaining spaces would be for use by the public and non-residential uses. This falls below the London Plan requirement for 10% blue badge parking, but has been agreed with the Council’s
Transport Development Management Officer given the town centre location. The Design Code states that demand for additional blue badge parking would be monitored and new spaces created if demand requires.

**Sustainability and Energy**

The current energy strategy would achieve a 30.3% reduction in carbon dioxide emissions over Part L of the 2013 Building Regulations. This is lower than the London Plan requirement of 35% but is based on an outline application scheme. The applicant has confirmed that it is their intention to assess the potential for further carbon savings on a building-by-building basis at the detailed design stage. A condition is proposed requiring the submission of a detailed Energy Statement for each reserved matters application. In the event that the development fails to achieve a 35% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013 then a S106 obligation would require any shortfall to be met through a monetary contribution to the Council’s carbon offset fund. The applicant is also in discussions with the Council about a potential connection to the emerging Barking Town Centre district heating network and a S106 planning obligation would require the applicant to use all reasonable endeavours to secure the connection of the development to the district heating network.

**Referable to the Mayor of London**

The application is referable to the Mayor of London. If the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council to refuse the application, or issue a direction that he is to act as the Local Planning Authority for the purpose of determining the application and any connected application.

**Recommendation:**

That the Development Control Board grants planning permission subject to:

1. No Direction from the Mayor of London;
2. A Section 106 legal agreement to secure the matters set out in section 5.23 of this report; and
3. The following conditions (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London):

**Conditions:**

**Definition of Development Plot**

1. “Development Plot” means the Development Plots identified on drawing reference ‘0247_SEW_VF_P_6000 Rev 00’. The Development Plots identified on this drawing are:

   Development Plot A (podium); Development Plot A1; Development Plot A2; Development Plot A3; Development Plot B (podium); Development Plot B1; Development Plot B2; Development Plot B3; Development Plot B4; Development Plot C (podium); Development Plot C1; Development Plot C2; Development Plot C3; Development Plot C4; and
Development Plot D.

**Time Limits and Submission of Reserved Matters**

2. Approval of the details of the appearance, scale and landscaping of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority, and the development shall not be carried out except in accordance with the details so approved.

Reason: The application is in outline only, and these details remain to be submitted and approved.

3. The first reserved matters application shall be made to the Local Planning Authority for approval before the expiration of three years from the date of this outline permission. All remaining reserved matters applications, with the exception of the primary school site, shall be submitted to the Local Planning Authority for approval before the expiration of six years from the date of this outline permission. The reserved matters application for the primary school site shall be submitted to the Local Planning Authority for approval before the expiration of ten years from the date of this outline permission.

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).

4. The development permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved, excluding the reserved matters in respect of the primary school site.

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).

**Approved Plans and Documents**

5. The Outline Planning Permission hereby permitted shall be completed in accordance with the following submitted Parameter Plans and Development Specification and schedules therein:

Parameter Plans prepared by Studio Egret West:

0247_SEW_VF_P_6000 Rev 00
0247_SEW_VF_P_6001 Rev 01
0247_SEW_VF_P_6002 Rev 01
0247_SEW_VF_P_6003 Rev 01
0247_SEW_VF_P_6004 Rev 01
0247_SEW_VF_P_6005 Rev 01
0247_SEW_VF_P_6006 Rev 01
0247_SEW_VF_P_6007 Rev 00
0247_SEW_VF_P_6008 Rev 01
0247_SEW_VF_P_6009 Rev 02

Development Specification with the following schedules:

Table 1 - Total Floorspace by Use Class
Table 2 - Proposed Unit Mix  
Table 3 - Car Parking Use Mix  
Table 4 - Parameter Plan List and Description  

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

**Phased Development**  

6. No development shall take place (excluding demolition, the laying of any estate roads, site clearance and preparation works) until a phasing plan showing how the development will be implemented in a comprehensive manner has been submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented only in accordance with the approved phasing plan.  

Reason: The phasing plan is required prior to commencement of development to allow the community infrastructure levy (CIL) liability to be calculated for each phase and for any reliefs to be determined.  

*In accordance with the Design and Access Statement, Design Code and Development Specification*  

7. All reserved matters applications shall include a statement to demonstrate compliance with the Design Code and principles of the Design and Access Statement, both prepared by Studio Egret West and the Development Specification prepared by DP9.  

Reason: To ensure that the scheme is implemented in accordance with the principles and parameters established by this permission, in order to secure an exemplar development and in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policy CP3 of the Core Strategy and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.  

**Construction Management**  

8. 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. 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 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.  

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

a) the parking of vehicles of site operatives and visitors;  
b) loading and unloading of plant and materials;
c) storage of plant and materials used in constructing the development;
d) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
e) wheel washing facilities;
f) 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;
g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
h) the use of efficient construction materials;
i) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
j) 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 approved CEMP and SWMP shall be implemented for the entire period of the construction works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction phase 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. No development shall commence, including any works of demolition, until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

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

**Land Contamination**

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

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

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

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

13. 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.

14. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 12, 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 11 to 14: Contamination must be identified prior to commencement of development, excluding demolition of above ground structures, 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.
Archaeology

15. A) No demolition or development shall commence until a stage 1 archaeological written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall commence other than in accordance with the agreed WSI, the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

B) If heritage assets of archaeological interest are identified in the stage 1 WSI then those parts of the site which have archaeological interest shall be subject to a stage 2 WSI which shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the stage 2 WSI, no demolition or development shall commence other than in accordance with the agreed stage 2 WSI which shall include:

i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

ii) The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: Heritage assets of archaeological interest may survive on the site. The Local Planning Authority wishes to secure appropriate archaeological investigation prior to development, followed by the publication of results, in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document.

London City Airport

16. Prior to the erection of any crane on the site details of the construction methodology and the use of the crane(s) shall be submitted to the Local Planning Authority for approval in writing in consultation with London City Airport. The details shall include the proposed location(s) and maximum operating height(s) of the crane(s) and the start/finish dates for use of the crane(s).

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

17. The tallest building within the development must be lit with steady red medium intensity obstacle lighting which is visible from all angles. This should be maintained for so long as the development shall exist.

Reason: To ensure that the completed development will not adversely affect the operation of London City Airport.

Building Regulations M4 (2) and M4 (3)

adaptable dwellings’. 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 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.

19. Ten percent (10%) of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (3) ‘wheelchair adaptable dwellings’. 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. Wheelchair units shall not be located in Development Plots that do not have direct lift access to the car park.

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.

Security Management Scheme

20. A Development Plot shall not be occupied until a security management scheme for that Development Plot including, for example, details of CCTV, concierge services, door entry systems, secure access to the residential entrance points from the car park and car park security, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the development meets Secured by Design standards. The approved scheme shall be implemented prior to occupation of the Development Plan and maintained thereafter.

Reason: In order to provide a safe and secure development, in accordance with policy CP3 of the Core Strategy and policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

External Lighting

21. A Development Plot shall not be occupied until an external lighting scheme for that Development Plot, including any lighting of the building(s) in that Development Plot, has been submitted to and approved in writing by the Local Planning Authority. The external lighting shall 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 E3 – medium district brightness areas. The scheme should seek to minimise upwards light and obtrusive light and avoid light spill onto trees, hedges, bird and bat boxes and green roofs. Lighting should be designed in accordance with the Bat Conservation Trust’s guidance ‘Bats and Lighting in the UK’ or their latest advice. Any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum and directed away from the boundary features to ensure there is no increase in light levels. The approved scheme shall be implemented prior to occupation of the Development Plot and maintained thereafter.

Reason: In the interests of security and safety, to avoid light pollution and safeguard
neighbouring amenity and in accordance with policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Communal Television and Satellite System**

22. No satellite dishes may be installed on the exterior of any of the Development Plots, with the exception of one roof mounted dish per Development Plot providing a communal system available to each resident of the Development Plot.

Reason: To safeguard the external appearance of the buildings in accordance with policy CP3 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Boundary Treatment**

23. Prior to occupation of a Development Plot, details of all boundary fences, walls, railings, gates and other boundary treatment for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the Development Plot and thereafter permanently retained unless the Local Planning Authority gives prior written approval to their removal.

Reason: To ensure the satisfactory means of enclosure for the proposed development in the interests of the visual amenity of the area and to accord with Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Trees and Biodiversity**

24. All retained trees (including any trees adjacent to the site or affected by highways works or transportation of material but outside the development boundary) must be protected in accordance with British Standard 5837:2012, 'Trees in relation to design, demolition and construction'.

Reason: In order to ensure the safety and well-being of nearby trees and trees on the site that are to remain after building works are completed, and in accordance with policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

25. There shall be no vegetation clearance, tree works or works to existing building roof tops during the bird breeding season (February to September). If this is not possible a check for the presence of active nests and nesting birds shall be undertaken immediately prior to the commencement of the relevant works 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.

26. No above ground new development shall commence in a Development Plot until details of bird nesting and bat roosting bricks/boxes to be incorporated into the structure of the new building(s) or roof space in that Development Plot 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). Bird nest boxes/bricks should be provided for swifts, starlings and house sparrows. Additional bird and bat boxes should be identified on suitable trees. The roof of one of the tall buildings should be designed to incorporate at least one nest site designed for peregrine falcons. The approved scheme shall be implemented prior to occupation of the Development Plot and permanently retained thereafter.


27. A Development Plot shall not be occupied until a detailed scheme for the provision and maintenance of any green roofs to be provided in that Development Plot has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority prior to occupation of the Development Plot. Green roofs shall comprise a minimum substrate depth of 125mm and only native plants of local provenance shall be used. The design should include appropriate substrates, bare patches and log piles.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance policy BR3 of the Borough Wide Development Policies Development Plan Document.

28. A Development Plot shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas in that Development Plot, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.


Transport

29. The basement parking level shall not be occupied until details of petrol and oil interceptors for all car parking, servicing and loading areas at the basement parking level have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to occupation of the development.

Reason: To prevent pollution of the water environment in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

30. The basement parking level shall not be occupied until details of the car parking layout, allocation, management and charging arrangements, electric vehicle charging points and passive provision for electric vehicles have been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that at least 20% of all residential parking spaces are for electric vehicles with an additional 20% passive provision and at least 20% of all public and non-residential parking spaces are for electric vehicles with an additional 20% passive provision. Accessible car parking spaces for residents, the quantum being equivalent to 5% of the proposed number of residential units,
shall be provided and clearly marked with a British Standard disabled symbol. The approved details shall be implemented prior to occupation of the development and shall be permanently retained thereafter and used for no other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, in order to encourage the use of electric cars as a sustainable mode of transport and to ensure and promote easier access for disabled persons, in accordance with policy 6.13 of the London Plan and policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

31. No above ground new development shall commence in a Development Plot until details of cycle parking for that Development Plot, including its appearance, location and the means of secure storage proposed, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the occupation of the Development Plot and shall be permanently retained thereafter and used for no other purpose.

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.

32. 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 approved Plan shall be implemented and adhered to thereafter.

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.

Surface Water Drainage

33. No development shall commence until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

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

Piling

34. No piling shall take place until a piling method statement, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works, has been submitted to and
approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to, and have the potential to impact on, local underground sewerage utility infrastructure.

35. If piling or other ground improvement work is undertaken pursuant to this permission then the 95% level of vibration attributable to these activities shall not exceed a peak particle velocity of 1.5mm/sec when measured at the point of entry to any adjoining residential development. In the event of reasonable complaint of vibration nuisance and at the request of the Local Planning Authority monitoring to evaluate compliance with this condition is to be carried out and the results submitted to the Local Planning Authority.

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

**Noise and Vibration**

36. A venue operation and noise mitigation strategy for all entertainment uses shall be submitted to the Local Planning Authority for approval in writing prior to the occupation of these uses. The strategy shall include, but is not limited to, demonstrating the design and operation mitigation methods required to create an adequately quiet noise environment for all 'noise-sensitive uses’. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the proposed residential units and surrounding residential properties 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.

37. The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) 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.

38. The combined rating level of the noise from any plant installed pursuant to this permission which is only to be operated in emergency circumstances shall not exceed the existing background noise level outside the window to any noise-sensitive room by more than 10 dB. 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
39. No above ground new development shall commence in a Development Plot until full details of a scheme of acoustic protection of habitable rooms in that Development Plot against external noise has been submitted to and approved in writing by the Local Planning Authority. 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 40dB 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. 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.

40. No development shall commence in a Development Plot until details of a scheme of vibration mitigation to be incorporated into the foundations of the building(s) in the Development Plot have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to ensure that:

a) re-radiated noise does not exceed 35 dB L_{AFmax} in any habitable room; and  
b) the vibration value in any habitable room does not exceed 0.2ms^{-1.75} day (07:00 hrs to 19:00 hrs) or 0.1 ms^{-1.75} night (23:00 hrs to 07:00 hrs).

The approved scheme shall be fully implemented before the first residential occupation of the building to which it relates.

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

41. Any commercial kitchen extract ventilation system shall be designed to ensure that structure borne (re-radiated) noise emissions from the 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.

42. The delivery/collection of goods associated with the commercial uses is only permitted to take place between the hours of 07:00 hrs and 23:00 hrs on any day.

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

43. The handling of bottles and/or the movement of bins and rubbish is not permitted 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 of the proposed development and neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

**Bat Survey**

44. Prior to demolition of the existing buildings a dusk emergence and dawn re-entry transect survey shall be undertaken in order to locate any potential roost sites and record bat activity levels within, and adjacent to, the site. These surveys should be undertaken between May and August within the bats active period.

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

**Kitchen Extract Ventilation**

45. Prior to the occupation of any A3 or A5 uses, details of the appearance of any kitchen extract ventilation system and associated equipment (which shall include measures to alleviate fumes and odour and (incorporating electrostatic precipitators and activated carbon filters where necessary) shall be 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.

**Energy and Sustainability**

46. The development shall incorporate and maintain energy efficiency and renewable energy measures in line with the energy strategy set out in the Framework Energy Statement prepared by Scotch Partners LLP. An Energy Statement demonstrating compliance with the Framework Energy Statement shall be submitted to the Local Planning Authority for approval in writing for each reserved matters application. The Energy Statement shall also include details of any energy centre, the location and quantum of any photovoltaic panels and provisions to be made for interconnecting pipework to link into the District Heating Network.

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.

47. No above ground new development shall commence until details of any Combined Heat and Power Plant (CHP) to be installed at the premises have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be sufficient to:

a) demonstrate that products of combustion emitted from the plant will not be prejudicial to
health or a nuisance having regard to:

- the position and height of the discharge flue of the chimney;
- the position and descriptions of buildings near it;
- the levels of the neighbouring ground; and
- any other matters requiring consideration in the circumstances, including but not limited to, the concentration of oxides of nitrogen in the flue gas and the flue discharge velocity.

b) demonstrate that the emission standards for CHP plant for Band A locations set out in Appendix 7 of Mayor of London’s ‘Sustainable Design and Construction’ Supplementary Planning Guidance will be satisfied.

Reason: To protect the amenity of residential occupiers of the proposed development and neighbouring properties in accordance with policies BR14 and BP8 of the Borough Wide Development Policies Development Plan Document.

48. The non-residential elements of the development hereby permitted, excluding the primary school, shall achieve a BREEAM ‘Excellent’ rating.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy CR1 of the Core Strategy and policy BR1 of the Borough Wide Development Policies Development Plan Document.

**HighSpeed 1**

49. The developer shall enter into discussions with HighSpeed1 (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.

Reason: The nature of the proposed development is such that detailed discussion is required concerning the design, construction, future maintenance and demolition of the development to ensure that it does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1.

50. Prior to the start of construction, details of the design of the foundations and other works proposed below existing ground level shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: To ensure that loads on, and settlement of, HS1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HS1.

51. Prior to the start of site investigations involving a borehole or trial pit deeper than one metre, details of the location and depth of site investigations including a method statement shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. This activity shall then be carried out only in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: No such information has been provided and is required in order that the borehole or trial pit is at an acceptable vertical and horizontal distance from the tunnel such that it
does not compromise the integrity, safety or operation of HS1.

52. No demolition activity shall take place until the proposed methodology has been submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Demolition activity shall then 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: No such information has been provided and demolition activity could pose a risk to the safety, security and operation of HS1.

53. Prior to the start of construction activity engineering details of the size, depth and proximity to HighSpeed1 of any excavations shall be submitted in writing to and approved by the Local Planning Authority in consultation with HS1. Excavations shall then 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: No such details have been provided. To ensure that the stability HS1 tunnels, structures, track and other infrastructure is not prejudiced.

54. Prior to the start of construction, details of the size, loading and proximity to HighSpeed1 of additional ground loads such as stockpiles shall be submitted in writing and approved by the Local Planning Authority in consultation with HS1. Works shall be carried out in conformity with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: To ensure that the stability of HS1 tunnels, structures, track and other infrastructure is not prejudiced.

School

55. Prior to occupation of the school hereby permitted a noise management plan relating to the mitigation of noise emissions from the premises shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to, the mitigation of noise from the use of the rooftop play/sports space. The approved scheme shall be implemented at all times thereafter.

Reason: To protect the amenity of residential occupiers of the proposed development and neighbouring properties and to accord with policy BP8 of the Borough Wide Development Policies Development Plan Document.

56. Prior to occupation of the school hereby permitted a School Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to manage and spread arrivals and departures of staff and pupils, minimise deliveries within the times of peak traffic congestion on the local road network and shall include, where relevant, community use management. 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 and in the interests of highway safety and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.
57. Prior to occupation of the school hereby permitted a Travel Plan for the school, which shall include proposals for minimising car-borne travel and encouraging walking, cycling and the use of public transport, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of funding, implementation, monitoring and review. The approved Travel Plan shall be implemented and monitored in accordance with the approved scheme.

Reason: In order to encourage the use of sustainable transport and in accordance with policy 6.1 of the London Plan and policy BR10 of the Borough Wide Development Policies Development Plan Document.

**Temporary Access Strategy**

58. No development shall commence until a temporary access strategy detailing temporary routes for pedestrians and cyclists through the site has been submitted to and approved in writing by the Local Planning Authority. Provisions for pedestrians shall be fully accessible to all, including people with disabilities. Details of any temporary boundary treatment should also be provided. The development shall be implemented in accordance with the approved strategy and shall be maintained thereafter until completion of the development.

Reason: The temporary access strategy is required prior to commencement of the development to ensure an inclusive environment is maintained at all times in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Directional Signage**

59. Prior to occupation of the development details of all proposed directional signage within the development shall be submitted to and approved in writing by the Local Planning Authority. The approved signage shall be implemented prior to occupation of the development and maintained thereafter.

Reason: In the interests of ensuring a legible and accessible environment and in the interests of the appearance of the development in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policy CP3 of the Core Strategy and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

**Site Levels**

60. No above ground new development shall commence in a Development Plot until existing and proposed site levels for that Development Plot have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance and in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Development Implementation Strategy**

61. No development shall commence until a development implementation strategy has
been submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be limited to, details of any phasing, measures to mitigate the impact of the development on the vitality and viability of Barking Town Centre during the demolition and construction phase including meanwhile uses, an arts strategy for the construction hoardings and details of consultation undertaken with the local Commissioner for NHS Community Pharmacy Services to confirm any reasonable mitigation measures required to ensure adequate provision of local pharmacy services during construction. The development shall be implemented in accordance with the approved details.

Reason: The development implementation strategy is required prior to commencement of the development to ensure that existing businesses are supported in their desire to relocate and to ensure a similar level of function, vitality and viability of the town centre as is currently experienced throughout the construction period of the development having regard to the nature and scale of the development, and in accordance with policy CE1 of the Core Strategy and policy BE2 of the Borough Wide Development Policies Development Plan Document.

Long-Term Maintenance of Buildings and Public Realm

62. Prior to occupation of the development a scheme for the long-term maintenance of the buildings and public realm within the development shall be submitted to and approved in writing by the Local Planning Authority. The buildings and public realm shall be maintained in accordance with the approved scheme thereafter.

Reason: To ensure the long-term maintenance of the buildings and public realm and to protect the character and amenity of the area in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policy CP3 of the Core Strategy and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Contact Officer
Adele Lawrence
Title: Planning Development Management Officer
Contact Details:
Tel: 020 8227 3552
E-mail: adele.lawrence@lbbd.gov.uk

1.0 Introduction and Description of Development

Existing Site

1.1 The application site is located in Barking Town Centre and comprises the Vicarage Field shopping centre and car park to the rear which are in the applicant’s ownership. The application site also includes 24-38 Station Parade (evens), 13-23 Ripple Road (odds) and the Vicarage Field Health Centre, Vicarage Drive which are outside of the applicant’s ownership and would need to be acquired by the applicant through negotiation or use of the Council’s compulsory purchase powers.

1.2 The application site covers a total area of 3.17 hectares (31,722 square metres).

1.3 The site is irregular in shape and is broadly bound by Station Parade to the west, Ripple Road to the south, Vicarage Drive to the east, and a pedestrian walkway, St Awdry’s Walk, to the north-east. Barking Station is located on the north side of Station Parade and the railway line runs along the north-east edge of the site.
1.4 The existing Vicarage Field shopping centre which occupies a large part of the site is a part-two/part-three storey building with a service yard, surface level car park and rooftop car park. The shopping centre comprises 55 retail units, the largest of which is B&M stores. The building is of limited architectural merit, with an unusual internal configuration.

1.5 The sites included in Ripple Road and Station Parade generally comprise three-storey buildings with retail uses at ground floor level and primarily residential uses at upper floor levels. These existing units comprise 1,989 square metres gross external area (GEA) of retail space and 2,230 square metres (GEA) of residential space.

1.6 There is also a small hotel (approximately 608 square metres GEA) located at 24-28 Station Parade and office space (approximately 521 square metres GEA) located at 30-32 and 36-38 Station Parade.

1.7 The Vicarage Field Health Centre is a 1930s single storey building with car park to the front.

1.8 The surrounding area comprises a mix of town centre uses, including retail, banks, betting shops and public houses, as well as residential units.

1.9 The application site is located adjacent to the Abbey and Barking Town Centre Conservation Area in the main, but 13-23 Ripple Road and the Vicarage Field Health Centre are located within the conservation area.

Proposal

1.10 The outline planning application seeks permission for the redevelopment of the existing shopping centre and wider site to create a mixed-use scheme of up to 138,000 square metres gross external area (GEA) comprising up to 25,650 square metres retail floorspace (A1-A5), up to 1,250 square metres B1 offices, up to 81,750 square metres residential floorspace (C3), up to 7,750 square metres hotel floorspace (C1), up to three-form entry primary school (D1), healthcare facilities (D1), leisure uses (D2), public realm, landscaping, basement parking, servicing, plant and associated works. Details of scale, external appearance and landscaping are reserved.

1.11 The application was accompanied by an Environmental Impact Assessment (EIA).

1.12 The application is referable to the Mayor of London under Categories 1A, 1B(c), 1C(c) and 3F of the Schedule to The Town and Country Planning (Mayor of London) Order 2008. The Greater London Authority (GLA) issued their stage 1 report for the application on 17 October 2016 and their comments are set out in the ‘Consultation’ section of this report. If the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council to refuse the application, or issue a direction that he is to act as the Local Planning Authority for the purpose of determining the application.
2.0 Background

2.1 There is an extensive planning history for the site, but the most relevant history of note is:

09/00476/FUL - Development comprising a mixed-use scheme for 231 residential units (Class C3) ranging from 3 to 23-storeys in height, 1,333 square metres of shopping, financial and professional services, restaurants and cafes (Classes A1, A2 and A3), alterations to the highway and ancillary parking and landscaping facilities and services. Planning permission issued on 29 March 2011. This permission was not implemented and has now lapsed.

87/00764/TP - Demolition of existing buildings and development of site to provide shopping and ancillary facilities (including storage, management offices, service yards and a creche), a food court, restaurant accommodation together with both open and covered pedestrian areas and routes and car parking for 603 cars. Gross retail floor space of 274,734 square foot. Planning permission issued in 1988. This is the original permission for Vicarage Field.

3.0 Consultations

3.1 Neighbours / Publicity

15 site notices were posted on 26 August 2016 and expired on 16 September 2016. A press notice was also published in the Barking and Dagenham Post on 31 August 2016 and expired on 21 September 2016.

702 neighbouring occupiers were consulted on 31 August 2016 and the 21 day consultation period expired on 21 September 2016. 4 separate consultation letters were also sent to applicants of recent town centre schemes on 25 August 2016.

There have been 4 objections to the proposed development and 4 letters of support as summarised below. 2 additional letters were also received from neighbouring occupiers simply enquiring about the arrangements for the acquisition of their properties and these were forwarded on to the developer to respond to.

The matters raised in the objector comments below are dealt with in the ‘Analysis’ section of this report.

Objectors:

64 Sandhurst Drive, Ilford:

Objects on the following grounds:

The sheer scale of the overall development in terms of the residential space included within it; the planned tower blocks are far too high and will block daylight, as well as sunlight, for numerous people based within Barking Town Centre; we currently have enough high rise buildings in the Borough already; there are other planned residential buildings around Barking Station which would create more congestion here; in terms of the quality of life for the Borough's occupants it would be best to refuse permission; Barking and Dagenham needs more commercial and
leisure space created, as opposed to the large scale residential plots proposed by these developers; the Council should really advise the developer to construct a small amount of low-rise housing, along with preserving the structure of the Vicarage Field Shopping Centre, and include the landscaped gardens which will improve the town centre.

Leather World, Unit 47 Vicarage Field Shopping Centre, Ripple Road, Barking:

Has been doing business for a long time in this mall and consider there is no point to redevelopment of this mall as there is good foot traffic. The only thing to change is the management because the management is not good and the business rates are too much.

19 Ripple Road, Barking:

Objection from owner of Thomas Pharmacy and four flats above on the following grounds:

- Gross overdevelopment of the site;
- Will exclude current retail offering especially along East Street;
- Inadequate car parking;
- A level 6 should be achieved and not the bare minimum required;
- Adverse impact on the historical impact of the Abbey Ward Conservation Area and surrounding areas;
- The tree outside the health centre which has a Tree Preservation Order (TPO) should be saved;
- Putting local community businesses like the pharmacy at risk of closure with an alarming lack of engagement and care;
- The pharmacy is much loved in the community and people depend on it. In addition to that I am a landlord for 4 flats above the pharmacy. Despite this we have had minimal engagement on the prospect of losing our building;
- Not true that there has been an undertaking of ‘a comprehensive consultation exercise with local residents, businesses and organisations who hold an interest in the buildings and the surrounding area’;
- A Compulsory Purchase Order (CPO) would ruin my business, with inadequate compensation which is extremely difficult to calculate given we have worked for over a decade to secure a loyal customer base and purchase the flats above the pharmacy;
- Benson Elliot offered to give us a unit in the new development. This will not protect my business;
- Suggest that the new owners develop the planning consent given in March 2011 (reference 09/00476/FUL) which we had no objection with;
- A suitable scheme could be achieved outside of the conservation area with low-rise frontage on Ripple Road between 1 and 13 Ripple Road;
- Disruption to the area, just like we suffered for the Olympics due to over 5 years of construction work;
- We have many significant reasons to object to this application including protecting our livelihoods and the future of our family; and
- This rushed application does not meet the immediate, intermediate or long-term needs of the community. Is this the first step in the gentrification of London
Borough of Barking and Dagenham which kicks long-standing local businesses like mine into touch?

1403 Lemonade Building, 3 Arboretum Place, Barking:

Has an unobstructed view of East London from apartment on the 14th floor and is concerned that the new development, especially Building C, will obstruct that view if it is a high-rise 17-floor building. Oppose the construction of high-rise buildings but supports the development of the lower floors of Vicarage Field Shopping Centre.

Supporters:

32 Sunningdale Avenue, Barking:

Supports this application but strong consideration needs to be given to the tired appearance of the underground station, place-making and attracting back national brands (a barometer of success in terms of commercial offering), security, loss of daylight and glare issue, plus increased noise and social benefits that result in the removal of the hoodlums that currently congregate and blight the town centre. The scheme needs to be appealing so it drags people from further afield into the area thus helping boost the local economy and increasing the social standard of the area, which at present is very poor.

271 Westrow Drive, Barking:

Considers that this is a fantastic opportunity for the Borough and not just for Barking. Everyone involved in the project should be working relentlessly to assist the developers on this. The design consultants have worked on a large number of prominent buildings in London and helped to bring positive changes. There will be many benefits to the Borough including employment opportunities, new housing, chic and trendy shopping and cafes that will draw people into the area and help the local economy. There are many benefits besides.

403 Academy Court, 566 Longbridge Road, Dagenham:

Impressed by the architects and their plans and strongly believes this vision for a modern development similar in style to developments in Stratford fits in perfectly well with Barking and Dagenham's overall strategic vision for transforming the Borough over the next 20 years. Please press ahead with tearing down the old and building the new as has been the case in the past in other parts of London and led to prosperity.

McDonalds, 41 East Street, Barking:

Believes the proposals for Vicarage Field have the potential to play a key part in the overall support and growth of the town centre.

A new modern shopping offer will provide an excellent opportunity to attract new quality shops and strengthen the existing town centre offer to the benefit of local businesses. This will help and support the weekend economy by attracting new visitors and increasing spend. It will do this with an improved leisure offer, including a multi-screen cinema, music venue, hotel and selection restaurants.
New community and education facilities are proposed, including a 3-form entry primary school, modern healthcare facilities and space for start-up/flexible businesses.

A greener, more welcoming environment is proposed along with around 850 new homes to support Barking’s growth ambitions and the town centre’s Housing Zone. This proposal will help to support a significant economic boost to the town centre which will overall increase spend and create new jobs.

Met the members of the development team at a special preview event in March this year and were excited to hear about their visions for the site then. This feeling was clearly reciprocated by the local community throughout their consultation and we were interested to hear that of the 200 people who responded, three-quarters (74%) supported the plans.

With Barking undergoing significant change, we firmly believe the proposals for Vicarage Field should be supported. The plans outlined support the Council's ambitious vision for the Borough and offer an excellent opportunity to create a new shopping, leisure and cultural destination within the town centre.

3.2 Consultees

**Greater London Authority (GLA)** – London Plan policies on regeneration, economic development and employment; retail and town centre uses; education and social infrastructure; housing; affordable housing; historic environment; urban design and tall buildings; inclusive design; transport; and climate change are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

**Regeneration, economic development and employment:** The benefits that would arise from the regeneration of this key site within Barking Town Centre are significant and the proposals are strongly supported in line with London Plan policies. The applicant should provide details of how the scheme could be phased, demonstrating how each phase could operate independently when completed.

**Retail and town centre uses:** The proposed town centre uses are strongly supported, subject to further detail on the phasing of the proposals and the relocation of existing tenants.

**Education and social infrastructure:** The proposal for a new school and health centre would be consistent with London Plan policies and are strongly supported.

**Housing:** The principle of residential use is consistent with London Plan policies and is supported. The applicant and the Council should consider a greater minimum proportion of family housing in affordable housing tenures. The applicant should provide the basis of the density calculation to ensure that non-residential uses have been accounted for. Play space proposals are supported.

**Affordable housing:** The applicant states that no affordable housing can be committed to at this stage as the scheme is not currently viable. This is
unacceptable given that the previously approved scheme provided 30% affordable housing with far fewer units; values have risen since the previous scheme was consented; the scheme is of a very high density in a highly accessible area; the strategic requirement to provide the maximum reasonable amount of affordable housing; and that the findings of the applicant’s viability review have not yet been independently reviewed. The benefits of the scheme are recognised, including the quality of the scheme; its importance in the regeneration of the town centre; a large number of new homes; much improved retail space and public realm; the provision of land for a new school; and a new health centre; however the applicant should include a contribution to affordable housing, with subsequent viability reviews. GLA officers will work with the Council to robustly assess the viability of the scheme to confirm that the proposal will supply the maximum reasonable amount of affordable housing. It is noted that the site is in an area with a large proportion of social rent tenure. Consequently, alternative intermediate tenures would be acceptable, subject to the outcome of the viability assessment.

Historic Environment: The proposal will cause ‘less that substantial’ harm to the Abbey and Barking Town Centre Conservation Area. Notwithstanding the current lack of affordable housing, the other public benefits of the scheme are considered to outweigh this harm, including the quality of the scheme; its importance in the regeneration of the town centre; a large number of new homes; much improved retail space and public realm; the provision of land for a new school; and a new health centre. GLA officers consider that no harm will be caused to listed buildings. Some harm will be caused to non-designated heritage assets, however, the harm is limited. The significance of the early twentieth century buildings is also limited, and the benefits of the proposals outweigh this limited harm.

Urban design and tall buildings: The height, layout, massing and architecture of the proposals are supported, subject to detailed design. The Design Code is of a very high quality and secures a high residential quality. The applicant should confirm the level of controlled access envisioned to the routes through the site when commercial and leisure uses are not in operation. Retention of the scheme architect through to completion is encouraged and the Council may wish to consider securing approval of any changes to the design team. The Design Code should be secured by condition.

Inclusive design: The Council should secure M4(2) and M4(3) requirements by condition. Blue badge bays should be increased to 10% of units, as required by London Plan Policy 6.13 ‘Parking’. The residential edge buildings facing onto Ripple Road and Station Parade do not have direct lift access to the car park and the applicant should confirm that accessible units will not be located in these blocks and confirm how this will be secured.

Transport: The level of blue badge parking should be increased; electric vehicle charging points should be provided; a car parking management plan should be provided; residents should be exempt from securing controlled parking zone permits, which should be secured as part of the S106 Agreement; the provision of 360 visitor parking spaces should be reduced; the application should clarify who the cycle hub is aimed at; at least 5% of the cycle parking should be suitable for larger models of cycle; further information should be provided about ancillary cycle facilities; a travel plan for the residential and commercial elements of the scheme should be provided and secured, enforced, monitored and reviewed through the
S106 Agreement; a delivery and servicing plan and a construction and logistics plan should be secured via condition.

Climate change: The carbon dioxide savings fall short of the target within policy 5.2 of the London Plan and the applicant should consider the scope for additional measures aimed at achieving further carbon reductions. Further information on carbon savings and renewable technologies should also be provided before compliance with London Plan energy policy can be verified. The proposals are acceptable in terms of London Plan policies 5.12 ‘Flood Risk’ and 5.13 ‘Sustainable Drainage’.

The application does not yet comply with the London Plan, however the possible remedies set out above could address these deficiencies.

Officer Note:

*The applicant has responded to the various points raised in the GLA stage 1 report and these matters are discussed in the ‘Analysis’ section of this report below. The GLA Officer has confirmed that the applicant’s response is satisfactory at this stage and they await the Council’s decision. The conditions and S106 obligations recommended by the GLA are to be imposed/secured on any planning permission granted.*

Secretary of State - We acknowledge receipt of the Environmental Statement and have no further comments to make.

Historic England (Archaeology) - The planning application lies in an area of archaeological interest. A condition is recommended to require a two-stage process of archaeological investigation comprising first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Officer Note:

*The recommended condition is to be imposed on any planning permission granted.*

Historic England (Buildings) – The application site falls partially within the Abbey and Barking Town Centre Conservation Area. Historic England was briefly involved in pre-application discussions regarding the proposals, and we provided extensive comments in our advice letter dated 22 July 2016. As we indicated then, we recognise that most of the site is of little townscape merit and the development presents an opportunity to activate this part of the town centre by creating streets with active street frontages and a mix of uses. However, we raised significant concerns at pre-application stage about the proposed demolition of an early 20th century terrace at 13-23 Ripple Road and a 1930s health centre along Vicarage Drive, which we consider make a positive contribution to the character of the conservation area. We also felt that the scale of the replacement street-fronting building along Ripple Road and the 16 - 36-storey towers beyond would be at odds with the modest townscape character of the conservation area. We therefore concluded that the development would cause harm to the character and setting of the conservation area and recommended that revisions were explored to reduce the level of impact.
Having reviewed the submitted information, we are disappointed to see that the proposals essentially remain the same and do not address our pre-application advice (apart from a brief mention of our involvement in the submitted Planning Statement). We would continue to assign a significant level of harm to the loss of buildings which contribute positively to the character of the conservation area, and the scale of the replacement buildings along Ripple Road which we consider to be at odds with the prevailing 3-4 storey building heights in this part of the conservation area.

The submitted Townscape, Visual & Heritage Impact Assessment (Volume II) demonstrates that the substantial overall scale of the development would adversely impact on the character of the conservation area and the setting of various listed buildings, causing additional harm in our view. This is particularly evident in View 11 which shows the development appearing in the backdrop along East Street, which diminishes the modest townscape character and blocks the silhouette of its interesting roofline on both sides of the street. It is notable that the towers would be viewed directly behind the Grade II listed Magistrates Court which would reduce its prominence as an important civic building along the high street and obscure its many architectural features including its central clock tower.

Views 9 and 10 which identify the impact of the development from the scheduled Barking Abbey and the Grade I listed St Margaret's Church demonstrate that the development would be clearly visible in these important views. However, the development appears on the periphery of these views and clustered amongst the emerging group of tall buildings in this part of Barking. We therefore do not consider that the development would have a significant impact on the setting of these important listed buildings.

The loss of the terrace along 13-23 Ripple Road and the health centre on Vicarage Drive and the overall scale of the proposed development, particularly in views along East Street and Ripple Road, would neither preserve or enhance the character of Abbey and Barking Town Centre and would cause a great level of harm to its significance which we consider has not been justified. It is therefore our view that the scheme fails to comply with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and Paragraph 132 of the National Planning Policy Framework. We are therefore unable to support this application in its current form and strongly advise that changes are made to the scheme, particularly along the Ripple Road frontages, to reduce the level of harm that would be caused.

**Officer Note:**

The applicant’s agent, DP9, responded to Historic England’s comments above however Historic England maintained their advice provided in the original consultation response.

A detailed discussion of the impact of the proposed development on the Abbey and Barking Town Centre Conservation and heritage assets is provided in the ‘Design and Heritage’ section of this report below.

**Environment Agency – No objections to the proposed development.** The proposed development may have been the subject of a past activity which poses a risk of
pollution to controlled waters. Unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that Environmental Health department consults Environment Agency for further advice. Where necessary advise seeking appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site.

**Essex and Suffolk Water** - Existing apparatus does not appear to be affected by the proposed development. No objection to this development subject to compliance with their requirements. Consent is given to the development on the condition that a water connection is made onto the company network for the new development for revenue purposes.


**London Fire and Emergency Planning Authority (Water Team)** – No additional hydrants are required.

**Thames Water** - There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

With regard to sewerage infrastructure capacity, no objection to the planning application.

No piling shall take place until a piling method statement has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

Expect the applicant to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer.

**Officer Note:**

*The recommended piling condition is to be imposed on any planning permission granted.*

**National Grid** - The National Grid apparatus that has been identified as being in the vicinity of the proposed works is low or medium pressure (below 2 bar) gas pipes and associated equipment. As a result, it is highly likely that there are gas services and associated apparatus in the vicinity.

**London Underground** – No comment.

**Network Rail** – As the site is adjacent to Network Rail’s operational railway infrastructure it is strongly recommended the developer contacts Asset Protection Anglia prior to any works commencing on site. Network Rail strongly recommends
the developer agrees an Asset Protection Agreement to enable approval of detailed works.

The developer must ensure that their proposal, both during construction and after completion of works on site, does not encroach onto Network Rail land; affect the safety, operation or integrity of the company’s railway and its infrastructure; undermine its support zone; damage the company’s infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; or cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

**HighSpeed1 (HS1)** – Conditions are proposed in order to safeguard the HS1 tunnels to the north of this site.

*Officer Note:*

*The recommended conditions are to be imposed on any planning permission granted.*

**London City Airport** - London City Airport has no aerodrome safeguarding objection. Conditions should be imposed relating to the use of cranes and requiring the tallest building to be lit with steady, red, medium intensity obstacle lighting which is visible from all angles.

*Officer Note:*

*The recommended conditions are to be imposed on any planning permission granted.*

**Natural England** – Based upon the information provided, the proposal is unlikely to affect any statutorily protected sites. Standing Advice should be applied to this application as it is a material consideration in the determination of applications.

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.
C2C – No response.

Designing Out Crime Officer – No response.

EDF Energy – No response.

London Borough of Redbridge – No response.

London Borough of Newham – No response.

Transport Development Management Team – The site has an excellent level of public transport accessibility. In addition to the bus and rail services available, the local area is also well-suited to pedestrians and cyclists with appropriate facilities and signed routes provided.

We are satisfied the content and the overall trip generation presented within the Transport Assessment (TA) is sufficiently robust. The traffic impact on the local roads would result in an increase in the total number of trips to and from the site during the traditional peak hours and would be negligible throughout the day. The longer opening hours associated with the potential evening economy uses will lead to an increase in total daily vehicle activity. A significant increase is likely to occur in the total number of trips to and from the site and across the sustainable transport modes. Based on the information that has been provided within the TA and having considered the merits of this application, there are no apparent major adverse highway safety implications arising from the proposed development.

It is proposed that improvement works will be required to Ripple Road and Vicarage Drive to achieve the vehicle access strategy and improved links. The general arrangement of the highway works and adoptable areas are shown on the plan titled Overview of the Highway Works, Drawing No. 2015-2489-012(GA) Rev A. This shows the existing Ripple Road/Vicarage Drive priority junction is reconfigured to ensure the layout of the junction can accommodate each vehicle type expected at the site and the required traffic management, including CCTV. A new access into the school site will be created from Vicarage Drive. While there will be no on-site car parking for the school, access for refuse vehicles and other servicing vehicles will be required and can be facilitated with managed access to a turning area.

We suggest in the interests of highway safety that the detailed design for the above be submitted prior to any commencement or operations related to the development and that a Section 38/278 agreement (Highways Act 1980) is entered into by the applicant and secured by S106 or condition.

The proposed barrier control system for the car park would require sufficient capacity to deal with the peak requirements of vehicles wanting to access the car park. The location of the barrier at the top of the ramp should ensure that there is sufficient stacking space off Ripple Road so that queues are not encountered. This is important to ensure there is no conflict with bus and ELT services. Further details should be submitted during the detail design stage as part of the car parking condition.
As a consequence of the proposed vehicle access strategy, the closure of the vehicular access between Station Parade and the rooftop car park entrance will also remove traffic from an area where priority should be given to pedestrians, cyclists and buses seeking access to the interchange with Barking Station. This will create a noticeable improvement to the pedestrian environment with fewer vehicles and removing the potential for vehicle/pedestrian conflict on the footway. These alterations will also remove congestion and conflict between general traffic, buses and pedestrians, and contribute to delivering planned improvements to the public realm and ease of interchange at Barking Station. It also relies on removing a vehicular exit from a service road located to the rear of existing retail units in Station Parade. The applicant has been advised that the proposed solution is not ideal and if it is to be workable then rights of way and a formal agreement will need to be agreed between the relevant parties outside of this application.

In order to protect the existing residential area, the development site and St Awdry’s Road are to remain separate entities with no connecting vehicular access for residential, servicing or business traffic. We accept that minor changes to St Awdry’s Road will be necessary to accommodate an access for pedestrians and cyclists and provide a link to the new walkway.

The creation of the new pedestrian routes through the site would replace and supplement the present routes, including St Awdry’s Walk. The new pedestrian routes would provide more pleasant and spacious routes from Station Parade to Ripple Road and St Awdry’s Road.

All vehicle parking and servicing activity, including goods deliveries and refuse collection associated with the development, will take place within the basement areas with separate ramped access from Vicarage Drive.

The level of parking proposed is considered reasonable, with the potential impact of on-street parking occurring being negligible due to the surrounding streets having existing parking controls in place.

We recommend a car parking management plan should be submitted and this should be conditioned.

The TA indicates that the development is proposing to provide Electric Vehicle Charging Points (EVCPs) in line with London Plan policy (20% active and 20% passive). The EVCPs should be allocated across all types of parking (including blue badge), managed proactively and secured by condition.

A Framework Delivery & Servicing Plan (DSP) was submitted based on expected servicing requirements at the development for each land use. The applicant has confirmed that they are willing to set up and implement a DSP as part of the development proposal and this should ensure that servicing activity associated with the loading bay is appropriately managed. This should be submitted during the detailed design stage and secured by condition. Similarly, a Construction Environmental Management Plan should be secured by condition.

The applicant is willing to enter into a permit-free agreement for the residential development which should be secured in the S106 Agreement.
Variable message signs (VMS) are proposed on St Paul’s Road and Ripple Road to provide information for drivers. These are welcomed and the suggested locations of the proposed signs appear to be reasonable in principle. An additional sign is requested at the Fanshawe Avenue roundabout which could be used to encourage drivers to park at the London Road multi-storey car park and to avoid Ripple Road completely when there is a risk of congestion. The Local Highway Authority will need to agree details of design and location in consultation with other Council and town centre stakeholders. Any VMS system would require funding from the applicant to provide the infrastructure, equipment and all related installation costs. Additionally, it is essential that an ongoing binding financial commitment is made by the owner/operator of the car park to ensure that the system is maintained into the future and running costs are met without expense to the Council.

We recommend the applicant provides ‘Legible London’ way-finding signs to assist pedestrian movement to and from destinations within the town centre.

A Strategic Level Travel Plan shall be secured to promote sustainable travel for residential and commercial uses. It is also considered that the implementation of a Travel Plan will help reduce dependence upon the private vehicle.

**Officer Note:**

*The recommended S106 obligations/conditions are to be imposed on any planning permission granted.*

**Environmental Health Team** – The environmental health issues raised by this application are local air quality (including odour), noise, possible light pollution, land quality and construction phase impacts.

**Local air quality** - Air quality aspects are evaluated in Chapter 10 of the Environmental Statement and the accompanying Technical Appendices 10.1 and 10.2. I note that the air quality assessment does not make reference to the coming into effect of London Local Air Quality Management (LLAQM) and its associated policy and Technical Guidance in May 2016. However, I am satisfied that the methodological approach remains valid in the new regulatory context.

The information presented includes an evaluation of local air quality affecting the development, the operational phase impact on local air quality, an air quality neutral assessment and construction phase emissions, including emissions to air from non-road mobile machinery.

On balance, I am satisfied that the residual adverse air quality impacts identified in Chapter 10 are not so great as would lead to a recommendation of refusal of planning permission.

I recommend the imposition of a condition to require the submission, approval and implementation of a Construction Environmental Management Plan (CEMP) on any permission that might be granted.

There are two air quality issues which have not been explored in Chapter 10:
There is no evaluation of likely emissions associated with the use of emergency generators although the air quality assessment notes that “there would be short-term emissions of combustion products. However, these would affect air quality only for short periods (typically less than 6-8 hours) in the event of loss of power in the wider electricity grid of London. The impact on long-term air quality in the area around the site – the principal concern of the UK air quality objectives – would be of negligible significance”.

As far as I am aware this outline application does not include details of proposals of the means that are to be employed to mitigate potential odour emissions from any commercial floor space that is fitted out as a restaurant/hotel kitchen.

With regard to the use of emergency generators, this is an area of emerging regulatory control with there being a current Government consultation regarding reducing emissions from medium combustion plants and generators, the outcome of which may impact on the performance requirement of plant to be installed as part of this development.

As far as odour mitigation is concerned I am satisfied the situation can be safeguarded by the imposition of suitable conditions on any permission that might be granted.

Noise - Noise aspects are evaluated in Chapter 9 of the Environmental Statement. The approach adopted in the noise assessment is to establish existing baseline noise conditions at the site; assess the suitability of the site for the proposed development; assess likely noise and vibration levels generated during the construction works associated with the development; establish design criteria for proposed building services plant; establish proposals for mitigation, where appropriate; and assess the significance of any residual effects.

In general I concur with the methodological approach but would note that noise affecting the proposed school and emitted from the proposed school is subject to a “proof of concept” level of evaluation and this will need to be worked up into a detailed proposal as the design of the school is finalised. To safeguard the situation, I recommend the imposition of suitable conditions.

The noise modelling predicts that no part of the new residential development will be exposed to external noise (primarily road traffic and railway noise) in Noise Exposure Category D (NEC D) as set out in the now withdrawn Planning Policy Guidance Note (PPG) 24. Accordingly, there is no noise policy objection to the principle of the development.

In order to satisfy relevant internal noise criteria some units will require noise mitigation, to potentially include, in the case of the most exposed dwellings facing Station Parade, secondary glazing with a deep airspace between glazed panels.

Whilst a safeguarding noise mitigation condition is needed it would not be appropriate to prescribe the use of acoustically treated mechanical ventilation.

A vibration measurement survey has been undertaken and based on these measurements and subsequent numerical evaluation the noise/vibration assessment concludes that “To reduce the levels of perceptible vibration and re-
radiated noise, it may be necessary to treat the buildings closest to the railway with an anti-vibration system”. I accept this conclusion and recommend the imposition of a suitable condition on any permission that might be granted.

With regard to external amenity space the assessment finds that guideline noise standards will be satisfied. I accept this conclusion.

With regard to noise from fixed plant and machinery the assessment identifies that detailed building services information is not available to enable acoustic design but that it is normal to define emission limits for plant by way of planning conditions. I concur with this view and recommend the imposition of two conditions relating to noise from normal operations and from the use of standby plant in emergencies.

A detailed evaluation of demolition/construction phase noise and vibration is provided. I concur with the findings of this assessment and recommend the imposition of suitable conditions.

There is no evaluation of emissions from commercial/entertainment venues on existing or future residents, potentially because of the outline nature of this application. However, I am satisfied that the situation can be safeguarded by way of the imposition of an entertainment noise “performance” condition on any permission that might be granted; a restriction on the handling of bottles and movement of bins at unsocial hours; and a restriction on the times of deliveries/collections.

Potential light pollution - The proposed development will require external lighting to facilitate safe access, egress and movement within the site. To safeguard the situation with regard to the protection of residential amenity I recommend that any permission that might be granted be subject to a condition to require the design and implementation of a lighting scheme which conforms to the Association of Chief Police Officers (ACPO) guidance.

Land quality - Land quality aspects are evaluated in Chapter 12 of the Environmental Statement. The information is in effect a Phase 1 desk study geo-environmental desk study report. I have reviewed the document and am satisfied that it draws on appropriate sources of information and guidance and accept the conclusion that, whilst in principle the site may be safely developed and securely occupied, an intrusive site investigation will be required to be carried out. I therefore recommend that any permission that might be granted be subject to the standard land contamination conditions.

Construction phase impacts - These impacts and outline mitigation measures are evaluated in the noise and air quality assessments. I concur with these evaluations and recommend the imposition of suitable conditions.

In summary, I do not wish to object to the application but recommend that any permission that might be granted be subject to the conditions recommended above.

Officer Note:

*The recommended conditions are to be imposed on any planning permission granted.*
Access Officer - Having met with the design team and looked at the Design and Access Statement and Design Code we have no real immediate concerns. The access arrangements outlined in the documents are some of the best we have seen. It just needs putting into practice now.

School Investment, Organisation and Admissions - The estimated number of pupils that could come from this development based on 855 units is 241 primary aged children, 172 secondary aged children and 13 6th formers.

Arboricultural Officer - The London plane to be removed is under a Tree Preservation Order. It is also one of the twelve best trees in Barking and Dagenham and is recorded on the Greater London National Park City Initiative. It is also on a Barking and Dagenham tree trail currently visible online. I am upset that the outcome of discussions is to allow for the removal of the tree. £200k compensation should be secured for tree planting and it must be ring-fenced for that purpose and separate from any other landscape conditions within the site boundary.

Officer Note:

The £200K tree compensation contribution would be secured in the S106 Agreement.

Early Years and Childcare Service - Concern at loss of capacity in childcare market as there is currently a private nursery/pre-school operating in the shopping centre. Also, with the number of residential dwellings proposed, it is likely that a proportion of residents will be working parents that need childcare and the current capacity in Barking may not be able to meet potential demand. While a school nursery is proposed, this does not usually meet the needs of working parents as they would typically operate 3 hour sessions.

4.0 Local Financial Considerations

4.1 The proposed development would be liable for the Mayoral and Borough Community Infrastructure Levies (CIL). The amount would be calculated and secured through the reserved matters application(s) when full details of the proposed floorspace would be known.

5.0 Analysis

5.1 The Outline Application

5.1.1 The outline planning application seeks approval for:

Amount and use of development – the minimum and maximum amount of development proposed for each land use across the entire development;

Layout – the layout of the buildings, routes and open spaces within the site boundary; and

Access – the proposed access to and within the site for vehicles, cycles and pedestrians.
5.1.2 The following matters are reserved for future approval (the ‘reserved matters’). A sufficient level of information has, however, been provided as part of the outline application to control the parameters of development and demonstrate how a successful development can be delivered. The level of information submitted for each reserved matter is summarised below:

*Scale* – an indication of the upper and lower parameters for the height, width and length of each building within the site boundary;

*Appearance* – an indication of the potential appearance of the development. This would be controlled by a Design Code; and

*Landscaping* – an indication of the potential landscaping within the development. This would be controlled by a Design Code.

5.1.3 A series of documents have been submitted in support of the application that explain and justify the principles of the development.

5.1.4 The application was accompanied by a Development Specification which defines and describes the principal components of the proposed development and explains the type of planning application that is sought for approval now and what is to be applied for later under reserved matters applications. The Specification also sets out the development content including floorspace, land use, residential quantum and mix, open space and parking; and details of the Parameter Plans, providing a broad description of each Parameter Plan and a guide to their content.

5.1.5 The application was also accompanied by a Design Code, the purpose of which is to provide a design framework to secure the vision, character, quality and diversity of future detailed elements of the scheme. The Design Code is not intended to be prescriptive, but provides the overarching design vision and principles that should be followed. The Design Code promotes high quality design standards for the buildings, landscape and public realm that form the proposed development. Clear guidance is set out to ensure that these elements are delivered at a consistently high quality. The Design Code provides guidance for future design teams involved in the preparation of reserved matters applications. Together with the Parameter Plans and the description of development, the Design Code is a control document, which any future detailed proposals should follow and comply with. A condition has been imposed to ensure this.

5.1.6 The outline planning application seeks approval for the Parameter Plans outlined in Table 1 below which will control the reserved matters.

*Table 1: Parameter Plans*

<table>
<thead>
<tr>
<th>Parameter Plan Reference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0247_SEW_VF_P_6000 Rev 00</td>
<td>Identifies development blocks.</td>
</tr>
<tr>
<td>0247_SEW_VF_P_6001 Rev 01</td>
<td>Controls the horizontal limits of deviation and the ‘buildable areas’ at ground floor.</td>
</tr>
<tr>
<td>0247_SEW_VF_P_6002 Rev 01</td>
<td>Controls the horizontal limits of deviation and the ‘buildable areas’ at first floor.</td>
</tr>
<tr>
<td>0247_SEW_VF_P_6003 Rev 01</td>
<td>Controls the horizontal limits of deviation and</td>
</tr>
</tbody>
</table>
5.1.7 The application was accompanied by an illustrative scheme, in addition to the minimum and maximum Parameter Plans, in order to demonstrate the proposed design intentions of the scheme.

5.2 Development Content

Proposed Floorspace

5.2.1 Table 2 below defines minimum and maximum gross external areas (GEA) for each category of land use proposed.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Use Class</th>
<th>Minimum GEA (sqm)</th>
<th>Maximum GEA (sqm)</th>
<th>Illustrative Scheme GEA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>C3</td>
<td>65,000</td>
<td>81,750</td>
<td>74,000 (855 dwellings)</td>
</tr>
<tr>
<td>Retail</td>
<td>A1 - A5</td>
<td>20,500</td>
<td>25,650</td>
<td>21,500</td>
</tr>
<tr>
<td>Hotel</td>
<td>C1</td>
<td>0</td>
<td>7,750</td>
<td>7,750</td>
</tr>
<tr>
<td>Non-residential institutions</td>
<td>D1</td>
<td>4,500</td>
<td>6,500</td>
<td>6,150</td>
</tr>
<tr>
<td>Leisure</td>
<td>D2</td>
<td>2,000</td>
<td>5,000</td>
<td>4,500</td>
</tr>
<tr>
<td>Business</td>
<td>B1</td>
<td>1,000</td>
<td>1,250</td>
<td>1,000</td>
</tr>
<tr>
<td>Shared basement</td>
<td>Ancillary</td>
<td>-</td>
<td>22,000</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>93,000</td>
<td>149,900</td>
<td>134,900</td>
</tr>
</tbody>
</table>

*Note: The basement floorspace that is directly attributed to a particular land use has been included in the maximum land use figures (i.e. the basement residential circulation space has been included in the maximum residential floorspace figure). The 'shared basement' floorspace refers to all servicing, plant and car parking that is ancillary to the wider development.*

5.2.2 It should be noted that the maximum total floorspace proposed for the site is 138,000 square metres GEA. The cumulative total of the maximum floorspace figures above for each use class exceeds this level and could not all be delivered.
Retail Uses (Use Classes A1-A5)

5.2.3 The application seeks permission for a maximum of 25,650 square metres GEA of Class A1-A5 floorspace and a minimum level of 20,500 square metres GEA.

5.2.4 The proposed retail floorspace would be distributed across the ground and first floor levels of the development as illustrated on Parameter Plan 0247_SEW_VF_P_6006 Rev 01.

5.2.5 A range of commercial unit sizes are proposed to provide a viable mix for a range of users and these have been determined following consultation with retail agents. The applicant is confident that the proposed development would attract a broad range of good quality high street retailers.

5.2.6 The main retail frontage would be maintained along Station Parade and Ripple Road and new pedestrianised retail frontages would be located within the development.

Leisure and Cultural Uses (Use Class D2)

5.2.7 The application seeks permission for a maximum of 5,000 square metres GEA of Class D2 floorspace and a minimum level of 2,000 square metres GEA.

5.2.8 The proposed leisure and cultural uses could include a gym, 650 seat cinema and music venue. These uses are all included in the illustrative scheme and addressed in the draft S106 Agreement. The exact size and delivery of each use would be subject to market demand and determined at the reserved matters stage. The applicant has, however, agreed to S106 planning obligations to secure the cinema and music venue subject to flexibility if there is no take up after an agreed period of time. A cinema marketing strategy and a music venue marketing strategy, also to be secured within the S106 Agreement, are to be submitted at the reserved matters stage detailing how these uses would be marketed and operators secured.

5.2.9 The proposed leisure and cultural uses would be distributed across the ground and first floor levels of the development as illustrated on Parameter Plan 0247_SEW_VF_P_6006 Rev 01.

Residential Use (Use Class C3)

5.2.10 The application seeks permission for a maximum of 81,750 square metres GEA of Class C3 residential floorspace and a minimum level of 65,000 square metres GEA.

5.2.11 The maximum level of residential floorspace could accommodate over 900 units depending on the precise mix of unit sizes and the mix of use classes approved at the reserved matters stage. The illustrative scheme includes 74,000 square metres GEA of residential accommodation which would provide 855 residential units. The proposed mix of units would be provided in accordance with the parameters set out in Table 3 below:
Table 3: Proposed Residential Mix

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Unit Mix Parameters</th>
<th>Illustrative Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>Maximum 10%</td>
<td>5%</td>
</tr>
<tr>
<td>1-bed</td>
<td>At least 40%</td>
<td>45%</td>
</tr>
<tr>
<td>2-bed</td>
<td>At least 40%</td>
<td>45%</td>
</tr>
<tr>
<td>3+ bed</td>
<td>At least 5%</td>
<td>5%</td>
</tr>
</tbody>
</table>

**Hotel Use (Use Class C1)**

5.2.12 The application seeks permission for a maximum of 7,750 square metres GEA of hotel floorspace. The maximum floorspace could accommodate a 150-bed hotel, which is included in the illustrative scheme. The proposed location of the hotel is illustrated on Parameter Plan 0247_SEW_VF_P_6007 Rev 00.

5.2.13 A minimum of 0 square metres of hotel floorspace is proposed to ensure the delivery of this use is flexible and can respond to market demand and conditions. The alternative use would be residential (Class C3) if there is insufficient demand for a hotel. This flexibility is indicated on the Parameter Plan.

**Business Use (Use Class B1)**

5.2.14 The application seeks permission for a maximum of 1,250 square metres GEA of Class B1 business floorspace and a minimum of 1,000 square metres GEA. The parameters locate this space at ground and first floor levels on Vicarage Drive and this is shown in the illustrative scheme.

5.2.15 It is intended that this business floorspace will be affordable workspace for Barking’s local businesses and would be provided at 80% of market rates. The applicant would consult with the Barking Enterprise Centre, amongst others, regarding this business space during the detailed design process. The applicant has agreed to a S106 planning obligation to secure affordable workspace.

**Non-residential Institution Use (Use Class D1)**

5.2.16 The application seeks permission for a maximum of 6,500 square metres GEA of Class D1 floorspace and a minimum level of 4,500 square metres GEA. The proposed D1 uses include a new 3-form entry primary school and replacement healthcare facilities, as indicated on Parameter Plan 0247_SEW_VF_P_6006 Rev 01.

5.2.17 It is proposed that the land identified for the school be provided to the Council so that it can deliver the school. It is expected that the land would be required during construction for use as a site compound and therefore it would be transferred to the Council towards the end of the construction period. This is addressed in the draft S106.

5.3 **Environmental Impact Assessment (EIA)**

5.3.1 The development is an Environmental Impact Assessment (EIA) project under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. The basis for this is related to the site’s area of 3.17
hectares, the density of the development and the likely level of residential provision. Accordingly, the application was accompanied by an Environmental Statement (ES) which addresses the following topics: townscape visual and built heritage impacts; waste and waste management; social and economic effects; transport; noise and vibration; air quality; water resources and flood risk; soil and ground contamination; archaeology; wind microclimate; ecology; daylight; sunlight and overshadowing; interference to TV and radio reception; and energy use and carbon dioxide emissions.

5.3.2 The significance of the predicted effects are stated in the ES as being either adverse or beneficial. Where appropriate, scales of significance are also used (e.g. substantial or major, moderate, minor, negligible or neutral for visual effects).

5.3.3 A summary of the impacts of the proposed development are outlined in the report below. Full analysis is contained within the submitted Environmental Statement and Appendices.

5.4 Principle of the Development

The Council’s Vision

5.4.1 In February 2016, an independent Growth Commission published a report setting out how the Council’s vision for growth and positive change could become a reality. The Commission considered Barking Town Centre as the initial priority and that should be used as an exemplar for the Council’s new approach to its urban areas. The report stated that “To achieve this, the town centre should continue its direction towards becoming a more urban centre, with an active, interesting street life, a broad range of retail and restaurants and places of employment. The attention currently being shown to the public realm should be extended across the town centre, connecting key features such as Barking Station, the heritage areas around the Abbey and the riverside”. The Commission set a number of goals for 2035 which included to create a new city district in the town centre with the variety and interest of London’s best centres; develop a destination attraction for London; build 35,000 homes, create 10,000 net additional jobs; and attract at least two anchor institutions.

5.4.2 The Barking Town Centre Area Action Plan (AAP) states that by 2025 the town centre will become a vibrant, environmentally sustainable, prosperous and well-designed destination.

The Scheme Vision

5.4.3 The scheme seeks to transform Barking Town Centre by creating a diverse, vibrant and sustainable destination which is well-designed and integrated into its surroundings. The development’s step change in quality and appearance would reinvigorate Barking as an attractive and sustainable place to live, visit, work and relax for both existing and proposed residents. The development would act as a catalyst for future development to help diversify the town centre.

5.4.4 The scheme has been aligned with both the Council’s vision and the recommendations of the Growth Commission. The scheme would grow employment opportunities; stimulate housing delivery and diversify the tenure offer;
and provide a range of high quality retail and leisure facilities that would make Barking become a destination of choice.

5.4.5 The scheme would act as a catalyst for further regeneration within the town centre and across the Borough helping to secure the Council’s vision for positive change.

Policy Background

5.4.6 The National Planning Policy Framework (NPPF) promotes mixed-use developments and encourages multiple benefits from the use of land. The use of sites within town centres for residential development is also supported and the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development.

5.4.7 The NPPF encourages development to optimise the potential of sites to create and sustain an appropriate mix of uses. The effective use of previously developed land (brownfield land) is also encouraged.

5.4.8 Policy 3.7 of the London Plan encourages proposals for large residential development, including complementary non-residential uses in areas of high public transport accessibility. The Mayor of London’s ‘Housing’ Supplementary Planning Guidance (SPG) identifies that London’s town centres have substantial potential for housing intensification, particularly through residential-led, higher density, mixed-use development.

5.4.9 Barking Town Centre is a key development area within the London Riverside Opportunity Area. The London Riverside Opportunity Area Planning Framework (OAPF) states that the town centre is suitable for high density, mixed-use developments with the potential for tall buildings.

5.4.10 Barking Town Centre has been awarded Housing Zone status by the Greater London Authority (GLA). Funding of £42.3 million has been awarded to the Council of which £8.6 million is grant funding in relation to 10 initial schemes totalling 2,295 homes. A further 12 schemes have been identified in the zone. Vicarage Field is identified on the Housing Zone Map as a ‘Future Scheme’. The Council’s role in each varies from just assessing planning applications through to leading the delivery.

5.4.11 Policy CM1 of the Core Strategy states that residential development (particularly higher density development) will be focussed in the key regeneration areas, which includes Barking Town Centre. Policy CM2 of the Core Strategy sets a target of 6,000 new homes in Barking Town Centre.

5.4.12 The application site as a whole falls within the Barking Town Centre Area Action Plan (AAP) area and the existing shopping centre is located within Barking Town Centre Site Specific Allocation Area 10 (BTCSSA10) (Vicarage Field). The Site Specific Allocation identifies an indicative capacity of 2,500 square metres (net) of retail floorspace and 250 new homes. This quantum was based on the previous (now expired) planning permission for the existing shopping centre site which included a 23-storey building. The Site Specific Allocation states that a scheme providing the stated uses is to be encouraged and permitted provided that it reviews car parking provision and servicing arrangements to encourage a more efficient use
of the site and a reduced impact on the local road system; the Station Parade facade provides a fitting response to its location opposite Barking Station; the quality of pedestrian movement through both the shopping centre itself and St Awdry’s Walk is improved; it addresses the need for enhanced integration of the scheme into the town centre; a sympathetic relationship with the houses in Vicarage Drive is provided and residents’ environment protected; it conserves or enhances the significance, including its setting, of St Margaret’s Vicarage (Cosco House), a Grade II listed building; and it conserves or enhances the significance, including its setting and views in and out, of the Abbey and Barking Town Centre Conservation Area.

5.4.13 Policy BTC17 of the Barking Town Centre AAP identifies Vicarage Field on the Station Parade frontage as ‘sensitive’ but potentially suitable for tall buildings. The policy further states that proposals for any tall building must conserve or enhance the significance of the area’s heritage assets and their setting such as listed buildings, Scheduled Ancient Monuments, Abbey Road Riverside and Barking Town Centre Conservation Areas, and other townscape features of local distinctiveness and heritage value; be of exemplary high quality design; take account of natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, and proposals for other tall buildings; conserve or enhance important views and skylines including key townscape features such as the Town Hall tower; and where they are close to the River Roding, minimise any adverse impact on the biodiversity and amenity value of the river and riverside walk.

**Tall Building(s)**

5.4.14 The application site is considered in principle to be a suitable location for tall building(s) of exemplary design quality in accordance with Policy BTC17 and Site Specific Allocation BTCSSA10 of the Barking Town Centre AAP and the London Riverside OAPF.

5.4.15 An assessment of the impact of the proposed development on heritage assets and the Abbey and Barking Town Centre Conservation Area is set out below in this report.

**Residential Floorspace**

5.4.16 The principle of the acceptability of residential development at the application site has clearly been established through the previous consent, the Housing Zone status and policy as set out above.

**Retail Floorspace**

5.4.17 Policy 2.5 of the London Plan states that town centres should provide the main focus beyond London’s central activities zone for commercial development and intensification. Town centres should also provide the structure for sustaining and improving a competitive choice of goods and services conveniently accessible to all Londoners, particularly by public transport, cycling and walking.

5.4.18 Policy BE1 of the Borough Wide Development Policies DPD protects A1 uses along shopping frontages while Policy BE2 states that the Council will welcome developments in town centres that provide vitality, viability and regeneration
benefits. Development should also be in accordance with the prime retail function of the area and achieve a high degree of street activity and pedestrian movement.

5.4.19 The existing Vicarage Field shopping centre and some of the application site buildings outside of the applicant’s ownership contain retail floorspace. This amounts to 28,987 square metres GEA. The existing shopping centre has a very low level of efficiency at approximately 58%. This is because circulation space and shopping centre public realm is enclosed and therefore counted as part of the GEA. The net internal area of the existing shopping centre is much lower at 14,396 square metres.

5.4.20 The proposed development includes the provision of new high quality retail floorspace centred on the creation of new outdoor high streets that cut through the heart of the development. This would significantly improve permeability and the type of retail offer provided by the site. The high street and circulation space are not enclosed and therefore not included in the proposed GEA floorspace.

5.4.21 While the net internal areas for the proposed retail layout would not be confirmed until the detailed design stage, an efficiency level of 80% is expected to be achievable given that it excludes circulation space. This would then result in a higher proposed net internal area, of between 16,000 and 19,900 square metres, compared to the existing situation and therefore representing an overall increase in useable retail floorspace. The proposed GEA retail floorspace would represent a small reduction from the existing floorspace due to the change in type of shopping environment proposed.

5.4.22 The proposed development also includes other town centre and commercial uses that would complement the primary retail function at ground and first floor levels.

5.4.23 A range of unit sizes are proposed, including some larger units to attract major store operators and higher end retailers. The proposals have been developed alongside advice from retail agents to ensure the size and mix is attractive to the retail market. Smaller units would be available for independent retailers and specialist brands in accordance with Policy 4.9 of the London Plan.

5.4.24 The proposed retail offer would also have a number of positive impacts, including regenerating the town centre; providing high quality retail floorspace that would attract new retail occupiers and new shoppers to Barking; an increase in retail choice and competition; the creation of new jobs; creation of high quality public realm that would be carefully integrated into the wider town centre; securing new investment in the town centre; and enhancement of the evening economy.

5.4.25 The principle of the new shopping centre and additional retail provision are considered to be in keeping with national, regional and local policies.

Leisure Uses

5.4.26 The proposed development includes up to 5,000 square metres of leisure uses. This could comprise a cinema, music venue and gym, as shown in the illustrative scheme. The proposed uses are considered appropriate in the town centre location in accordance with Policy 4.7 of the London Plan.
5.4.27 The proposed music venue would seek to promote Barking as a visitor destination in accordance with the aspirations of Policy BTC6 of the Barking Town Centre AAP and the vision set out by the Mayor of London’s music venue taskforce which seeks to stimulate new venue creation.

5.4.28 Barking is currently poorly served by leisure and entertainment uses and this is acknowledged in the Barking Town Centre AAP. Policy BTC5 of the AAP states that the Council will encourage the provision of leisure uses in the town centre that will stimulate and sustain a vibrant evening economy and will welcome restaurants and family-orientated developments.

5.4.29 The proposed uses would increase pedestrian activity and footfall through the site after shopping hours in order to increase natural surveillance, ensure public safety, prevent crime and reduce anti-social behaviour. The proposed uses would promote the diversification of the evening economy in accordance with Policy BE4 of the Borough Wide Development Policies DPD.

Other Uses

5.4.30 The principle of the provision of affordable workspace, a hotel, a 3-form entry primary school and replacement healthcare facilities is acceptable in policy terms and welcomed to support the growing population and the vitality and viability of the town centre.

Conclusion

5.4.31 The proposed development has been aligned with the strategic principles of Site Specific Allocation BTCSSA10. The proposed density and scale of development has increased to respond to the enhanced ambition and level of opportunity the site presents. The development adopts the core principles of the NPPF to optimise development on brownfield sites and deliver sustainable development with positive economic, social and environmental impacts. The delivery of additional housing is supported by the Housing Zone status, the excellent public transport accessibility of the site and the wider objective of the London Riverside OAPF.

5.4.32 Overall, the principle of a mixed-use development on the site is welcomed and supported, subject to the matters discussed below being satisfactorily addressed.

5.5 Phasing and Town Centre Management

Phasing

5.5.1 In the event that outline planning permission is granted, construction is unlikely to commence before 2018 given the reserved matters and detailed design stages of the development. The proposed construction programme and strategy is therefore at a relatively early stage. The GLA stage 1 report questioned the proposed single phase construction methodology for the development and asked whether it could be delivered in separate phases as is common for developments of this size. In response, the applicant advised that the views of their various consultants are that the development would need to be built out in a single phase over a period of 4-5 years. The applicant has advised, as set out below, that there are difficulties and constraints that prevent a phased development in this case:
• the proposed development includes one main servicing road on Vicarage Drive which connects to Ripple Road. Vicarage Drive would also need to serve as the primary construction access route for all construction-related vehicles. The use of the access road for both construction vehicles and servicing is not practical nor safe;

• the delivery of an earlier phase of development would likely impact on the viability of the scheme. Occupants and residents of an early phase may experience significant disruption because of on-going construction. It would not be feasible to secure permanent retail tenants on market rents and private residential sales values would be diminished. This would undermine the development value of the scheme. Phasing would also extend the total construction programme and increase preliminary costs. There is a considerable risk that the already sensitive viability would be negatively impacted;

• the proposed development includes a large, two-storey basement across the site. The construction programme identifies nearly two years to demolish the existing building and create the basement. This is a significant proportion of the total construction period and limits the opportunity for meaningful phasing; and

• this is a strategic regeneration project of very significant long-term benefit to the Borough and it is imperative that the development has an immediately positive impact upon opening that enhances Barking’s image and is of sufficient impact to transform market perceptions. The partial opening of the development would fail to deliver this. The core design intent and the quality of this mixed-use and fully integrated town centre project would not be delivered until construction is complete. The high quality public realm, pedestrian walkways and other supporting infrastructure would not be delivered in full until the final stage of construction.

5.5.2 Officers accept the applicant’s current response to phasing given there is so much uncertainty, but nevertheless as the detailed design emerges opportunities for phasing may present themselves and these should be discussed with the Council at the earliest opportunity. Officers support the build out of the development in one phase for the reasons given by the applicant and to minimise disruption to the town centre.

Town Centre Management

5.5.3 The GLA stage 1 report commented regarding the scheme’s impact on the retail functioning of the town centre during the construction phase. It also sought further information about relocation possibilities for existing retail tenants. In response, the applicant advised that the proposed comprehensive redevelopment of the site is inevitably going to present some short-term disruption. However, the proposal has been plan-led and would have a long-term transformational impact on the town centre and wider-Borough for many generations to come.

5.5.4 The applicant also advised that the current shopping centre suffers from dated design, functionality and configuration. As a single, enclosed environment it offers neither retail legibility nor easy permeability and it fails to provide the required retail and leisure mix. The applicant has sought to maintain high occupancy and a varied
tenant mix by offering highly concessionary terms, with some tenants being allow to remain trading despite arrears. This is not a sustainable position and pertains only to the outcome of this application process.

5.5.5 Should the application be successful, the applicant would have a strong vested interest in ensuring that the vibrancy and vitality of Barking’s retail offer is maintained during the construction process as it is imperative that Barking retains its current retail status and function to ensure that the redeveloped shopping centre is successful and attracts a broad range of tenants.

5.5.6 The applicant has advised that they would continue to work with the Council prior to commencement of the development to explore how an element of retail provision or active frontages could be provided at appropriate stages during the construction process to enliven the street scene. This could be through the provision of temporary uses or ‘pop-up installations’ on prominent parts of the site. This would help activate streets near to the station and town centre and mitigate the impact of construction. There would be opportunities for additional market trading and meanwhile uses in the areas immediately adjoining the site. The applicant has referred to Boxpark in Croydon as a useful emerging model which incorporates retail, food and beverage and an events space in a meanwhile environment. A condition is proposed that requires the submission of a development implementation strategy prior to commencement of the development that details proposals to ensure the continuing vitality and viability of the town centre during the construction phase. This strategy would also require the applicant to consult the NHS to confirm any reasonable mitigation measures required to ensure adequate provision of local pharmacy services during construction.

5.5.7 The applicant has also advised that they would seek to raise public awareness of the proposed development and the construction progress to raise perceptions of Barking and illustrate the quality of development coming forward. The site would be sympathetically managed and hoarded throughout the construction phase to minimise the impact on the town centre environment.

5.5.8 The applicant has undertaken extensive engagement with the existing tenants of the shopping centre and continues to do so. All existing tenants are aware of the outline application and the expected timescales for redevelopment. Should outline permission be granted, the applicant would continue to engage with existing tenants and assist with relocation options where appropriate.

5.5.9 The proposed range of unit sizes presents opportunities for some existing tenants to return to the completed development.

5.6 Socio-economic Effects

5.6.1 Chapter 7 of the ES assesses the likely significant socio-economic effects of the development. The assessment includes consideration of the effects of the development on the delivery of new housing, population effects, demand for social infrastructure and the generation of employment, amongst other things.

5.6.2 The construction period of the proposed development would generate approximately 266 full-time equivalent (FTE) jobs, a net of 63 FTE jobs accounting for the loss of existing employment from the site.
5.6.3 The proposals for retail and commercial space would provide more modern accommodation. The job estimate for the completed development is 1,009 – 1,284 jobs (FTE gross). When discounted for existing employment, this yields a net increase of between 72 and 347 FTE jobs. This has been assessed as a change of moderate beneficial significance at local and district (Borough) level. The improved accommodation would enhance the retail provision of Barking Town Centre and would assist the retention of employment in the town centre.

5.6.4 The provision of approximately 763 – 945 new homes has been assessed as a minor beneficial effect at local level.

5.6.5 The increase in demand for primary school places has been assessed to be a moderate beneficial effect at local level taking account of the proposed primary school to be provided on site. The increase in demand for secondary school places has been assessed to be of minor adverse significance at district level.

5.6.6 The proposed development would increase demand for primary healthcare and GP services. Healthcare facilities are proposed as part of the development to replace the existing Vicarage Field Health Centre. The residual effects have been assessed to be minor adverse at local level.

5.6.7 An increase in spending by households of approximately £8.8 - 10.9 million per annum has been assessed as a minor beneficial effect at local level.

5.6.8 The provision of open space and children’s play space within the development has been assessed as a minor beneficial effect at local level.

5.6.9 The development would also help to minimise opportunities for crime and increase perceptions of safety at a local level with its improved pedestrian environment. This has been assessed as a moderate beneficial effect.

5.7 Housing

Housing Mix

5.7.1 The outline proposals seek to provide up to 81,750 square metres of residential floorspace (Class C3). The proposed number and mix of residential units are not fixed and would be controlled by the parameters set out in the Development Specification.

5.7.2 Barking Town Centre and its environs have a high proportion of social rented housing including larger units and the Council’s Barking Town Centre Strategy which informed the successful Housing Zone bid is to provide additional one and two bedroom residential units (private for sale, private rented sector (PRS) and shared ownership) which attract working residents who can help support a widening of the town centre’s retail and leisure offer and in particular help support the poorly developed evening economy.

5.7.3 The proposed tenure of the residential units would be in accordance with the Council’s strategy.
5.7.4 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 30% family accommodation (3-bedrooms or larger) in Barking Town Centre. The policy goes on to state that not all sites will be suitable for family-sized accommodation, for example in town centre locations where the size and form of the site is too tight, and where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

5.7.5 The site’s location is not generally suitable for a high proportion of family-sized accommodation. This site is in a highly accessible location within the town centre and is more suited to high density flatted development as part of a mixed-use development. As set out in Table 3 ‘Proposed Residential Mix’ above, a higher proportion of one and two-bedroom units are proposed which are more suited to the location and type of development. A commitment for at least 5% 3+ bedroom family units is to be secured. Officers accept the proposed residential mix. The GLA has also accepted the proposed mix in relation to market sale housing, but they have stated that should sub-market housing be provided, this should include a larger proportion of family housing.

Density

5.7.6 The density matrix in the London Plan identifies that a site with a PTAL of 6 in a central setting should provide 140-405 units per hectare (u/ha) or 650-1,100 habitable rooms per hectare (hr/ha).

5.7.7 The illustrative scheme for 855 residential units has a residential density of 1,187 habitable rooms per hectare which is slightly above this density range. The density has been calculated in accordance with the Mayor of London’s ‘Housing’ SPG by reducing the total site area by the proportion of non-residential floorspace.

5.7.8 The London Plan identifies that it is not appropriate to apply the density range guidance mechanistically and that local context, design and transport capacity are particularly important and should be taken into account.

5.7.9 The proposed development has been sensitively designed to provide a high quality residential environment, ensuring that each residential unit has sufficient daylight, privacy and amenity space. The scheme also includes associated social infrastructure, open space and playspace and has excellent public transport accessibility.

5.7.10 The Mayor’s ‘Housing’ SPG highlights that there may be exceptional circumstances where densities outside the ranges may occur and in such scenarios the test for acceptability is about the quality of the proposal – the requirement being that housing should be of exemplary design quality. As discussed later in this report, officers consider that the proposed development meets this test.

Sub-Market Housing

5.7.11 Policy 3.12 of the London Plan and Policy BC1 of the Borough Wide Development Policies DPD seek to achieve the maximum reasonable amount of sub-market housing for individual private residential and mixed-use schemes. Developers will
normally be expected to provide their sub-market housing on site, but exceptional circumstances may allow for partial off-site provision and/or commuted payments.

5.7.12 The application was originally submitted with no sub-market housing provision as the scheme is unviable based on today’s market values. A full viability assessment also accompanied the application.

5.7.13 Following concerns raised by Council Officers and the GLA during the application process about the lack of sub-marketing housing, the applicant has now committed to provide a minimum of 10% intermediate residential units which would be delivered directly by them at a 20% discount to market. This would be secured in a S106 Agreement.

5.7.14 The Council appointed Bilfinger GVA to carry out an independent review of the applicant’s viability assessment which deducts development costs from gross development value (GDV) to determine the land value and factors in a developer profit of 17.5% of GDV. On the basis of the figures adopted by Bilfinger GVA in their review, the proposed development fails to achieve the benchmark land value and is therefore currently unable to provide any sub-market housing. Despite this the applicant has agreed to provide a minimum of 10% intermediate residential units due to their confidence that viability will improve.

5.7.15 The applicant has advised that unlike a traditional residential development, the scheme includes the redevelopment of a shopping centre to deliver a mixed-use scheme. It includes significant additional costs and the demolition of a revenue generating asset. This results in an unviable scheme based on today’s market values. The submitted viability assessment demonstrates this position and the independent review by Bilfinger GVA confirms the scheme is unviable.

5.7.16 It is considered that there are significant regeneration benefits arising from the proposed development which add to the costs of the development and therefore affect the viability of the scheme and the ability to provide sub-market housing. The scheme includes a high level of design quality with associated high costs and high quality public realm, new pedestrian links, enhanced retail and leisure floorspace and new or enhanced community uses comprising a healthcare facility and a cycle hub.

5.7.17 The applicant has advised that the scheme’s vision and design intent results in approximately £19 million of additional costs. The provision of the land for the school that could otherwise be developed for residential housing is also a significant draw on development viability. The applicant has advised that a scheme of a lesser design quality with fewer supporting town centre uses would fail to maximise the site’s potential and the regeneration of the town centre.

5.7.18 The applicant has further advised that the 2011 planning consent for a mixed-use scheme comprising 231 residential units and 1,333 square metres of retail floorspace was not considered viable and therefore not implemented. The 2011 scheme did not have the same level of ambition or design intent as the proposed development. The 2011 permission did not include additional buildings to comprehensively redevelop this town centre site and nor did it include the same wide range of benefits as set out above. The 2011 scheme would fail to deliver the
transformational change and delivery of growth for the town centre pursuant to the Council’s vision and is therefore not comparable to the current scheme.

5.7.19 Despite the scheme’s current viability position, the applicant has confidence that Barking would experience the expected growth in market values and this would result in a viable scheme that can support sub-market housing. The applicant’s confidence in the market is demonstrated by the current sub-market housing offer despite the scheme being unviable.

5.7.20 The applicant has undertaken high level growth scenarios to demonstrate how sub-market housing could be delivered on site. Assuming that development costs do not change and if residential sales values grow to £798 per square foot (in line with current prices at Stratford) and an approximate 47% increase in A1 and A3 floorspace occurs (via a 33% increase in rent and a 0.5% shift in yield), then 10% intermediate residential units could be delivered. If residential sales values grow further to £812 per square foot (with retail growth as above), then 20% intermediate residential units could be delivered.

5.7.21 If the development is built out as a single phase, a review mechanism would require the applicant to submit an updated viability assessment on first occupation of any residential unit within the development. If, however, the development is phased, then updated viability assessments would be required on a plot by plot basis (i.e. on first occupation of any residential unit in each plot). In all cases, any surplus would be split 60/40 in favour of the Council and used for off-site sub-market housing. The sub-market housing provision for the scheme would be capped at the equivalent of 50%. The applicant would fund the costs of the review processes. The review mechanism would be secured in a Section 106 Agreement and would ensure that the final sub-market housing offer is maximised and reflects any further increases in sales values.

5.8 Design and Heritage

Scale and Massing

5.8.1 The massing of the proposed development responds to both the traditional low-rise and the emerging tall building heights within the town centre. To the edges of the site the buildings are sympathetic to the scale of Ripple Road and Station Parade, gradually stepping down to meet the existing low-rise buildings while still creating a defined edge to the public realm. The proposed built form along Station Parade would mend the break in the retail frontage created by the existing rooftop car park access and St Awdry’s Walk.

5.8.2 The proposed buildings step up in height towards the centre of the site in order to minimise any potential impact on the neighbouring community. The location of the site to the south of the railway line reduces the risk of overshadowing to the north of the site.

5.8.3 The proposed development aims to create a visually interesting skyline rather than continuous heights across the site.

5.8.4 The Design and Access Statement sets out an illustrative scheme to demonstrate how a high-quality scheme can be delivered within the parameters set by the
Parameter Plans and Design Code. The illustrative scheme for 855 residential units includes a range of buildings which are 5-7 storeys high fronting Ripple Road and Station Parade, with heights of 9, 13, 16, 19, 22, 26 and 36 storeys across the remainder of the site. The proposed primary school is shown in the illustrative scheme as a part 3/part 4-storey building with play space at roof level.

5.8.5 The Parameter Plans and the Design Code would guide the form and massing of the built form of the development and set minimum and maximum extents of the blocks, including heights.

Building Typologies

5.8.6 The proposed buildings are divided into four different typologies as described below. Section 5 of the Design Code sets out design guidelines for these typologies and would inform the reserved matters:

**Base typology** – a low-rise mixed-use building across the lower two levels of the development. These provide street frontage and include a mix of uses such as retail, leisure, commercial, community and residential entrances. The ‘Field’ would be located on the roof of Level 1.

**Stepping typology** – These are low-rise residential buildings which seek to repair the Station Parade, Ripple Road and Vicarage Drive edges of the development. These generally front on to existing streets and intersections with new streets. The residential layouts in the illustrative scheme comprise of dual aspect duplexes. The proposed use of dark red brick would complement the materiality of existing buildings.

**Folding typology** – These are mid-rise and tall buildings which would be located along the railway edge. The folding typology also includes the primary school in Vicarage Drive.

The bulk and massing of these buildings are reduced by providing a number of clear breaks in the façade treatment to create the appearance of stacked volumes. This is secured via the Design Code.

In the illustrative scheme, the typical residential floor layout incorporates six dual aspect corner units and two single aspect south-facing units. The Design Code secures the principle that there will be no north-facing single aspect units.

The lower parts of the buildings would continue the materiality of the edge buildings, typically brick. The middle part of the buildings would repeat this materiality but with a palette of profiled metals in place of brick, while the higher parts of the buildings would have a stronger vertical emphasis created with the use of punched window openings with large format flat cladding panels referring to the materiality of the lozenge buildings. The school would be predominantly clad with playfully coloured material that harmonises with the rest of the development.

**Lozenge typology** – The family of 5 lozenge buildings, comprising mid-rise and tall buildings, would be located central to the site at critical distances from each other to avoid overlooking and to allow as much light as possible to penetrate the public spaces in the site.
These buildings would be located on a north-south axis to optimise the sunlight within the residential units and to eliminate north-facing single aspect units. The lozenge shape allows for more corner dual aspect units. The typical residential floor layout in the illustrative scheme consists of six dual aspect corner units and two single aspect east or west-facing units. No north-facing single aspect units would be provided.

The lozenge buildings would be treated as a family or cluster of buildings and each building would have a subtle differentiation in the tone and colour of the cladding to distinguish it from the others, however, the fenestration pattern and cladding material would be common to all buildings.

In the illustrative scheme, each lozenge building would appear to land, with sculptural legs that root the buildings to the site and allow for the retail and leisure spaces to weave in and out of the base of the buildings. The rooting of the buildings allows the upper floor levels to feel connected with the street below and creates a strong sense of identity for the buildings above. The Design Coe secures the principles of the building structure continuing to ground as expressed sculptural legs.

Critical Distances

5.8.7 Design guidelines for critical distances are secured at Section 5.1.3 of the Design Code and would inform the reserved matters.

5.8.8 The Lozenge typology buildings within the development have been designed with a minimum critical distance of 20 metres between habitable rooms to ensure a suitable level of outlook.

5.8.9 The Stepping, Folding and Base typology buildings would have a habitable room to non-habitable room separation distance of a minimum of 12 metres. Habitable room to blank wall separation distance would also be a minimum of 12 metres.

5.8.10 Any risk of overlooking at a distance of 18 metres or less must be mitigated with the use of blank walls, obscured glazing or staggered windows.

Layout

5.8.11 Details of the layout of the scheme is controlled by the Parameter Plans. The illustrative scheme included in the Design and Access Statement demonstrates how the land uses could be delivered as part of a high-quality scheme. A summary of the illustrative scheme layout is set out below, which complies with the Design Code and Parameter Plans.

5.8.12 The ground floor of the illustrative scheme focuses on the retail and shopping experience. Larger units are proposed to the centre of the site to increase attraction to the main public space at the heart of the development. Access to the proposed leisure activities, comprising a cinema and music venue, would be from first floor level. Restaurants are also proposed on this level.
5.8.13 On the first floor a walkway would circulate around the main central space and this would be designed to be sufficiently large to provide for seating spaces and soft landscaping, whilst ensuring adequate circulation space. In the illustrative scheme, a main staircase located on Vicarage Drive at the entrance from Ripple Road would serve as the main connection between the ground floor and first floor levels, although there would also be escalator and lift provision.

5.8.14 In the illustrative scheme Vicarage Drive would comprise affordable workspace, replacement healthcare facilities, a cycle hub and a 3-form entry primary school. The Design Code and Parameter Plans consequently define Vicarage Drive as having predominantly community and education uses.

5.8.15 At second floor level the ‘Field’ would comprise a green space separating the residential uses above from the retail and leisure uses below. The ‘Field’ would be designed as a shared amenity space for residents.

5.8.16 All buildings would have a residential entrance on the ground floor facing either the existing street or the new pedestrianised streets. It is envisaged that a number of the buildings at the centre of the site may have combined entrances to create more generous lobby spaces that could accommodate the site-wide concierge facilities.

*Residential Quality*

5.8.17 The internal layouts of all residential units would be compliant with the nationally described space standards and the minimum space standards set out in the London Plan.

5.8.18 In order to achieve a high quality of residential design, the Design Code states that building volumes must be spaced adequately to ensure each residential unit is afforded a reasonable level of privacy; residential units shall be designed and tested against Building Research Establishment (BRE) standards to achieve a good level of natural daylight; residential units along the north façade must be dual aspect, where practicable, to avoid single aspect north-facing scenarios; typical residential layouts must be designed to optimise dual aspect units, where possible; and all residential units must have adequate access to private and communal amenity space.

*Inclusive Access*

5.8.19 In accordance with Policy 3.8 of the London Plan, the Design Code states that 90% of the proposed residential units must meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.

5.8.20 The Design Code also states that 10% of the proposed residential units must meet the wheelchair housing requirement set out in Policy 3.8 of the London Plan and Building Regulation M4(3).

5.8.21 In the illustrative scheme, all entrances to the site have an approximate level change of 1 metre. The remainder of the site is predominantly level. The Design Code ensures step-free access would be provided with gently sloping routes. A maximum gradient of 1:21 is proposed and a level landing would be provided every 500mm of level change.
5.8.22 Movement between the ground and first floor public realm would be by stairs suitable for ambulant disabled people, as well as escalators and lifts. Lifts are proposed on Ripple Walk and Station Walk in the illustrative scheme.

5.8.23 The proposed communal amenity space throughout the development is also proposed to have step-free access.

5.8.24 The Design Code secures design guidelines for inclusive access for both the residential and non-residential uses in the development and would inform the detailed design stage. This also secures the requirement for 10% of hotel rooms to be wheelchair accessible in accordance with London Plan policy.

External Appearance

5.8.25 The materiality of Barking Town Centre has traditionally consisted of red bricks, clay roof tiles and painted timber sash windows. In more recent years, Barking Central (Town Square) has introduced the bold use of coloured cladding in conjunction with more traditional materials such as brick-facing.

5.8.26 Emerging consented schemes in the town centre utilise more varied palettes of materials that include stone cladding, profiled and flat aluminium panels and different metal cladding panels.

5.8.27 The proposed development seeks to respond to the traditional and emerging palette of materials with a palette of high quality materials, including dark red brick, a selection of bronze and gold coloured profiled metal panels for the retail levels, a palette of green tones of profiled metal panels for the residential levels, metal balustrades, timber cladding and concrete cladding completed by green roofs and garden terraces.

5.8.28 External appearance is a reserved matter and therefore details are to be approved later. The Design Code at section 5.4 provides design guidelines for the materials palette for the proposed development and this would inform the reserved matters. Officers consider that the design guidelines offer a substantial level of comfort that the emerging external appearance of the development would be of a high quality that respects and revitalises the surrounding area and results in an exemplar development. In order to ensure the external appearance does not fall into disrepair, a condition is to be imposed on any planning permission granted requiring the submission of a scheme for the long-term maintenance of the buildings within the development.

Heritage Setting

5.8.29 The site adjoins the Abbey and Barking Town Centre Conservation Area and a small part, being the 1920s/30s terrace at 13-23 Ripple Road and the 1930s health centre building on Vicarage Drive, falls within the conservation area. The proposed development would also be widely visible throughout the conservation area. It is likely that the development would also be visible from the more distant Abbey Road Riverside Conservation Area.
5.8.30 The application site does not include any listed buildings and nor does it comprise any unlisted buildings of merit.

5.8.31 There are four listed buildings near the application site, namely Cosco House (former Vicarage of St Margaret’s) which has been extended and converted into offices; Barking Station booking hall; Barking Baptist Tabernacle; and Barking Magistrates Court which has been extended and converted to residential use. These buildings are all Grade II listed.

5.8.32 The Abbey Green area, a short distance from the site, contains significant heritage assets, namely Barking Abbey Scheduled Ancient Monument, the Grade I listed Parish Church of St Margaret, the Grade II listed remains of Barking Abbey and the old churchyard walls and the Grade II* listed Fire Bell Gate (Curfew Tower).

5.8.33 A number of locally listed buildings are located near to the site, including Barking Town Hall, the former Barking Police Station at 4-6 Ripple Road, the former British Gas building at 2 Ripple Road, the former Burtons building at 2a-4a East Street, the former Barclays Bank at 2 Station Parade, 4-8 Station Parade and 2 Linton Road.

Archaeology

5.8.34 Chapter 13 of the ES provides an assessment of the likely significant effects on archaeological remains (buried heritage assets) arising from the proposed development.

5.8.35 The site is considered to have a generally low to moderate potential for archaeological remains dating from the prehistoric to later medieval periods. It is considered that the site’s location on fast draining gravels in close proximity to the resources of the River Roding would have made an attractive location for early human settlement. Despite this, there is limited evidence in the vicinity of the site to suggest extensive human occupation in the prehistoric and later periods. In the early and later medieval periods, the site lay within open field or woodland away from the main areas of settlement.

5.8.36 Early historic mapping shows the site was occupied in part from at least the mid-17th century, with occupation being focused along the north-western edge of the site until the early 20th century. From 1939, the centre of the site was occupied by a football ground and in the 1990s redeveloped into the existing shopping centre. Archaeological survival on the site for these remains is expected to be moderate to high. The existing buildings have concrete pad foundations, with a floor slab underside lying 0.5 metres below ground level. Whilst this would have truncated any archaeological remains within its footprint, the footings of earlier buildings are expected to survive beneath this. Although earlier post-medieval remains would be truncated by subsequent developments, e.g. the football ground, these are considered to be heritage assets in their own right.

5.8.37 The proposed basement would entirely remove any archaeological remains within its footprint and extend well into the underlying natural gravels. There would potentially be impacts from piling, preliminary site set-up and demolition, and new services and drainage.
5.8.38 It is considered that any potential impacts to archaeological remains can be successfully mitigated through a programme of preservation by record. Given the size of the site and the scale of the proposed development, an evaluation would be carried out in order to gain greater understanding of the potential, nature and significance of any remains that may be present. The results of the evaluation would inform any further work that needs to be carried out on the site. This may range from a watching brief for remains of low significance to a full excavation for remains of medium or high significance.

5.8.39 Following the successful implementation of an agreed mitigation strategy as outlined above, the residual construction effects on buried heritage assets are assessed to be negligible.

5.8.40 An archaeology condition, as recommended by Historic England, to secure a two-stage process of archaeological investigation comprising first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation, is to be imposed on any planning permission granted.

_Townscape Visual and Built Heritage Impacts_

5.8.41 Paragraph 131 of the National Planning Framework (NPPF), Policy 7.8 of the London Plan, Policy CP2 of the Core Strategy, Policy BP2 of the Borough Wide Development Policies DPD and Policy BTC19 of the Barking Town Centre AAP seek to protect and enhance the historic environment.

5.8.42 The submitted Townscape, Visual and Heritage Impact Assessment (TVHIA) includes a detailed townscape and visual assessment and analyses the proposed maximum parameter development from 30 viewpoints. The TVHIA also includes an analysis of the impact of the illustrative scheme on 9 of these viewpoints using rendered elevations.

5.8.43 The townscape and visual effects of the development on the local area during the demolition and construction phases have been assessed. They were found likely to range between negligible and moderate and to be of an adverse nature because of the disturbance caused by the presence of construction infrastructure, uncompleted buildings, site-deliveries, works lighting and services. The effects would, however, be short-term and temporary in nature. They would affect areas closer to the site most significantly.

5.8.44 Demolition and construction works have been assessed to have a negligible or minor adverse effect on distant views owing to the requirement for cranes and the large-scale nature of the development when under construction, without the mitigation arising from the design of the external building envelopes when completed.

5.8.45 The proposed development would result in the demolition of buildings in the Abbey and Barking Town Centre Conservation Area, namely the terrace at 13-23 Ripple Road and the 1930s health centre on Vicarage Drive. The Council’s analysis of these buildings which is set out in the Abbey and Barking Town Centre Conservation Area Appraisal states that the buildings make a neutral - positive contribution to the conservation area.
5.8.46 Historic England’s consultation response states that the proposed development would cause a ‘significant level of harm’ to the Abbey and Barking Town Centre Conservation Area. The key areas of concern include the loss of 13-23 Ripple Road and the health centre which they consider contribute to the conservation area and the scale of the replacement buildings along Ripple Road. The Historic England response also states that the overall scale of the development would cause ‘a great level of harm’ to the significance of the conservation area.

5.8.47 The TVHIA has assessed the contribution of each building using Historic England’s guidance ‘Understanding Place: Conservation Area Designation, Appraisal and Management’ (2012). The full assessment can be found in the TVHIA but it concludes that the Historic England test draws out the limited ways in which the site buildings within the conservation area boundary make a minor contribution to its character and appearance. The applicant argues that it is noteworthy that the buildings have not been locally listed by the Council, as others in the conservation area have, in recognition that they do not have ‘local significance worthy of protection owing to their individual importance and/or historic association’.

5.8.48 The TVHIA agrees that the loss of these buildings would result in a degree of harm to the conservation area. However, it concludes that their demolition would represent a low degree of less than substantial harm given the minor contribution these buildings are considered to make to the conservation area.

5.8.49 13-23 Ripple Road and the health centre on Vicarage Drive fall outside of the applicant’s ownership and were not included in the early design proposals for the site. Their subsequent inclusion was a result of detailed discussions with the Council wherein officers sought a comprehensive redevelopment of the town centre. The omission of these properties would fail to optimise the regeneration potential of the development. The inclusion of these properties also facilitates the removal of the current service entrance on Ripple Road and subsequent improvements to the pedestrian environment.

5.8.50 Historic England states that the scale of replacement buildings along Ripple Road would be at odds with the prevailing 3-4 storey building heights in this part of the conservation area and therefore cause harm. Viewpoints 4 and 15 in the TVHIA illustrate the proposed relationship with Ripple Road.

5.8.51 In viewpoint 4, the development steps down to Ripple Road to respect the character of the conservation area and the block on the corner of Ripple Road and Vicarage Drive is curved in response to the junction. The buildings would be principally of dark red brick to relate to the surrounding buildings. Planting on the upper levels would help to soften the appearance of the buildings.

5.8.52 In viewpoint 15, the proposed street buildings are designed to relate to the existing scale and material of Ripple Road. The buildings are stepped at their upper levels and softened by planting at roof level.

5.8.53 The TVHIA considers that the high-quality architecture would result in a moderate beneficial effect in viewpoint 4 and a substantial beneficial effect in viewpoint 15.

5.8.54 The Historic England response states that the overall scale of the development would adversely impact on the character of the conservation area and the setting of
various listed buildings. Historic England suggest that this is evident within viewpoint 11 of the TVHIA. The applicant has responded that the development would be a more cohesive element on the edge of the conservation area. The edge buildings have been designed to relate to the existing conservation area by replicating its plot widths in their ground floor openings and their fine grain, variation and materiality at upper floor levels.

5.8.55 In viewpoint 11, the proposed massing provides a new focal point to the centre of the view. Block C3 provides a backdrop to the Lemonade Building and the two taller blocks (B1 and B2) have been designed so that they create separate distinctive buildings.

5.8.56 The Abbey and Barking Town Centre Conservation Area Appraisal acknowledges that this is an area experiencing great change. It states that new developments should be ‘sympathetic to the conservation area and strive for a high level of design’. The TVHIA advises that the development has been designed in response to that requirement and would contribute to linking the separate character areas of the conservation area back together.

5.8.57 The applicant has responded that the conservation area appraisal guidance is pertinent to the TVHIA and in particular viewpoint 11. Historic England states that the development appears in the backdrop along East Street, which diminishes the modest townscape character. However, the applicant argues that any significant development of this site would be visible in this viewpoint and the backdrop. The architectural response has therefore sought to ensure the delivery of a high quality and carefully designed building that is attractive, visually interesting and contributes to the view.

5.8.58 The applicant has further responded that while Historic England has correctly stated that the development would be visible behind the Grade II listed Magistrate’s Court, they are mistaken in believing it would obscure its many architectural features including its central clock tower. The applicant advises that these features would still be visible from viewpoint 11 and elsewhere on East Street as only the backdrop would change. The TVHIA considers that the high-quality architecture would result in a moderate beneficial effect in viewpoint 11. Although there would be change in the wider setting of the Magistrate’s Court in this particular view, the immediate setting of the building would not change and its principal elevation would continue to be appreciated from the Short Blue Place and East Street junction to its immediate south.

5.8.59 Of the 30 local and distant townscape views assessed, it was found that only one likely effect would be adverse, though to a minor-moderate degree (View 30: St. Margaret’s Churchyard South). The majority of views would have beneficial effects, with the residual effects on two of them being neutral. The effects of the development on the townscape were generally assessed to be moderate.

5.8.60 The TVHIA concludes that while the development would change the setting of the conservation area, its presence would not harm the significance. Instead it would better reveal the significance by providing it with a more coherent setting. In cumulative terms, the development would bring together other consented tall buildings, including those on Cambridge Road and Wakering Road, into a more coherent group of tall elements in the setting of the conservation area.
5.8.61 The TVHIA acknowledges that the development would affect the wider settings of some listed buildings nearby. In most cases, however, the wider setting is assessed to make little contribution to the significance of heritage assets and there would be no harm to that significance. Only in two cases would there be a low degree of less than substantial harm to significance, namely in relation to Barking Magistrates Court and to St Margaret's Church, whose wider settings would be affected in particular views.

5.8.62 The Historic England response acknowledges that the development would not have a significant impact on the setting of the most important heritage assets within the conservation area, namely the Grade I listed St Margaret's Church and the Barking Abbey Scheduled Ancient Monument.

5.8.63 It is noted that Historic England is not suggesting that the harm to the conservation area amounts to substantial harm, however, it is clear that they consider the harm to be of a level which is greater than 'less than substantial harm'. The Courts have held that for there to be substantial harm, most, if not all, of the significance of the conservation area as a heritage asset would have been drained. The applicant argues that the test is clearly not met in this instance. The TVHIA concludes that the proposed development would result in a low degree of less than substantial harm to the conservation area.

5.8.64 Paragraph 134 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In accordance with paragraph 134, the harm should be weighed against the public benefits of the proposal.

5.8.65 Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is considered that the existing shopping centre is of limited design merit and provides no animation to the street above ground floor level. The building is not characteristic of the remainder of the retail environment and does not positively contribute to the adjoining conservation area. The Lemonade Building already fragments the continuity of the retail frontage in Ripple Road and therefore the character of this part of Ripple Road has already undergone significant change in recent years. The proposed development would bring about further change, however, it is considered that this would sit comfortably amongst more recent and emerging town centre developments and within the historic environment. Officers conclude that the proposed development would result in less than substantial harm to the conservation area.

5.8.66 The proposed development would deliver a wide range of substantial public benefits, ranging from townscape and visual enhancements to social and economic public benefits, as discussed throughout this report. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Abbey and Barking Town Centre Conservation Area. The proposal is therefore aligned with paragraph 134 of the NPPF.
The proposed development is considered to have limited effect on the significance of nearby locally listed buildings.

The proposed development is not considered to significantly affect the setting of the Barking Abbey Scheduled Ancient Monument, the Grade I Listed Parish Church of St Margaret, the Grade II Listed remains of Barking Abbey and the old churchyard walls, the Grade II* Listed Fire Bell Gate (Curfew Tower), the Grade II listed Cosco House, the Grade II listed Barking Station booking hall, the Grade II listed Barking Baptist Tabernacle or the Grade II listed Barking Magistrates Court. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**Conclusion**

Having regard to design and heritage matters, the proposed development is in keeping with the relevant policies of the National Planning Policy Framework, Policies CP2 and CP3 of the Core Strategy, Policies BP2, BP8 and BP11 of the Borough Wide Development Policies DPD, Policies 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan, Policies BTC17, BTC19 and Site Specific Allocation BTCSSA10 of the Barking Town Centre AAP and the London Riverside Opportunity Area Planning Framework.

**Landscaping**

**Public Realm**

The proposed development seeks to provide a continuous pedestrian route from Abbey Grounds to Barking Station. The existing entrance to the shopping centre from Station Parade is not legible and poorly identifies the nature of the development beyond. The new route would replace the existing internal route through the shopping centre with high quality, publicly accessible streets. This new route would improve connectivity within the town centre and aid pedestrian flow in and around Vicarage Field.

Section 4.2 of the Design Code sets out design guidelines to secure the following public realm within the development:

**Station Walk** - For visitors arriving at Barking Station, Station Walk would be their first impression of a brand new public realm. Retail, café and lobby entrances would animate this pedestrian street at ground level. The street would minimise unnecessary street furniture and clutter and on this basis suspended lighting is the applicant’s preferred choice to traditional lighting columns. Seating would be concentrated around key meeting points and planting would be elevated, hanging down from planting troughs at first floor level.

**Ripple Walk** - As per Station Walk, retail, café and lobby entrances would front onto this ground level pedestrian street. Due to the anticipated high footfall, street furniture and clutter would be minimised and lighting, seating and planting would follow the same principles to be adopted in Station Walk.
Ripple Walk would be punctuated with small clusters of trees to suggest a continuation of the arboretum concept in Barking Central.

**Vicarage Square** - Where Station Walk meets Ripple Walk the public realm would open up to provide a ground level gathering point. The intention is that this space would be used for a wide variety of uses, including public events, art installations, and functions. Views along Station Walk, Ripple Walk and St Awdry’s Road all lead to this intersection.

**Vicarage Drive** - Vicarage Drive would be transformed through the opening of the primary school. The proposal is to pedestrianise the street at ground level beyond the underground car park and servicing entrance so as to avoid conflict between school children and vehicles. An integrated, controlled access point shall be used to limit vehicular access beyond this point. The aim is to create a lively piece of public realm incorporating trees and planting and ground floor active uses, with opportunities for ground floor restaurant/café uses to provide seating areas on the street.

**Level 1 - Walkways and Bridges** - The first floor public realm is about providing ample space for outdoor dining, balcony spaces overlooking Vicarage Square and elevated walkway bridges criss-crossing over Station Walk and Ripple Walk. Integrated trough planters would create pockets for planting that would cascade down towards ground floor level.

5.9.3 The GLA stage 1 report queried the level of controlled access envisioned for the pedestrian routes through the site. The applicant responded that the scheme is still at an early stage of design, however, they foresee that the ground floor public realm and pedestrian links would be publicly accessible 24-hours a day under supervision of the on-site management and security team. The on-site security would restrict access to the upper levels at night time in coordination with the cinema and music venue to minimise any misuse of the upper floor open spaces after the main shopping elements of the development have closed.

**Private Realm**

5.9.4 Section 4.3 of the Design Code sets out design guidelines to secure the following private realm within the development:

**Level 2 - The Field and Bridges** - The applicant’s aim is to create an urban interpretation of a field. A field suggests an open area of land bounded by hedges.

5.9.5 The ‘Field’ is intended to be a shared communal garden for residents and would incorporate a series of features including growing gardens, play areas, seating areas, shelter, lawn space and exercise opportunities. Bridges would interconnect the ‘Field’ across the development blocks.

5.9.6 With so many potential uses, it is proposed to arrange the dissimilar functions into distinct ‘crop circles’. Each crop circle may vary in size depending on the use, but all would be defined by a boundary hedge. This would create a design language that would be repeated across Level 2 of the development with the intention to create the impression of one expansive piece of open land, Vicarage Field.
5.9.7 Allotments are at the heart of the ‘Field’ and the ambition is to create an allotment community. Each individual allotment would be 60-70 square metres and each space would be focussed on a particular type of crop. Rather than each individual plot being owned and managed by an individual, it would become the responsibility of the allotment community. In the illustrative scheme, a total of 13 plots are proposed, creating over 800 square metres of growing space.

Gardens and Terraces

5.9.8 Private gardens and terraces are located on multiple levels, including some rooftops. Planting would be incorporated on these private gardens and terraces, where possible.

5.9.9 Roof gardens would also provide residential communal amenity space and play spaces. These gardens would mainly be open to the sky and appropriate wind mitigation methods will be confirmed at the reserved matters stage. The illustrative scheme includes double-height glazed walls all around the gardens at the higher levels which provides protection while still affording views across the Borough and beyond. These spaces would include trees and planting, as well as seating and relaxation areas.

Non-Accessible Roofs

5.9.10 Where roofs or terraces are not accessible, green roofs would be considered. This would help improve biodiversity within the development, as well as views from residential units above.

Hard Landscaping

5.9.11 At ground floor level a robust and durable paving palette is proposed consisting of a two-tone surface. The paving pattern would capture a graphical interpretation of a series of crop fields to tie in with the ‘Field’ concept. The paving surface would be lightly textured for slip-resistance and colour contrast would be controlled to ensure visibility impaired users do not encounter problems.

5.9.12 Areas around the edge of the site would receive a more traditional paving palette to tie in with the surrounding context.

5.9.13 A single unified surface is proposed at first floor level with a grain and pattern like timber decking. Rather than using timber, however, it is proposed in the illustrative scheme that a more durable surface is provided with similar plank proportions.

5.9.14 At Level 2, hard landscape surfaces for the ‘Field’ would be simple, low maintenance and complementary to the overall field concept. A mix of bound and unbound aggregate surfaces is proposed. Play areas would incorporate safety surfaces below any play equipment.

5.9.15 The Design Code sets out design guidelines for hard landscaping at section 4.4 and these would inform the reserved matters.

Street Furniture and Signage
5.9.16 Section 4.7 of the Design Code sets out design guidelines for street furniture and signage and would inform the reserved matters. The guidelines require street furniture to be a positive contributor to the character of the streetscape and details must be considered as part of a consistent site-wide design strategy.

5.9.17 A set of design principles to be developed at the detailed design stage shall consider elements such as seating, bins, wayfinding, signage and coordination with lighting.

External Lighting

5.9.18 Section 4.8 of the Design Code sets out design guidelines for external lighting and would inform the reserved matters. The guidelines require lighting to be a positive contributor to the character of the streetscape and details must be considered as part of a consistent site-wide design strategy.

5.9.19 A set of design principles to be developed at the detailed design stage shall consider elements such as suspended lighting, column lighting, bollard lighting, integrated lighting, sculptural versus functional lighting and coordination with other street furniture.

Soft Landscaping

5.9.20 At ground level the proposal is to plant a range of street tree species. Suggested species comprise Turkish Hazel, Italian Alder, Tulip Tree, Maidenhair Tree, Austrian Pine and Pin Oak.

5.9.21 Trough planting on Level 1 would create a visual display for pedestrians at that level, as well as cascading down to soften the pedestrian experience at ground level. Planting would be a composition of trailing plants, mixed with larger leafed evergreens and herbaceous perennials for seasonal colour and fragrance.

5.9.22 At ‘Field’ level, a mix of hedgerows is proposed. Suggested species comprise Hawthorn, Hazel, Blackthorn, Yew, Beech and Hornbeam. The ‘Field’ would also incorporate trees and a mixture of the following species is proposed comprising June Berry, Birch, Hornbeam, Kousa Dogwood, Hazel, Austrian Pine, Bird Cherry, Winter Flowering Cherry, Pin Oak and Turkish Hazel. Orchard trees are also proposed comprising Braeburn Apple, Discovery Apple, Crab Apple, Conference Pear, Concorde Pear and Victoria Plum.

5.9.23 It is intended that the allotment gardens would become resident-led ‘grow your own’ planting areas. Wildflower seed can be used as a low cost interim measure to minimise areas of bare soil in the early stages of the development.

5.9.24 The Design Code sets out design guidelines for soft landscaping at section 4.5 and these would inform the reserved matters.

Landscape Management / Maintenance

5.9.25 Key to landscape maintenance are matters of cleanliness (i.e. matters such as keeping the site cleaned and free of chewing gum, graffiti and wind-blown litter) and
repair and maintenance (i.e. periodic replacement/repair of hard and soft landscaping and street furniture).

5.9.26 The applicant is committed to arranging the landscape maintenance of all essential public realm proposals within the application site boundary. A condition is proposed requiring the submission of a long-term maintenance strategy. Wider landscape and public realm improvements which lie beyond this boundary would need to be maintained by the relevant authorities.

5.10 Ecology and Biodiversity

5.10.1 Chapter 15 of the ES assesses the potential impacts of the development on the ecology of the site and surrounding areas.

5.10.2 The site is largely occupied by the existing buildings, although there are small areas planted with typical planting associated with a retail car park.

5.10.3 The site does not currently offer much in the way of biodiversity. The proposal is to greatly increase species variety and coverage across the site through the creation of a range of new habitats and wildlife zones. Overall, the aim is to increase the tree coverage across the site by over 5%.

5.10.4 The ‘Field’ would offer significant nature conservation enhancements. The provision of green roofs across the development would also help to significantly green the urban environment in keeping with Policy BR3 of the Borough Wide Development Policies DPD.

5.10.5 Most of the trees on the site are considered to be of limited amenity or ecological value and their removal is not objected to considering the proposals for replacement planting across the site. The exception to this is a significant London Plane tree at the existing health centre site in Vicarage Drive which is the subject of a Tree Preservation Order. The tree is an ‘A’ class tree designated under British Standard (BS) 5837 and is considered to have high amenity value. It is one of the last large mature trees in Barking Town Centre and amongst the oldest, dating, most likely, from the 1930s. There is also a mature Horse Chestnut tree on Vicarage Drive, near Cosco House, which has some amenity value. Both of these trees are to be removed to accommodate the vehicular and servicing access for the proposed development.

5.10.6 The loss of the London Plane tree is very unfortunate and the Council’s Arboricultural Officer has resisted its loss. Officers have considered whether the tree could be retained but the proposed vehicular access into the site prevents this and there is no viable alternative. On balance, officers have accepted that the tree would have to be removed to enable the proposed development but the applicant would be required to pay a tree compensation contribution of £200,000. This would be secured in the S106 Agreement for new trees/environmental improvements in Barking Town Centre. It should be noted that this contribution is required on top of the significant landscaping proposals set out in the application and described above in this report.

5.10.7 The Council’s Arboricultural Officer has advised that the Horse Chestnut tree is considered to have good visibility but its late maturity and condition does not signify
it for important retention as part of the development. It is not expected to have a long enough life expectancy to justify it. The tree is a ‘C’ class tree under BS5837 ‘retention if the design permits but removal can be mitigated by replacement planting’. 

5.10.8 There would be no effects on any nationally or internationally designated habitats arising from the proposed development and negligible effects on locally designated Sites of Interest for Nature Conservation (SINCs).

5.10.9 The effects of the development on bats which are a protected species are considered to be of negligible significance. During construction, care would be taken not to disturb or harm nesting birds. Conditions are proposed requiring bat survey(s) to be undertaken prior to commencement of the development and to ensure that nesting birds are not affected by the construction phase.

5.10.10 Bat and bird bricks/boxes would be required to be incorporated into the structure of the new building(s) or roof space as part of the detailed design. This would be secured by condition.

5.11 Daylight, Sunlight and Overshadowing

5.11.1 Chapter 16 of the ES assesses the potential significant effects of the maximum parameter development as a worst-case in terms of daylight and sunlight amenity to the residential properties which surround the site, overshadowing to amenity areas and open space around the site and potential daylight amenity within the residential elements of the maximum parameter development.

5.11.2 The significance of effects has been evaluated in the context of the guidance of the Building Research Establishment (BRE). The ES reviews all properties that will be materially affected by the development and concludes that the maximum parameter scheme will have a negligible to moderate adverse impact on daylight and a negligible to minor adverse impact on sunlight to some existing adjacent residents. The transient overshadowing will have negligible to minor adverse impact.

5.11.3 To optimise the development of the site in accordance with the NPPF and the various regional and local policy designations referred to in this report, the development will inevitably have consequences in terms of the daylight and sunlight potential of surrounding premises. The Housing SPG, however, accepts that this may be the case for sites such as this and states that the “[BRE] Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites …”.

5.11.4 The design and orientation of the development has served to minimise the effects on the daylight and sunlight amenity of surrounding residential properties, whilst maintaining an appropriate scale of development for the site. No further mitigation is proposed at this outline stage, although reserved matters applications would seek to minimise the impact on daylight and sunlight amenity.

5.11.5 Given the site’s planning policy designations and the support for high density development in this location, the level of adverse harm is considered acceptable for a town centre site and adopts the principle of the Housing SPG.
5.11.6 In practice the maximum parameter scheme could not be fully built out, as it would fail to satisfy the requirements of the Design Code. The proposed massing will need to be sculpted to satisfy the design requirements set, which would result in set-backs, recesses and breaks in the massing which may result in an improvement in the level of alteration to the surrounding properties' daylight and sunlight. A detailed sunlight/daylight report would accompany each reserved matters application.

5.12 **External Amenity Space and Play Space**

5.12.1 Private amenity space would be provided for each residential unit in the form of a recessed balcony or winter garden. These would be designed to meet the standards set out in the Mayor's ‘Housing’ SPG. The amenity space would be private, useable, functional and safe and orientated in order to maximise daylight and sunlight in accordance with the requirements of Policy BP5 of the Borough Wide Development Policies DPD.

5.12.2 The Design Code incorporates design guidelines for balconies and winter gardens at section 5.1.9; for residential amenity and play at section 7.6; and an overall play strategy at section 4.6.

5.12.3 At second floor level, the ‘Field’ would accommodate communal amenity space and allotments for residents. The ‘Field’ would incorporate, amongst other things, growing gardens, orchards, play areas, seating areas, shelter, lawn space and exercise opportunities. Design guidelines for the ‘Field’ are set out at 4.3.1 of the Design Code.

5.12.4 Play space for all age groups is also provided at ‘Field’ level, as well as on some rooftop levels. The illustrative scheme would require 580 square metres of play space, including 350 square metres of play space specifically for the 0-5 year age group. The illustrative proposal includes significantly more play space, equating to 1,300 square metres. The Design Code requires that, amongst other things, play provision must meet the standards set out in the Mayor's ‘Shaping Neighbourhoods: Play and Informal Recreation’ SPG.

5.12.5 Due to the town centre location and the nature of the development, the proposed external amenity space does not meet the quantity requirements sought under Policy BP5 of the Borough Wide Development Policies DPD. Policy BP5 acknowledges, however, that it will not always be possible in town centre locations and strategic regeneration proposals to meet the quantity requirements.

5.12.6 The proposed quality and mix of amenity space to be secured through the Parameter Plans and the Design Code is supported by officers given the town centre location and the proposed mix of units.

5.12.7 Overall, it is considered that high quality, useable open space and adequate play space would be provided for future residents in keeping with Policy 3.6 of the London Plan, Policy BR7 of the Borough Wide Development Policies DPD and Policy BTC20 of the Barking Town Centre AAP.
5.13 **Transport / Parking**

*Car Parking*

5.13.1 The existing shopping centre car parks provide 480 public car parking spaces, including 14 blue badge spaces. A surface car park occupies the south-eastern part of the site and a rooftop car park occupies the majority of the roof space. The existing vehicular accesses to the car parks are from Station Parade and Vicarage Drive.

5.13.2 The proposed development would provide 400 car parking spaces, all of which are to be provided in an underground basement accessed from Vicarage Drive.

5.13.3 The residential development would be ‘car-free’ with the exception of blue badge spaces. A S106 planning obligation would ensure that residents would not be eligible for any controlled parking zone (CPZ) permits.

5.13.4 A quantum of the 400 car parking spaces, equivalent to 5% of the residential units, would be designed as blue badge spaces for residents and the remaining spaces would be for use by the public and non-residential uses. This falls below the London Plan requirement for 10% blue badge parking, but has been agreed with the Council’s Transport Development Management Officer given the town centre location. The Design Code states that demand for additional blue badge parking would be monitored and new spaces created if demand requires. The GLA now appear to have accepted this shortfall. The illustrative scheme for 855 residential units would result in the provision of 358 spaces (340 standard spaces and 18 blue badge spaces) provided for the public and non-residential uses and 42 blue badge spaces for residents. Blue badge spaces would be positioned close to the cores, as relevant. The basement would have publicly accessible cores which provide access from the car park to the retail and leisure uses.

5.13.5 The GLA stage 1 report raised concerns regarding the 358 car parking spaces proposed for public and non-residential uses given that the current demand is only 230 spaces. The applicant has responded that the development represents a 25% reduction in public parking from the current 480 spaces and accords with the London Plan’s guidance for parking in town centres which advises a level of 1 parking space per 50-75 square metres of floorspace. The ‘A class’ floorspace alone would allow for 280-420 car parking spaces. Officers consider that the additional mix of uses and the wider town centre need for some visitor parking is sufficient justification for the proposed number of car parking spaces.

5.13.6 The GLA stage 1 report requested that the applicant confirmed that wheelchair accessible units would not be located in blocks that do not have direct access to the car park. The applicant has responded that they will seek to ensure that all accessible units have access to the basement during the detail design stage. The condition relating to the provision of wheelchair accessible units has been adapted to secure this requirement.

*Trip Generation and Modes*

5.13.7 The application site has a public transport accessibility level (PTAL) of 6b (on a scale of 1-6 where 6 is excellent).
5.13.8 It is expected that the proposed development would result in an increase in the total number of trips to and from the site and across the sustainable modes of transport. Little or no change would be expected to vehicle activity during traditional peak hours but the longer opening hours associated with the potential evening economy uses would lead to an increase in total daily vehicle activity.

5.13.9 The existing Station Parade car park and access would be closed and this would redistribute car trips onto Gurdwara Way at the Longbridge Road roundabout. Vehicles that currently use Station Parade would now enter the development via St Paul’s Road, Ripple Road and Vicarage Drive. The effect of this on highway capacity and junctions has been assessed to be of negligible significance.

5.13.10 With regards to bus, London Underground and National Rail services, the effects of the development have been assessed to be of negligible significance.

5.13.11 The creation of the new pedestrian routes through the site would replace and supplement the present routes, including St Awdry’s Walk which is substandard and also has steep steps. The new pedestrian routes would provide more pleasant and spacious routes from Station Parade to Ripple Road and St Awdry’s Road. The effects on pedestrians, including the planned improvements, have been assessed to be of negligible-minor beneficial significance.

Cycle Parking

5.13.12 Long and short stay cycle parking for both the commercial and residential elements of the development would be provided in accordance with London Plan standards. Mobility scooter parking is also proposed.

5.13.13 All residents cycle parking would be located at the ‘Field’ level on the second floor and would be of a secure nature. The provision would comprise a mix of ‘Sheffield’ stands and double stacker stands which help to minimise the area given over to cycle parking. Residential cycle parking would be accessed via designated cycle lifts located throughout the scheme.

5.13.14 It is noted that the GLA stage 1 report suggested that detailed design should consider alternative arrangements for cycle storage at ground or basement level so as to avoid inactive frontages onto the ‘Field’. The applicant has advised that cycle storage was located at ‘Field’ level to increase activity at this level. Given the growing popularity of cycling, the illustrative scheme had sought to place the cycle storage at the heart of the development to intensify the use of the ‘Field’ level rather than hide it away. Nevertheless, the applicant has advised that this request would be considered further at the detailed design stage.

5.13.15 Staff associated with the non-residential uses would have their own designated cycle parking provided on the ground floor as part of a cycle hub, in conjunction with a cycle workshop and café. As well as secure cycle storage, the cycle hub would include facilities such as showers and lockers. The cycle hub would also be available to the wider community and is to be secured in a S106 Agreement.

5.13.16 The primary school would incorporate cycle storage on site.
5.13.17 The existing shopping centre is serviced from Station Parade and Ripple Road. The proposed development, however, would see servicing take place in the basement, the only exception being the primary school which would be serviced on-street from Vicarage Drive.

Construction Traffic

5.13.18 During the construction period a maximum of 70 heavy goods vehicle (HGV) two-way movements would be generated per day. These would be spread over the working day and managed to minimise impact. The overall effect on highways has been assessed to be of negligible significance, whilst the effect on pedestrian footways has been assessed to be temporary, short-term and of negligible-minor adverse significance.

5.14 Sustainability and Energy

Sustainability

5.14.1 A framework sustainability strategy has been submitted for the development which is aligned with policies relevant to sustainable design and construction and would meet, or where viable exceed, policy requirements. The development demonstrates the following sustainability performance indicators:

- A low carbon energy strategy in accordance with the Mayor of London’s energy hierarchy of ‘Be Lean’, ‘Be Clean’ and ‘Be Green’ that would aspire towards a site-wide 35% reduction in carbon dioxide emissions over Building Regulations Part L 2013;
- Retail and hotel elements that would achieve a Building Research Establishment (BREEAM) certification level of ‘Excellent’;
- Residential units that would achieve a maximum internal water use rate of 105 litres per person per day through efficient fittings and water reuse;
- The use of sustainable drainage systems to target a site-wide greenfield run-off rate;
- Ecological enhancements that would achieve a site-wide net gain in biodiversity;
- An increase in urban greening including a minimum 5% increase in tree cover;
- Buildings that would create healthy internal living environments for occupants and users;
- A site that, as far as possible, would be resilient to the impacts of future climate change;
- The use of best practice construction site management procedures across the site; and
- Buildings that would target an exemplary performance under the Considerate Constructors Scheme.

5.14.2 These indicators have been proposed at an outline, site-wide level with the intention of being further developed at the detailed design stage. Through the implementation of the proposed measures set out in the framework sustainability strategy and other documents, such as the Design Code, it is anticipated that the development would meet the policy requirements with respect to sustainability.
5.14.3 Chapter 18 of the ES addresses the potential effects of the development with respect to emissions of carbon dioxide related to energy use within the completed development.

5.14.4 The proposed development is required to achieve a minimum 35% reduction in carbon dioxide (CO\(_2\)) emissions beyond Part L of the Building Regulations 2013. Since October 2016, and after this application was submitted, the London Plan energy requirement has become more challenging for developers with a target of zero carbon developments.

5.14.5 The submitted energy strategy is intended to provide guidance for the detailed design stages and follows the Mayor of London’s energy hierarchy of ‘Be Lean’, ‘Be Clean’ and ‘Be Green’.

5.14.6 The Mayor’s ‘Be Lean’ requirement includes passive measures to reduce the energy demand and high efficiency building services to reduce energy consumption. These typically include good building fabric performance; mechanical ventilation with low specific fan power and high efficiency heat recovery; centralised high efficiency boilers and air cooled chillers; low energy LED lighting and controls; and a building management system and energy monitoring. The proposed ‘Be Lean’ measures for the development are estimated to achieve a 7.8% reduction in carbon dioxide emissions.

5.14.7 Overheating of occupied spaces is often a problem and can cause discomfort to occupants, as well as increasing the demand for cooling. To reduce the risk of overheating, a number of potential building design measures have been identified, being movable external shading panels; fixed shading in the form of overhangs including recessed terraced balconies; natural ventilation through secure openable windows or vents; high performance solar control glazing; and mechanical ventilation with the capability to bypass heat exchangers during periods of hot weather. These measures would be considered to minimise the risk of overheating before the application of active cooling systems.

5.14.8 The potential for connecting the site to the Council’s emerging district heating network has been investigated. The Council has developed plans to construct a low carbon district heating network across Barking, initially supplying heat from the energy centre being constructed on the Gascoigne Estate redevelopment which would contain medium scale gas-fired combined heat and power (CHP). It is likely that an additional energy centre would be required if Vicarage Field was to be connected to the district heating network. The applicant has been in discussions with the Council regarding a connection to the district heating network and through the S106 Agreement agrees to use all reasonable endeavours to procure the connection of the development to the Barking Town Centre district heating network for the purposes of providing electricity and hot water to the development.

5.14.9 In the absence of a confirmed connection to the district heating network the potential savings that could be achieved for a ‘Be Clean’ development have been based on a community heat network serving the whole site from a central energy...
centre with CHP. A carbon dioxide emissions saving of 30% including the ‘Be Lean’ measures has been demonstrated to be achievable.

5.14.10 Connection to the district heating network should be prioritised and in the event that a connection is not found to be viable then the proposed CHP option or an alternative should be considered. The proposed development in any event should include the infrastructure for a future connection to the district heating network.

5.14.11 A feasibility study has also been conducted in order to determine the viability of a range of renewable energy technologies for the development. As the heat demand would be entirely met through either a connection to the district heating network or through an on-site community heat network with CHP, only electricity generating technologies are considered viable, of which photovoltaics (PVs) have been determined to be the only suitable technology. Limited roof areas have been made available for PVs due to the site configuration and preferred use of roof areas for green amenity spaces. On this basis, only a small reduction in carbon dioxide emissions is possible (0.3%). For these reasons, the Council’s target for a 10% reduction in carbon dioxide emissions through the use of on-site renewable generation is unlikely to be met.

5.14.12 As a result of the measures proposed by the current energy strategy which is reliant on the CHP option, the development would achieve a 30.3% reduction in carbon dioxide emissions over Part L of the 2013 Building Regulations. This is lower than the London Plan requirement of 35% but is based on an outline application scheme. The applicant has confirmed that it is their intention to assess the potential for further carbon savings on a building-by-building basis at the detailed design stage.

5.14.13 A condition is proposed requiring the submission of a detailed Energy Statement for each reserved matters application. In the event that the development fails to achieve a 35% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013 then a S106 obligation would require any shortfall to be met through a monetary contribution to the Council’s carbon offset fund.

5.14.14 The applicant has also stressed that the emissions from the proposed retail and leisure space would be expected to be substantially improved relative to the existing accommodation.

5.14.15 The overall effect of the energy strategy has been assessed to be of minor beneficial significance.

5.14.16 The GLA stage 1 report raised a number of energy related queries and these have been responded to during the application process. The GLA has confirmed that the outstanding points have been satisfactorily addressed.

5.15 Wind Microclimate

5.15.1 Chapter 14 of the ES addresses the potential changes in the local microclimate environment as a result of the proposed development.

5.15.2 A wind tunnel assessment of the wind implications of the development has been carried out. This involved making wind tunnel measurements of wind speeds at 155 locations around a scale model of the completed development, including some on
the proposed buildings. The assessment was based on the maximum parameters scheme.

5.15.3 The existing condition of the site was also assessed. The testing locations included the streets around the site.

5.15.4 The assessment considered the impact of wind on both pedestrian comfort and the potential for strong winds to cause distress to people.

5.15.5 There are predicted to be increases in wind speeds with the maximum parameter development when compared with the baseline condition of the existing surroundings and mitigation would be necessary in some locations within the development including some terraces, thoroughfares, rooftops and the podium. The siting of entrances would also need to take into account wind speeds.

5.15.6 During detailed design, it is anticipated that areas highlighted in the current testing can be provided with sufficient mitigation to ameliorate these residual adverse effects.

5.15.7 With the cumulative surroundings, the wind conditions within and around the maximum parameters scheme would differ slightly from the situation with the existing surroundings, although not materially so.

5.15.8 With regard to strong winds, these would be acceptable at all ground level receptors. Exceedances of the Beaufort 6 category (strong breeze) have been predicted to be mitigated by soft and hard landscaping measures at ground level, and residual effects have been assessed as being of negligible significance. At podium level, with mitigation, the residual effects have been assessed to be negligible except at one location. At roof level terraces, exceedance of strong wind categories has been predicted to be of minor-moderate adverse significance, and further mitigation would be required during detailed design.

5.16 **Noise and Vibration**

5.16.1 Chapter 9 of the ES assesses the effects of the development with respect to noise and vibration.

5.16.2 The most significant noise and vibration sources during demolition and construction are likely to be demolition of the existing buildings, excavation and the formation of foundations and basement walls by bored piling. The residual effects have been assessed to be short-term, temporary and of minor-moderate significance at locations close to the site boundaries. However, at the majority of off-site locations, the effects have been assessed to be of negligible-minor adverse significance. Significant vibration impacts to building fabric are not anticipated. Additional measures would be adopted locally, such as adjustment of plant operating times, to reduce effects. With adoption of these measures, appropriate target noise levels are considered to be achievable.

5.16.3 In relation to the completed development, the baseline noise survey results have been used to establish suitable noise controls that would be applied to mechanical plant to prevent effects to neighbouring properties. With these measures in place
the effects of these sources of noise emissions have been assessed to be of negligible significance.

5.16.4 The assessment has established that, with appropriate sound insulation measures, a good standard of internal noise can be achieved in the proposed residential units.

5.16.5 The Environmental Health Officer has recommended the imposition of a number of conditions to ensure that a suitable noise environment is provided for future occupiers of the development and for neighbouring occupiers.

5.17 **Air Quality**

5.17.1 Chapter 10 of the ES examines the implications for air quality arising from the development. The assessment includes a review of existing air quality in the Borough and local to the site.

5.17.2 The current air quality in this part of Barking is deemed to be poor, due to emissions from traffic and other local emissions. The entire Borough was declared an Air Quality Management Area in 2008.

5.17.3 The construction phase of the development has the potential to affect surrounding air quality by dust and emissions from non-road mobile machinery and vehicles. The generation of dust would be suitably controlled by procedures such as vehicle wheel washing, screens and water spraying, backed up by regular monitoring. These measures would be implemented as part of the Construction Environmental Management Plan (CEMP). Based on the adoption of these measures, the residual effect of dust emissions has been assessed to be negligible under most circumstances.

5.17.4 In relation to the operational phase of the development, the residual air quality effects of traffic and on-site energy plant emissions have been assessed to range between moderate adverse to moderate beneficial significance, depending on the receptor location. The moderate adverse and beneficial effects would both be related principally to the redistribution of traffic, resulting from the closure of the Station Parade access to the site. The effects of the traffic volume generated by the development and the energy centre emissions would not affect off-site receptors significantly. However, a series of measures would be put in place to discourage vehicle-based access to the development. These would include the implementation of a Green Travel Plan and the provision of cycle parking.

5.17.5 The effects of the on-site energy generation plant would not materially affect air quality in a local context. At on-site receptors at higher levels in the taller buildings, the effects have been assessed to be significant based on the current worst-case assessment. Measures would be taken to minimise emissions of nitrogen dioxide (NO2) and particulate matter of 10 micrometers or less in diameter (PM10) as required by any consent issued in pursuance of the Clean Air Act 1993 and the requirements of the Mayor of London’s ‘Sustainable Design and Construction’ SPG. A condition would require that details of any combined heat and power (CHP) plant to be installed at the premises be submitted for approval demonstrating that products of combustion emitted from the plant would not be prejudicial to health or a nuisance.
5.18  **Water Resources and Flood Risk**

5.18.1 Chapter 11 of the ES examines the potential effects on ground and surface water resources arising from the development. It also assesses the implications arising from flood risk at the site. A Flood Risk Assessment and a Surface Water Management Plan accompanied the application.

5.18.2 The completed development is expected to have negligible residual effects on groundwater quality, levels, flows and resources.

5.18.3 The site is located in low risk Flood Zone 1 and is considered to be at negligible risk from tidal and fluvial flood risk. The surface water drainage strategy would reduce peak run-off volumes from the site substantially. The proposed surface water drainage strategy would be designed to reduce the discharge rate as close to greenfield rates as possible up to the 1 in 100-year rainfall event including a 30% allowance for climate change. A condition would secure the submission of a detailed surface water drainage strategy.

5.18.4 The effects of the development on Thames Water’s systems for sewerage and sewage treatment have been assessed as being of negligible significance. The residual effects on Essex and Suffolk Water’s local water supply network, due to potable water demand, have also been assessed to be of negligible significance.

5.19  **Land Contamination**

5.19.1 Chapter 12 of the ES considers the potential for past contamination of the site using published information and previous site investigation data. The site was used for agriculture, gardens and a football field prior to its redevelopment as a shopping centre in the 1990s and therefore potentially contaminative uses of the site are limited. The existing health centre and the Ripple Road buildings that form the south-western corner of the site have a similar low risk of historic contamination. The site is not considered likely to be significantly contaminated and the existing shopping centre development is likely to have removed any previous contamination that may have been present. The majority of the potential sources of contamination and contaminant pathways are likely to be removed with the construction of the proposed extensive basement.

5.19.2 The bored piling methods to be used for foundations would prevent construction activities causing preferential pathways for contaminants to infiltrate into the chalk aquifer. Combined with a substantial layer of London Clay, these measures would protect the underlying chalk aquifer from being affected during construction so that there would be a negligible risk of adverse effects on this resource.

5.19.3 The completed development has been assessed to have negligible implications for soil quality. Risk assessments carried out conclude that future residents would be at negligible risk of exposure to past soil contamination once the site has been redeveloped.

5.19.4 The Environmental Health Officer has accepted the conclusions drawn in Chapter 12 of the ES and has raised no concerns subject to the imposition of the standard land contamination conditions on any planning permission granted.
5.20 **Waste and Waste Management**

5.20.1 Chapter 6 of the ES considers the impacts of waste associated with the construction and operational phases of the proposed development.

5.20.2 The redevelopment of the site would generate construction, demolition and excavation waste. It is estimated that 186-190,000 tonnes of construction-related waste would be generated and most of this would be derived from excavation of the basement. The recycling and re-use of material would substantially reduce the amount sent for disposal in line with London Plan policies. Overall, the impact of the development has been assessed as being of minor adverse significance prior to waste reduction measures. A condition would require the applicant to submit a Site Waste Management Plan (SWMP) prior to the commencement of the development and this would aim to reduce volumes of construction phase waste further.

5.20.3 The proposed residential and commercial uses are estimated to generate in the range of 2,490 - 3,210 tonnes of waste per annum compared to 1,279 tonnes per annum for the existing shopping centre retail uses. The development would incorporate sufficient space to allow segregated storage of different waste categories and this would facilitate re-use and recycling of waste arising from the development which presently is limited due to the layout of premises and the lack of servicing facilities. The estimated volume of waste and the potential for recycling have been evaluated and the residual effect is assessed to be of negligible significance.

5.20.4 The operational waste facilities are to be developed at the detailed design stage and a condition would secure the submission of a detailed refuse strategy for the development. The Planning Advice Note ‘Waste and Recycling Provisions in New and Refurbished Residential Developments’ sets out the Council’s guidance on waste facilities for residential development.

5.20.5 The submitted Design Code states that a site-wide waste management strategy must be supported by a managed concierge system. The design guidelines to inform the detailed waste management proposals for the development include, amongst other things, that with the exception of the school site, all waste collection must take place from within the service area at basement level and reliance on the street level must be avoided, other than in exceptional circumstances; all residential buildings must have waste solutions that provide ease of use for residents, with systems located in close proximity to cores and primary circulation routes; possible waste solutions include integrated waste chutes connected to the basement or waste stores at ‘Field’ level or ground level; and residential and non-residential waste must be transported by the centre management team to the basement stores. The primary school would have its refuse collected from Vicarage Drive. A drop-down bollard system would allow refuse vehicles to access the paved area of Vicarage Drive under the control of the site management team.

5.20.6 Officers consider that the Design Code secures an appropriate waste management approach for the operational development.

5.21 **Television and Radio Interference**
5.21.1 Chapter 17 of the ES assesses the potential effects of the proposed buildings on local radio broadcast and telecommunications reception.

5.21.2 A S106 planning obligation is proposed to ensure that appropriate surveys are undertaken before and after the development to assess the likely impacts of the development on television transmission. If any interference is shown to be caused by the development, then appropriate measures would need to be agreed and implemented.

5.22 **Cumulative Effects**

5.22.1 Chapter 19 of the ES summarises the effects of the development that may interact with the impacts of other committed schemes that are not currently in existence, but may be by the time the development is implemented.

5.22.2 An assessment of a range of cumulative effects of the development in conjunction with cumulative schemes has been undertaken. With regard to most categories of impact, the potential for cumulative effects is limited. Particular aspects where such effects may be more important relate to visual and townscape effects, some microclimate effects, transport and consequent noise and air quality effects. The following cumulative schemes were considered:

- Trocoll House (15/00651/FUL);
- 16-48 Cambridge Road, Barking (15/01252/FUL);
- Barking Police Station (15/00658/FUL);
- Development Site Abbey Road (10/01038/FUL);
- Fresh Wharf Estate (08/01325/OUT and 14/01196/OUT);
- Abbey Retail Park - superstore (13/00852/FUL) and residential scheme (15/01635/FUL);
- Abbey Park Industrial Estate (15/01526/FUL); and
- Gascoigne Estate (14/00703/OUT and 15/01084/FUL).

5.22.3 The cumulative effects of the development at many of the receptors assessed were found to be unchanged from those of the development considered in isolation. In certain cases, such as employment impact, the cumulative impact has been assessed to be beneficial.

5.22.4 With regards to cumulative visual effects, it was found that the majority of views would have a beneficial effect when the development is observed in conjunction with other emerging developments.

5.22.5 The cumulative effects on transport networks have been assessed to be of negligible significance.

5.22.6 Air quality and noise effects are strongly related to traffic, however, in this case the redistribution of traffic due to the development is an important consideration. In terms of noise, the cumulative effect has been assessed to be negligible, except on the section of Ripple Road adjacent to Vicarage Drive. In this case, however, the effect would be mainly attributable to the development.

5.23 **Section 106 Developer Contributions**
5.23.1 A Section 106 Agreement would secure the following planning obligations:

**S106 Legal Fees**
Pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

**Car Club Contribution**
Pay to the Council a Car Club Spaces Contribution of £15,000 which shall be Index Linked.

**Tree Compensation Contribution**
Pay to the Council within 14 days prior to the removal of the protected London Plane tree outside the existing health centre on Vicarage Drive the Tree Compensation Contribution of £200,000 which shall be Index Linked. The tree shall not be removed until all reserved matters applications, excluding the primary school site, have been approved by the Council and the Development has been implemented.

**Sub-market Housing**
Secure a minimum of 10% intermediate housing at 20% discount to market.

Ensure that all head leases for all Sub-market Housing Units contain a provision to secure the obligation that the leaseholder shall not apply for a parking permit for any Controlled Parking Zone (CPZ) controlled by the Council unless the occupant is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

Not to undertake any Marketing of the Sub-market Housing Units until the Sub-market Housing Marketing Strategy has been submitted to the Council for approval in writing by the Council.

The Council may not unreasonably delay or withhold consent to the submitted Sub-market Housing Marketing Strategy if it complies with the requirements set out in the Deed and shall use all reasonable endeavours to give such consent within 42 days of receipt of the Sub-market Housing Marketing Strategy.

**Viability Review Mechanism**
If the development is built out as a single phase, the applicant would be required to submit an updated viability assessment on first occupation of any residential unit within the development. If, however, the development is phased, then updated viability assessments would be required on a plot by plot basis (i.e. on first occupation of any residential unit in each plot). In all cases, any surplus would be split 60/40 in favour of the Council and used for off-site sub-market housing. The sub-market housing provision for the scheme would be capped at the equivalent of 50%. The applicant would fund the costs of the review processes.
There will be a benchmark land value established in the S106 Agreement which is to be agreed between the Council, the GLA and the applicant.

**Private Rented Sector Units**

Provide any Private Rented Sector Unit for the Private Rented Sector Period (15 years) and the Private Rented Sector Units shall not be occupied for any other use other than Private Rented Sector Units within the Private Rented Sector Period unless otherwise agreed in writing with the Council.

Not occupy any Private Rented Sector Unit until the Private Rented Sector Marketing Strategy has been submitted to the Council for approval and the Private Rented Sector Marketing Strategy has been approved and is implemented.

Private Rented Sector Marketing Strategy means a strategy covering prioritisation of residents who live and or work in the Borough when marketing and identifying suitable tenants for any Private Rented Sector Units and for the avoidance of doubt, this will not require the Developer to exclusively market only to Borough residents but will require that such residents are prioritised for the Private Rented Sector Units available in circumstances where equally acceptable prospective tenants wish to rent a Private Rented Sector Unit, one prospective tenant lives or works in the Borough and others do not; and local marketing in the Borough (including in Council publications etc).

Not occupy any Private Rented Sector Unit until the Private Rented Sector Management Plan has been submitted to the Council for approval and the Private Rented Sector Management Plan has been approved and is implemented.

Private Rented Sector Management Plan means a plan covering the length of the initial lease of any Private Rented Sector Unit which shall be a minimum of 12 months and on renewal if the Developer agrees (at its discretion) up to 5 years; and demonstrate that a consistent and quality level of housing management will be offered that meets appropriate standards (e.g. set out in the London Mayor’s Rental Standard, required by regulatory and/or voluntary bodies such as the Homes and Communities Agency); and cover provision for rent increases (which shall reflect the market) provided always that there can be no more than one rent increase per 12 calendar months.

Implement the Private Rented Sector Marketing Strategy and the Private Rented Sector Management Plan for the lifetime of the Dwellings being provided as Private Rented Sector Units.

Ensure that all head leases for the Private Rented Sector Units contain a provision to secure the obligation that the leaseholder shall not apply for a parking permit for any CPZ controlled by the Council unless the occupant is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

Ensure that the overall day to day management of the Private Rented Sector Units shall be carried out by one single provider unless otherwise agreed in writing with the Council.
No Private Rented Sector Unit shall be occupied until the Development Management Plan has been submitted to and approved in writing by the Council and the day to day management of the Private Rented Sector Units shall be implemented in accordance with the Development Management Plan.

Development Management Plan means a plan to show the details of how the day to day management of any Private Rented Sector Units is to be carried out.

**Private for Sale Units**

Not to undertake any Marketing of the Private for Sale Units until the Private for Sale Marketing Strategy has been submitted to the Council for approval in writing by the Council.

Private for Sale Marketing Strategy means a strategy which seeks to maximise owner occupation of units for sale including a restriction on any individual or organisation buying more than one property for a period of 6 months from the date of the sales launch. This restriction shall not apply to covenanted Private Rented Sector (PRS) units.

The Council may not unreasonably delay or withhold consent to the submitted Private for Sale Marketing Strategy if it complies with the requirements set out in the Deed and shall use all reasonable endeavours to give such consent within 42 days of receipt of the Private for Sale Marketing Strategy.

Ensure that all head leases for the Private for Sale Units contain a provision to secure the obligation that the leaseholder shall not apply for a parking permit for any Controlled Parking Zone unless the occupant is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

To ensure any individual or organisation purchasing the leasehold to more than two Private for Sale Units will be required to submit a request to the developer for approval to sub-let and to receive the developer’s approval before sub-letting. The developer shall use all reasonable endeavours to ensure that the managing agent for the relevant units is registered with ARLA or NAEA and shall provide the Council with the name, address and contact details of the managing agent. This restriction shall not apply to covenanted Private Rented Sector (PRS) units.

**Land Transfer for Primary School**

Transfer the land for the primary school to the Council (or to any other body at the discretion of the Council) for nil consideration and subject to a restriction that the use of the land is restricted to educational purposes.

The land transfer shall take place at the earliest reasonable opportunity when the site is no longer required as a site compound and at the latest before 50% of the residential units are occupied.

**Replacement Health Centre**
To provide a replacement health centre and in the event the NHS does not accept the terms of the transfer or NHS England does not accept to operate the health centre, the developer shall transfer the health centre to the Council for an alternative social and community use provided that the health centre is always available for use by NHS England for the provision of primary care subject to NHS England giving the Council appropriate notice.

The health centre should be finished to a turnkey form that is to say they are locking secure, vacant, fully glazed, have smooth sealed finishes to ceiling and walls, functional lighting, running water and sanitary facilities and have capped services including gas, water, sewerage, electricity and telecommunications appropriate to the size and anticipated use of the units such that from hand-over one is able to commence fitting out the said unit for health centre uses without further works.

**Cycle Hub**

Secure provision of the cycle hub.

**Cinema**

The developer to market the cinema and to use all reasonable endeavours to enter into a lease with a cinema operator for not less than a ten year period. In the event that the developer is unable to secure a cinema operator on those terms having used all reasonable endeavours for 24 months post-completion of the development and the Council being satisfied that all reasonable endeavours have been used, the developer can use the cinema unit for such alternative commercial use as it sees fit (subject to obtaining any planning permission required).

A marketing strategy for the cinema shall be submitted at the reserved matters stage detailing how the cinema use would be marketed and an operator secured.

**Music Venue**

The developer to market the music venue and to use all reasonable endeavours to enter into a lease with a music venue operator for not less than a ten year period. In the event that the developer is unable to secure a music venue operator on those terms having used all reasonable endeavours for 24 months post-completion of the development and the Council being satisfied that all reasonable endeavours have been used, the developer can use the music venue unit for such alternative commercial use as it sees fit (subject to obtaining any planning permission required).

A marketing strategy for the music venue shall be submitted at the reserved matters stage detailing how the music venue use would be marketed and an operator secured.

**Affordable Workspace**

Secure affordable workspace at 80% of open market rent.

The affordable workspace to be secured in perpetuity unless there is no market take up.
An affordable workspace strategy shall be submitted at the reserved matters stage detailing how the applicant would secure an operator for the affordable workspace.

The affordable workspace should be finished to a turnkey form that is to say they are locking secure, vacant, fully glazed, have smooth sealed finishes to ceiling and walls, screed floors, functional lighting, running water and sanitary facilities and have capped services including gas, water, sewerage, electricity and telecommunications appropriate to the size and anticipated use of the units such that from hand-over one is able to commence fitting out the said unit for affordable workspace uses without further works.

**Local Labour / Local Supply**

Secure a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development.

**Car Club Membership**

For a period of two years from first occupation of each dwelling in the development to pay a car club operator a reasonable fee for a maximum 12 months’ membership of a car club for any dwelling.

**Retention of Scheme Architect**

To use reasonable endeavours to retain the services of the scheme architect, Studio Egret West, for all architectural drawings through to final completion of the Development.

Should it be necessary to appoint an alternative architect then the applicant shall provide details of their preferred choice(s) of architect to the Council prior to any appointment and give due consideration to the Council’s comments on the architect(s).

**Public Highway Works Scheme**

No above ground new development shall commence until a Public Highway Works Scheme for the Public Realm Areas has been submitted to and approved in writing by the Council in consultation with the Local Highway Authority.

Not to occupy the development, unless otherwise agreed in writing with the Council, until completion of the Public Highway Works Scheme to the satisfaction of the Council.

The Public Highway Works Scheme means measures such as, but not limited to, public realm, walking, cycling and highway improvements or such other maintenance and/or improvement of public realm in respect of the highway land immediately adjacent to the site as may be agreed between the developer and the Council.

**24 Hour Public Realm Areas**
Once completed each of the Public Realm Areas shall be open for public access 24 hours a day and shall not be closed or gated off save in the case of emergency or as may be agreed in advance with the Council for necessary maintenance; to prevent them becoming public open space; to prevent them becoming public footpaths or highways; and to prevent anti-social behaviour; and in each case shall be closed for the minimum period of time that is reasonably practicable.

Travel Plan

Secure the submission, implementation and monitoring of a Travel Plan for the development, excluding the primary school site.

Changing Places

Public toilet facilities which meet the requirements of Changing Places shall be provided within the development prior to occupation of the development and these shall be permanently maintained and retained, unless otherwise agreed with the Council. The Changing Places toilet facilities should be provided in addition to standard accessible toilets.

Dial-a-Ride (or Equivalent) Drop-off and Parking Bay

Not to occupy more than 50% of the commercial floorspace within the development until a dedicated drop-off and parking bay large enough to accommodate a Dial-a-Ride (or equivalent) minibus is provided, with space at the rear to deploy a tail lift. The bay shall thereafter be retained permanently for use of Dial-a-Ride services or such similar mobility assistance services unless otherwise agreed in writing by the Council.

The minimum dimensions required for safe operation of Dial-a-Ride's largest minibuses are: height - at least 2.6 metres clearance; width - at least 2.08 metres clearance; and length - at least 9.8 metres clearance.

Appointment of Management Company for Development

Not to cause or permit the occupation of any dwelling or commercial unit until it has set up a limited company as the Management Company; and made provision to include in the transfer of each dwelling and commercial unit a covenant by the purchaser to pay an annual charge as determined by the Management Company for the management and maintenance of common parts of the development.

Not to cause or permit the disposal of any dwelling or commercial unit without imposing a covenant on the purchaser of such dwelling or commercial unit to pay an annual charge as determined by the Management Company towards the costs incurred in managing and maintaining the common parts of the development.

On the disposal of the first dwelling or commercial unit (whichever is the first to be disposed of) to provide the Council with copies of the Articles and Memorandum of Association of the Management Company and a copy of the transfer relating to the relevant dwelling or commercial unit including the relevant covenants.

District Heating Network
To use all reasonable endeavours to procure the connection of the development to the Barking Town Centre district heating network prior to occupation and thereafter to use the district heating network to provide electricity and hot water to the development.

If despite using all reasonable endeavours the developer has not been able to procure the connection to the Barking Town Centre district heating network prior to the date of commencement of the development the developer shall submit to the Council for its agreement an alternative energy strategy which includes energy efficiency measures with communal heating system and renewable energy technologies for the development.

If the Developer and the Council have been unable to agree the alternative sustainable energy measures (including the timescale for implementation and the cost of such measures) within 6 weeks of the date of submission of the developer's proposals to the Council then the matter shall be referred to an Expert for determination.

The Developer shall implement any alternative sustainable energy measures as agreed by the Council or determined by the Expert within such timescales as shall be agreed with the Council or determined by the Expert.

Funding the Repair of Public Roads Damaged During Construction

Not to implement or permit the implementation of the Planning Permission until such time as an initial schedule of condition relating to the highways and footways within the highway reinstatement area has been submitted to and approved in writing by the Council.

To notify the Council in writing as soon as possible after works to construct the development have reached the stage where further works will not adversely affect the highway reinstatement area.

To submit to the Council for its written approval a further schedule of condition and a specification for the highway reinstatement works as soon as reasonably practicable after the developer has notified the Council as above and in any event not later than 14 days after practical completion of the whole of the development.

To co-operate at all times in good faith with the Council to enable the Council to accurately and quickly estimate and then, following its consideration of the schedule of condition and specification, quantify the full amount of the highway reinstatement payment.

To pay the highway reinstatement payment in full upon the Council’s written demand.

The Council shall carry out the highway reinstatement works to the value of the highway reinstatement payment prior to the opening of the development to the public.

Impacts on TV Reception
To secure the submission of appropriate surveys before and after the development to assess the likely impacts on TV reception, particularly terrestrial digital TV signals. If any interference is shown to be caused by the development then appropriate measures to be agreed would need to be put in place on completion of the development.

**Relocation of Bus Stops**

To secure the relocation of bus stops as necessary and if supported by the relevant authorities.

**Variable Message Signs**

To secure the provision of variable message signs (VMS) to provide information for drivers at the locations suggested in the application documents. An additional sign is requested at the Fanshawe Avenue roundabout which could be used to encourage drivers to park at the London Road multi-storey car park and to avoid Ripple Road completely when there is a risk of congestion. The Local Highway Authority will need to agree details of design and location in consultation with other Council and town centre stakeholders. Any VMS system would require funding from the applicant to provide the infrastructure, equipment and all related installation costs. Additionally, it is essential that an ongoing binding financial commitment is made by the owner/operator of the car park to ensure that the system is maintained into the future and running costs are met without expense to the Council.

**Traffic Management Measures**

To secure CCTV cameras for traffic management and related parking controls in accordance with Drawing No. 2015-2489-012(GA) Rev A prepared by TTP Consulting.

**Carbon Offset**

The Development’s Energy Strategy shall achieve a minimum 35% reduction in carbon emissions over Part L of the Building Regulations 2013. Any shortfall in meeting the 35% carbon reduction target shall be met through a monetary contribution to the Local Authority’s carbon offset fund.

### 6.0 Conclusion

6.1 The proposed development is a significant mixed-use regeneration proposal for Barking Town Centre which would provide new and enhanced retail and leisure facilities, affordable workspace, a hotel, a 3-form entry primary school and enhanced replacement healthcare facilities, along with a substantial number of new residential units. It has the potential to be truly transformative to the image and function of the town centre and could provide a catalyst for other developments to come forward. The Design Code to be approved would ensure that the detailed design would be of an exemplar quality to justify the location, heights and density of the proposed development.
6.2 The proposed development would contribute towards the Council’s vision for growth and positive change in line with the Growth Commission’s recommendation that Barking Town Centre should continue its direction towards becoming a more urban centre, with an active, interesting street life, a broad range of retail and restaurants and places of employment.

6.3 The proposal is considered to be acceptable having regard to the relevant policies set out in the National Planning Policy Framework, the London Plan, the Local Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.4 It is recommended that the Development Control Board grants planning permission subject to any direction from the Mayor of London, a S106 Agreement to secure the matters set out in Section 5.23 of this report and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London).

Background Papers

- Planning Application File
  http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OCCX3WBL03O00

- 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 BR7 – Open Space (Quality and Quantity)
  - Policy BR8 - Allotments
  - 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 BC2 – Accessible and Adaptable Housing
  - Policy BC6 – Loss of Community Facilities
  - Policy BC7 – Crime Prevention
  - Policy BC8 – Mixed Use Development
  - Policy BC10 – The Health Impacts of Development
  - Policy BE1 – Protection of Retail Uses
  - Policy BE2 – Development in Town Centres
  - Policy BE4 – Managing the Evening Economy
  - Policy BE5 – Offices – Design and Change of Use
  - Policy BP1 – Culture and Tourism
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 CR2 – Preserving and Enhancing the Natural Environment
Policy CR3 – Sustainable Waste Management
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 CE2 – Location of Officer Development
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 BTC2 – Primary and Secondary Shopping Frontages
Policy BTC3 – Office Development
Policy BTC4 – Hotel Development
Policy BTC5 – Leisure Uses and the Evening Economy
Policy BTC6 – Barking as a Visitor Destination
Policy BTC9 – Town Centre Car Club
Policy BTC10 – Pedestrian Movement
Policy BTC11 – Cycling Facilities
Policy BTC12 – Off-street Public Car Parking
Policy BTC13 – Housing Supply
Policy BTC15 – Social Infrastructure/Community Facilities
Policy BTC16 – Urban Design
Policy BTC17 – Tall Buildings
Policy BTC18 – Public Realm
Policy BTC19 – Heritage and the Historic Environment
Policy BTC20 – Parks, Open Spaces, Play Areas and Tree Planting
Policy BTC22 – Sustainable Energy
Policy BTC23 – Developer Contributions

Site Specific Allocation BTCSSA10 – Vicarage Field

Other Guidance:
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 3.7 – 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 Private Residential and Mixed Use Schemes
Policy 3.13 – Affordable Housing Thresholds
Policy 3.16 – Protection and Enhancement of Social Infrastructure
Policy 3.17 – Health and Social Care Facilities
Policy 3.18 – Education Facilities
Policy 4.1 – Developing London’s Economy
Policy 4.2 – Offices
Policy 4.3 – Mixed Use Development and Offices
Policy 4.4 – London’s Visitor Infrastructure
Policy 4.5 – Support for and Enhancement of Arts, Culture, Sport and Entertainment
Policy 4.6 – Retail and Town Centre Development
Policy 4.7 – Small Shops
Policy 5.1 – Climate Change Mitigation
Policy 5.2 – Minimising Carbon Dioxide Emissions
Policy 5.3 – Sustainable Design and Construction
Policy 5.6 – Decentralised Energy in Development Proposals
Policy 5.7 – Renewable Energy
Policy 5.10 – Overheating and Cooling
Policy 5.11 – Urban Greening
Policy 5.12 – Green Roofs and Development Site Environs
Policy 5.13 – Flood Risk Management
Policy 5.14 – Sustainable Drainage
Policy 5.15 – Water Quality and Wastewater Infrastructure
Policy 5.16 – Water Use and Supplies
Policy 5.17 – Construction, Excavation and Demolition Waste
Policy 5.18 – 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 7.19 – Biodiversity and Access to Nature
Policy 7.21 – Trees and Woodlands
Policy 8.2 – Planning Obligations
Policy 8.3 – Community Infrastructure Levy

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)
Affordable Housing and Viability (Draft – November 2016)

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)