<table>
<thead>
<tr>
<th>Barking and Dagenham Council Development Control Board</th>
<th>Date: 8 May 2017</th>
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<tbody>
<tr>
<td>Application No:</td>
<td>16/01975/FUL</td>
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<td>Ward:</td>
<td>Heath</td>
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<td>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:</td>
<td>The application by reason of its scale, impact upon the environment and the level of likely Councillor interest should, in the opinion of the Acting Head of Regeneration and Planning (Planning), be determined by the Development Control Board.</td>
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<td>Address:</td>
<td>Becontree Heath regeneration sites: Wood Lane, Gosfield Road, Stour Road, and Althorne Way, Dagenham.</td>
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<td>Development:</td>
<td>Redevelopment of sites including 2 Stour Road and adjacent car park, land between Gosfield Road and Wood Lane adjacent to Butler Court, Wood Lane car park and bus terminus, vacant land to east of Althorne Way and part of leisure centre car park to provide 42 three storey houses, 128 flats in 4 to 6 storey blocks, Class A1 pharmacy, re-located bus stand, car parking and associated works.</td>
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<td>Applicant:</td>
<td>Countryside Properties</td>
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<td>Contact Officer:</td>
<td>Simon Bullock</td>
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<tr>
<td>Title:</td>
<td>Principal Development Management Officer</td>
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<tr>
<td>Contact Details:</td>
<td>Tel: 020 8227 3803</td>
</tr>
<tr>
<td></td>
<td>E-mail: <a href="mailto:simon.bullock@lbbd.gov.uk">simon.bullock@lbbd.gov.uk</a></td>
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<tr>
<td>Summary:</td>
<td>The proposed development is to provide 170 residential units and a replacement pharmacy across 5 development parcels in Becontree Heath in an area centred on Wood Lane between the Civic Centre and the Becontree Heath Leisure Centre.</td>
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<td></td>
<td>The land is owned by the Council and the applicant is Countryside Properties, with whom the Council has entered into a development partnership. The architect is Stitch Architects and Urban Designers.</td>
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<td>Key objectives of the development are to contribute to the physical and economic regeneration of the area, to provide additional housing, and to diversify the tenure mix of the area.</td>
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<td>The sites include vacant land at Stour Road previously occupied by a Council office, a vacant site formerly occupied by a block of flats in Althorne Way that has been demolished as part of the Council’s estate regeneration programme, the Wood Lane bus terminus and adjacent car park, and under used amenity land fronting the north side of Wood Lane and to the south of Butler Court. The bus terminus would be re-located into the public car park adjacent to the Becontree Heath Leisure Centre and replacement drivers’ facilities provided.</td>
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<td>The development would provide 46 shared ownership flats, and 124 private for sale flats</td>
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and houses. This equates to the provision of 27% sub-market housing (affordable housing). The intention is that the shared ownership housing will be owned and managed by ‘Reside’.

A development viability appraisal has been submitted in support of the application and this has been independently assessed by the Council. The findings are that the 27% sub-market housing provision is the maximum proportion that is viable for this development. This represents a net increase in affordable housing of 14 units, taking into account the flat block that was previously demolished.

The proposed development is comprised of two blocks of flats of between 4 and 6 storeys, and five terraces of 3 storey houses. The developments would front onto Wood Lane, Althorne Way, and Rainham Road North. It is considered that the flats and houses would help to define the edges of Wood Lane and create a more attractive and interesting street scene.

The architecture and urban design is considered to be of good quality, and would not detract in any way from the setting of the listed Civic Centre.

The scheme would provide a good standard of accommodation that meets the relevant policy standards for internal and external space and accessibility and makes adequate provision for parking. The development would not harm the residential amenity of the existing neighbouring residents.

**Recommendation:**

That the Development Control Board grant planning permission subject to any direction by the Mayor of London; the completion of a Section 106 legal agreement securing the shared ownership sub-market housing, a local labour and business agreement and the following conditions (subject to any minor amendments or GLA additions):

**Time limit**

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

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

**Plan numbers**

2. Subject to any variation pursuant to condition no. 4. The development hereby permitted shall be carried out in accordance with the following approved plans: P-001; P-002; P-030; P-040; P-041; P-AB210B; P-AB-211; P-AB-215; P-AB-219; P-AB-220B; P-AB-220B; P-AB-221; P-AB-222; P-AB-223; P-AB-224; P-AB-225; P-AB-226B; P-AB-227; P-AB-250; P-EF-210B; P-EF-211; P-EF-214; P-EF-215; P-EF-219; P-EF-220B; P-EF-221B; P-EF-222; P-EF-223; P-EF-250; P-TA-311; P-TA-312; P-TA-213; P-TB-310; P-TB-311; P-T-320; P-T-321; P-T-322; P-T-323; P-T-330; P-TAB-350; P-410; 6477_LD_PLN_002D; 6477_LD_PLN_003B; 6477_LD_PLN_004C.

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

3. The development shall be carried out in accordance with the submitted Energy Report ref. HLES35971/003Rv5 and shall achieve a minimum total regulated carbon dioxide emissions reduction of 37% over 2013 Building Regulations and a minimum regulated carbon dioxide emissions reduction through the use of on-site renewables of 27% over 2013 Building Regulations.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan and Policy BR2 of the Borough Wide Development Policies Development Plan Document.

Energy if no DHN completion

4. Notwithstanding condition nos. 2 and 3 in the event that the proposed Becontree Heath District Heat Network (DHN) is not complete to the stage where the approved development can be connected to the DHN (in accordance with the approved energy strategy) prior to first occupation of any residential unit hereby approved, temporary energy plant units within Block A/B and Block E/F as shown on drawing nos. P-AB-210A; P-AB-220A; P-AB-226A; P-EF-210A; P-EF-220A; P-EF-221A; 6477_LD_PLN_022A; 6477_LD_PLN_024B shall be fully implemented in order to meet the energy needs of the development in accordance with the energy strategy.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan and Policy BR2 of the Borough Wide Development Policies Development Plan Document.

Energy post DHN completion

5. Within 1 month of the DHN becoming operational, a programme for the implementation of approved plans P-AB-210B; P-AB-220B; P-AB-226B; P-EF-210B; P-EF-220B; P-EF-221B; P-410;6477_LD_PLN_002D; PLN_003B; 6477_LD_PLN_004C for the removal of the plant rooms and conversion to two wheelchair units shall be submitted to and approved by the Council. The scheme shall be delivered in accordance with the approved programme.

Reason: To ensure compliance with the proposed energy strategy and to maximise the number of residential units provided in accordance with Policies 3.4 and 5.2 of the London Plan and Policy BR2 of the Borough Wide Development Policies Development Plan Document.

Levels

6. No development within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until details of existing and finished site levels, finished floor, and ridge levels of the buildings to be erected, and finished external surface levels for that Phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: The proposed levels of the development are required prior to commencement in
order to ensure that any works in connection with the development hereby permitted respect the height of adjacent properties and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Materials

7. No development above ground level within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until details/samples of all materials to be used in the construction of the external surfaces of that Phase of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Boundary details

8. No development above ground level within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials, and type of boundary treatment to be erected for that Phase. Garden fences shall incorporate a 150mm gap at the bottom to allow the passage of hedgehogs. No part of the development shall be occupied until the approved boundary treatment for that part has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Hard landscaping

9. No development above ground level within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until a scheme showing those areas of that Phase to be hard landscaped and the details of that hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out prior to the occupation of the relevant Phase and thereafter permanently retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Soft landscaping

10. No development above ground level within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for that Phase which shall give special consideration to planting that absorbs or suppresses pollutants; and which shall make
provision for the planting of street trees where feasible to be secured under condition no. 37, and which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained.

Reason: To safeguard and improve the appearance of the area and to contribute to improved air quality and in accordance with policies BR14 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

Soft landscaping implementation

11. The landscaping scheme for each Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) as approved in accordance with condition No. 6 shall be carried out in the first planting and seeding seasons following the occupation or completion of the relevant Phase, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

Nesting bird protection

12. Where development is to commence within a Phase between the months of March to September inclusive a nesting bird survey of any trees or shrubs that are to be removed within that Phase in association with the planning permission shall be carried out by a suitably qualified ecologist no more than 2 days prior to the works to carry out the tree or shrub removal in question. The results of the survey should be submitted to the Local Planning Authority before works within the relevant Phase commence. If nesting birds are found i) works should be delayed until the nesting season is over and the fledglings have left the area and ii) a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

Reason: The survey is required to protect the ecology of the area as nesting birds may be present on the site and in accordance with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

Refuse enclosures

13. The refuse enclosures indicated on the approved drawings shall be constructed in accordance with the approved plans prior to the occupation of the part of the development they serve and thereafter permanently retained for the use of the occupiers of the premises.

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

14. No development above ground level within any Phase (Phasing consistent with section 7.4 of the submitted Design and Access Statement or any subsequent update agreed) shall take place until a scheme showing the provisions to be made for CCTV coverage, access control, and/or any other measures to reduce the risk of crime for that Phase, have been submitted to and approved in writing by the Local Planning Authority. The relevant Phase of the development shall not be occupied until the approved scheme for that Phase has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

M4(2)

15. 90% of the dwellings hereby approved shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). 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 with policy 3.8 of the London Plan.

M4(3)

16. The 17 wheelchair units identified on the approved drawings shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy 3.8 of the London Plan.

Car parking

17. The car parking spaces indicated on Drawing Nos. 6477_LD_PLN_002D; 6477_LD_PLN_003B; 6477_LD_PLN_004C shall be constructed and marked out prior to the occupation of the part of the development served, and shall include Electric Vehicle Charging Point bays (20% active and 20% passive) to be located in accordance with details that shall have been submitted to and approved by the Local Planning Authority. The parking spaces and charging points shall be retained permanently for the use of occupiers and visitors to the development and not used for any other purposes.

Reason: To ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the
Car parking allocation/management

18. No above ground development shall take place until the submission to and approval by the Local Planning Authority of a car parking management and allocation strategy for the development that shall secure the provision of allocated wheelchair accessible parking bays for the use of any initial or future registered disabled occupiers of the development.

Reason: In order to make optimum use of the parking spaces provided and to ensure and promote easier access for disabled persons to the development in accordance with policies BR9 and BP11 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

Cycle parking

19. Cycle parking spaces shall be provided in accordance with the approved plans prior to the occupation of the part of the development they serve and thereafter shall be maintained for the use of residents and visitors to the site.

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

BREEAM

20. The part of Block A that will accommodate the hereby permitted (Use Class A1) pharmacy shall be constructed in accordance with the submitted BREEAM pre-assessment report (ref. HLES35971/004Rv3) and shall achieve a minimum BREEAM rating of ‘Very Good’.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy BR1 of the Borough Wide Development Policies Development Plan Document and policy 5.3 of the London Plan.

SUDS

21. The development shall not commence until the submission to and approval by the Local Planning Authority of a drainage strategy for the site designed to minimise the rate of surface water run-off, that shall encompass the following:

- Soakaway test
- Flood Risk Assessment (FRA)
- Micro-drainage output
- Details on storage tank

Reason: Details are required prior to commencement in order to minimise surface water drainage in the interest of reducing flood risk and in accordance with policies BR14 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

Noise
22. A scheme of noise mitigation measures in accordance with the report “Noise Assessment for Proposed Residential Development at Becontree Heath, Wood Lane, Dagenham, for Countryside Properties (UK) Limited”, reference JAE8716, dated 12th December 2016 is to be implemented before the first occupation of that part of the development to which it relates.

Reason: To maintain reasonable levels of protection for the occupiers of the development from external noise and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

**Plant noise**

23. The combined rating level of the noise from any plant installed pursuant to the hereby permitted development 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 maintain reasonable levels of protection for the occupiers of the development from external noise and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

**Lighting**

24. The lighting of the development hereby permitted, is to be designed, installed, and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations.

Reason: In the interests of crime prevention and the amenity of future occupiers and in accordance with policies BC7 and BP8 of the Borough Wide Development Policies Development Plan Document.

**Contamination a.**

25. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be 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:

(a) a survey of the extent, scale, and nature of contamination;
(b) an assessment of the potential risks to:
   i. human health,
   ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines, and pipes,
   iii. adjoining land,
   iv. groundwaters and surface waters,
v. ecological systems,
vi. archaeological sites and ancient monuments;
(c) an appraisal of remedial options, and proposal of the preferred option(s).
(d) This must be conducted in accordance with DEFRA and the Environment Agency’s ‘Model Procedures for the Management of Land Contamination, CLR 11’.

Contamination b.

26. 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 must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include 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.

Contamination c.

27. 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.

Contamination d.

28. 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 25, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 26, 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 25 to 28: 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.

Construction hours
29. No deliveries, external running of plant and equipment or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday, unless otherwise agreed in writing by the Local Planning Authority.

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

Noise/ vibration control

30. 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.

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

Construction Management Plan

31. The development shall be carried out in accordance with the submitted ‘Becontree Heath Construction Method Statement and Construction Management Plan Rev. C’ and piling will be way of a Continuous Flight Auger, unless otherwise agreed in writing with the Local Planning Authority.

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

Construction Logistics Plan

32. Prior to the commencement of the development a Construction Logistics Plan shall be 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.

Satellite dish restrictions

33. With the exception of any roof mounted antennae or satellite dish designed for communal use by the occupiers of each development block, no antennae or satellite
dishes shall be placed on any elevation of the hereby approved flat blocks, or on the front
elevation of any of the hereby approved houses, unless previously approved in writing by
the Local Planning Authority.

Reason: To safeguard the external appearance of the buildings in accordance with policy

Bird and bat boxes

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

Reason: In order to preserve and enhance the Borough’s natural environment and to
comply with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide

Travel Plan

35. The development hereby permitted shall be carried out in accordance with the
submitted RPS Draft Residential Travel Plan.

Reason: In order to encourage the use of sustainable transport and in accordance with

Highways Agreement

36. No above ground works shall commence until the completion of a highways agreement
for the development that secures the replacement on street car parking in front of Blocks
G1 and G2 (as shown on drawing no. 6477_LD-PLN_022 Rev. D) and suitable vehicular
access to each development parcel, and which subject to feasibility makes provision for
the planting of street trees within the vicinity of the development. Each part of the
approved scheme shall be completed prior to the occupation of the part of the
development it serves.

Reason: To ensure the provision of a satisfactory access and parking in the interests of
highway safety, and to make provision for the planting of specimen trees with growth
potential and in accordance with policies BR3 and BR10 of the Borough Wide

Althorne Way parking bays

37. Block G2 of the development shall not be occupied until the completion of the on street
car parking bays shown on drawing no. 6477_LD-PLN_022 Rev. D.

Reason: In order to secure the above works and to ensure adequate parking provision to
serve the needs of the development and to address likely additional demand for on street
parking resulting from the development and in accordance with policy BR9 of the Borough
1. **Introduction and Description of Development**

1.1 The proposed 170 dwelling unit scheme is intended to contribute to the regeneration and renewal of Becontree Heath. The application site is owned by the Council which has entered into a development partnership with the applicant Countryside Homes.

1.2 The application site includes 5 land parcels totalling 1.3 hectares: the existing Wood Lane bus stand, adjacent car park and site of former 6 storey shop and flat block in Althorne Way; part of the Becontree Heath Leisure Centre car park adjacent to Althorne Way; amenity land to the south of Butler Court between Gosfield Road and Wood Lane; the site of former Council offices 90, Stour Road at the junction of Stour Road and Wood Lane; and the existing car park on the south side of Stour Road at the junction with Wood Lane.

1.3 The proposal is to re-locate the bus stand and drivers’ facilities to part of the Leisure Centre car park in order to create a site for a 6 storey flat blocks fronting Wood Lane (Block A/B) and a terrace of 3 storey houses fronting the east side of Althorne Way on the site of the former Althorne Way block of flats that was demolished in 2015 as part of the Council’s estate renewal programme. The site adjacent to Gosfield Road is proposed for three terraces (two of 8 houses, and one of 7 houses) of 3 storey houses fronting Wood Lane and backing onto Gosfield Road. The site of the former Stour Road Council offices now demolished, would be developed to provide a flat block (Block E/F) of between 4 and 6 storeys in height, and the existing car park would be re-landscaped and retained for that purpose and would be designated to provide parking for residents of these proposed adjacent flats.

1.4 There are a number of regeneration objectives to the scheme that were set out within the invitation to tender brief. These include to provide replacement and additional housing, to utilise under used areas of open space for development in order to improve townscape and to provide a street frontage to Wood Lane that helps to tie together the landmark buildings of the Civic Centre and Leisure Centre, and to diversify the tenure mix in an area that has a high proportion of social rented housing (43%).

1.5 In addition to replacement housing the scheme includes provision of a pharmacy unit the purpose of which is to provide replacement accommodation for the pharmacy that was decanted from the demolished shop and flat block. This business is currently operating from a temporary building adjacent to Wood Lane in the vicinity of the application site.

1.6 The Althorne Way part of the application site is within the area that is subject to policy SSA SM10 of the Site Specific Allocations Development Plan Document that allocates the site for major development, further details below.

2. **Background**

2.1 There is no planning history of specific relevance to the current proposals.
3. **Consultations**

**Adjoining occupiers**

3.1 Consultation letters were sent to 454 neighbouring occupiers, a press notice was published, and site notices displayed. No responses to this consultation have been received.

3.2 In addition, two pre-application public consultation events were held at Becontree Heath Leisure Centre that were well attended. A total of 9 attendees completed a feedback form and the feedback included the following comments:

- Provision of family housing supported
- Some residents expressed an interest in purchasing within the development
- Lack of sub-market social housing provided
- Cost of new housing likely to be too expensive for local residents
- Lack of parking provision within the scheme
- Additional pressure on local schools
- Additional traffic in the area
- Concern regarding traffic impact of introducing buses into Althorne Way

*Planning Officer note: The level of parking provision has been increased in comparison with the pre-application scheme. The re-located bus terminus is now proposed within part of the car park adjacent to Althorne Way and not within carriageway of Althorne Way itself.*

**Access Officer**

3.3 No objections.

**Arboricultural Officer**

3.4 I agree with the arboricultural report that the trees affected by this scheme, within all the locations, are not publicly significant. There are no mature specimens of any grandeur. The trees are mainly a sporadic mix of Council planting that has randomly taken and weakly established. The few that are more mature have been heavily pruned.

3.5 However, collectively the lost trees do add up to some significant canopy so replacements should be of some significant size and numbers.

3.6 The current species choice of Himalayan birch is very small and lacks boldness. Most of the tree choices are very ornamental and standard choices for fitting between building sites. I propose on a development of this scale rows of landscape size canopy planting in prominent publicly visible positions, or arboretum type zones with bold trees.

3.7 In terms of actual tree removals, I am not opposed to the clear fell option in this case due to the general lack of quality to the existing trees.
3.8 I would like to see more emphasis on a landscape proposal to incorporate roadside trees in accordance with the measures promoted in reports published by ‘Trees For Cities’ and the ‘Trees and Design Action Group’.

*Officer note: The adjacent roadsides are outside the red line application boundary and outside the control of the applicant. However, it is considered that the potential for such planting can be secured through a ‘Grampian’ style condition as set out above at condition no. 36.*

CCTV & Security Manager

3.9 No response.

Designing Out Crime Officer

3.10 The project Architects ‘Stitch’ contacted the service in May 2016 providing their pre-planning design drawings and requesting consultation on designing out crime issues.

3.11 I attended a meeting with the Architects on the 24th May 2016, where I was given the opportunity to look over with them the design and layout drawings and make recommendation on areas of concern.

3.12 The drawings within this application show that my recommendations on the whole have been adopted and I am reasonably assured that the project will be developed with strategies aimed at reducing crime and antisocial behaviour.

3.13 I would strongly recommend that to ensure the best possible efforts in reducing the potential for crime on these sites in the future SBD (Secured by Design) certification should be secured for the development.

*Officer note: These comments have been passed to the applicant who has the opportunity to apply for Secure by Design certification.*

Environmental Health

3.14 No objections subject to various recommended conditions including land remediation; construction hours and implementation of the submitted construction management plan.

3.15 Compliance with the design measures proposed within the submitted Noise Report will ensure a satisfactory environment for future occupiers.

*Officer note: The relevant conditions are proposed as set out within this report above.*

Essex and Suffolk Water

3.16 No objections.

Greater London Authority – Planning Decisions Unit (GLA)
3.17 The application is referable to the Mayor of London. The GLA Stage I report is awaited, and therefore Members will be updated at the Development Control Board meeting.

Heritage & Archives Group Manager

3.18 No response.

Housing Strategy

3.19 No response.

Lead Local Flood Authority

3.20 The information provided within the submitted Drainage and SUDS Assessment and drainage plans is not sufficient, the applicant is also requested to provide the following:

- Soakaway test
- Flood Risk Assessment
- Micro-drainage output
- More details on storage tank

Officer note: The applicant has been asked to submit the additional information requested but this has not yet been received. It is therefore proposed that a condition be imposed that requires the submission and approval of a satisfactory drainage strategy.

London Fire and Emergency Planning Authority

3.21 No response.

Parking Services

3.22 No response.

Street Lighting

3.23 No response.

Thames Water

3.24 No response.

Transport Development Management

3.25 I am satisfied with the majority of the information that has been submitted in support of this application in relation to highway matters. However, the major concern is the lack of vehicle parking for Blocks A and B.

3.26 Taking into account the PTAL rating and density of units for blocks A and B the level of parking provision being proposed is considered inadequate.
Details should be provided of how parking on the Council owned estate roads would be effectively managed.

3.27 It should be noted that the proposed service road layout to the rear of Blocks A, B, G1 and G2 is not to LBBD adoptable standards but we would recommend as a minimum requirement a street lighting scheme should be submitted for the service road and designed to LBBD adoptable standards. This also applies to the other parking provision area to the rear of Blocks C1, C2 and D.

3.28 I recommend standard conditions for a s278 agreement to be entered into, Electric Vehicle Charging Points to be provided, a Construction Logistics Plan and a Parking Management Strategy.

*Officer note: Relevant conditions will be imposed as requested. A parking management and allocation condition is proposed. In response to these comments the applicant has submitted an amendment to the scheme that secures an additional 18 parking spaces adjacent to Blocks A and B of the development. The Transport Development Management Officer has subsequently agreed that the resulting proposed parking provision is acceptable.*

3.29 Supports the level of parking provision that is 0.59 spaces per dwelling, and the level of cycle parking proposed that is in accordance with the London Plan.

3.30 TfL has been in discussion with the Council regarding the re-location of the bus stand which is agreed in principle. It is requested that a condition is imposed that requires the provision of the replacement bus stand prior to the commencement of the development on the parcel of land that accommodates the existing bus stand.

3.31 In addition, conditions to secure the following are requested:

- Electric Vehicle Charging Points
- Construction Logistics Plan
- Travel Plan

*Officer note: The requested conditions are proposed as set out above. The actual parking ratio on submission was 0.49 not 0.59 referred to above. Following the receipt of an amendment the parking ratio is now 0.6.*

3.32 No response.

4. **Local Finance Considerations**

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre index linked from 2015.

5. **Analysis**
Principle of the development

5.1 Policy SSA SM10 (Beacontree Heath – Wider Site) identifies a 4.14 hectare site that includes the former Althorne Way flat block, and the bus terminus and adjacent car park, in addition to land to the west of Althorne Way that does not form part of the current application site.

5.2 The Gosfield Road and Stour Road sites that form part of the application are outwith this policy designation.

5.3 The policy states that the site has potential for housing, retail, health facilities, and a replacement bus stand, with an indicative housing capacity of 164 units.

5.4 The proposed development of the site to provide housing and a replacement bus stand would be in accordance with this policy.

5.5 The scheme will provide 30% family sized 3 bedroom units in the form of 45 houses and 5 three bedroom flats, with the remainder of the development being a mixture of 1 and 2 bedroom flats. This is below the 40% family housing generally expected within policy CC1 of the Core Strategy.

5.6 The Council’s Regeneration team is supportive of this housing mix on the grounds that there is a housing need in the area for smaller units. It is also the case that the 3 bedroom units are generally more suited to houses as opposed to flats, and the urban design of the scheme is such that all the areas of the site most suited for houses has been utilised for that purpose. In the circumstances the proposed housing mix is considered acceptable.

5.7 With regard to tenure mix the proposal is to provide 46 shared ownership units and 124 private sale units, therefore resulting in 27% of units being sub-market (affordable).

5.8 The number of sub-market social rented units that were lost in the original Althorne Way flat block was 32, plus there were 4 leaseholders, therefore the development would result in a net addition of 14 sub-market units.

5.9 Adopted London Plan policy is that sub-market housing should be maximised on development sites subject to development viability. In addition, the draft Affordable Housing and Viability Supplementary Planning Guidance states that where 35% affordable housing is proposed this can be accepted without the need for a development viability review to be carried out.

5.10 In this case the proposed proportion of sub-market housing is below the above percentage and therefore a development viability assessment has been prepared and submitted by the applicant, making the case that the affordable housing offer is the maximum that is financially viable for the development.

5.11 This conclusion has subsequently been tested on behalf of the Council by an independent review of the applicant’s submission by Chartered Surveyors. The conclusion is that the proposed proportion of affordable housing is reasonable and the maximum that is deliverable on this site.
5.12 Aside from the policy objective to maximise the provision of sub-market housing, it is also desirable to diversify the tenure of the area in accordance with policy 3.9 of the London Plan, this will provide greater choice, and the provision of private for sale housing has the potential to contribute positively to the regeneration of the area.

Policy 3.9 states: A more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation.

5.13 The provision of shared ownership housing is desirable because this can help provide a ladder to full home ownership and may help to enable some local residents to stay in the area.

5.14 The proposed density at 131 units per hectare is within the recommended range set out within the London Plan for a site of this character, and is therefore considered appropriate.

**Design**

5.15 In terms of urban design each development parcel is designed with a building that will have a frontage onto the street. This will help to define the edges of Wood Lane and adjacent streets and create a more attractive environment for walking, and is in contrast to the layout of the existing estate which is in the form of blocks surrounded by under used and poorly designed open space. It is also intended that the development along Wood Lane will create a sense of linkage between the Civic Centre (soon to be university campus) and the Becontree Heath Leisure Centre.

5.15 The proposed development will result in the loss of some green space, mainly to the south and west of Butler Court. This landscape strip is grassed and has some relatively small trees planted along the road. This open space is not protected under planning policy, and appears to serve little purpose, except that a vegetated outlook may contribute to the residential amenities of some neighbouring occupiers, and it provides a tree canopy to the street. However, the proposed development would not cause not harm to residential amenity, would provide attractive buildings on this land and will contribute to housing needs, and to mitigate the impact replacement trees and planting will be provided elsewhere on the site.

5.16 To the west of Butler Court a parking area would be provided on an existing landscaped area. The parking area would incorporate some tree planting and there would remain a landscaped area around its perimeter. It is not considered that this would cause any harm to outlook or the street scene.

5.17 The proposed houses and flats are of contemporary design with large windows, inset balconies and juliet balconies, and flat roofs. Brick is the proposed main external material. The proposed designs are considered to be well proportioned, visually interesting, and appropriate in design and scale for each of the proposed sites.
5.18 The proposed flat block at the junction of Rainham Road North and Stour Road is within the setting of the listed Grade II Dagenham Civic Centre, as is, to a less significant degree, the proposed terrace of housing fronting Wood Lane.

5.19 The proposed flat block is to the side of the Civic Centre in views towards its front elevation. The Civic Centre has a large formal lawn to its front and is set well back from Rainham Road North. The proposed flats are approximately 55 metres from the Civic at the closest point. Whilst the proposed flats block is between 4 to 6 storeys in height, given its siting relative to the Civic Centre it is considered that the proposed development would not 'compete' with the Civic, or dominate, or adversely affect its setting. There is already a 6 storey block in the vicinity of the proposed building, Nos. 4 – 82 Stour Road, and the tower blocks in this area are also visible from the Civic.

5.20 The 3 storey terraces are of lesser scale and set further away from the Civic and these are also considered acceptable in respect of the setting of the listed building.

5.21 The proposed main brick for the development is brown in colour with highlights of white bricks around windows. This is intended as a design cue to link with the Civic which has a dark reddish brown brick and Portland stone detailing including the plinth and portico.

5.22 The scheme makes provision for replacement tree planting which will enhance the setting of the development and compensate for trees that would be lost. However, as the Arboricultural Officer has pointed out the opportunities for such tree planting is limited to smaller ornamental varieties, and provision should be made for the planting of larger native species with long term growth potential. This requires greater space and is therefore more suitable adjacent to the road within the adopted highway where it will also be more visible. A condition is therefore proposed to seek to secure the above planting, though this will be subject to feasibility and investigation of services.

Amenity

5.23 The vast majority of the proposed dwellings are dual or multi-aspect, and the submitted daylight and sunlight report demonstrates that all would have an acceptable standard of natural lighting.

5.24 10% of the units are designed to wheelchair adaptable standards M4(3) of the Building Regulations and the remainder are designed to the M4(2) accessibility standard in accordance with policy 3.8 of the London Plan.

5.24 All units provide internal space and layouts that are in accordance with the standards set out within policy 3.5 of the London Plan, and all units would have a private terrace, balcony or rear garden that accords with the standards of the London Plan Housing Supplementary Planning Guidance.

5.25 The London Plan Play and Informal Recreation Supplementary Planning Guidance sets a standard for the provision of play space within new developments based upon the housing and tenure mix. This states that play space of 99m2 should be provided for the flatted development, the proposed provision is approximately 80m2 provided within two play spaces one within each communal garden area that is
provided for each of the flat blocks. The two designated play areas are each situated adjacent to a garden area that could also be utilised informally for play. The site is also close to Central Park. Given these circumstances the proposed level of provision is considered acceptable.

5.26 Some of the proposed dwellings are close to the main roads of Wood Lane and Rainham Road North, the building fabric and double glazing has been designed to minimise external noise within dwelling as set out within the submitted noise report, and this is the subject of a proposed compliance condition.

5.27 With regard to neighbouring occupiers, whilst the proposed development would be visible in the outlook from adjacent flats and houses, the relationships are considered acceptable and on the whole would not have any significant impact on outlook, daylight or sunlight.

5.28 The proposed flat Block B, adjacent to Wood Lane, would be sited 13m to the north of the George Crouch Centre at its closest point. The George Crouch Centre is a sheltered housing scheme for over 55s. There are first floor windows within the George Crouch Centre that would be opposite this part of the proposed 6 storey building. It would appear that these windows serve habitable rooms.

5.29 The proposed building is to the north of the George Crouch Centre and therefore there would be no adverse impact in relation to sunlight. The part of the proposed block that is opposite the George Crouch Centre is relatively narrow, 14m in width. This will enable daylight to continue to reach the windows within the sheltered flats to the sides of the proposed building.

5.30 There will be a reduction in the openness of the outlook from some of the north elevation windows of the existing building. As referred to above due to the relatively narrow width of the building longer range diagonal views would remain from the windows directly opposite the building towards a communal garden that will serve the proposed flats to one side, and over a proposed landscaped parking area to the to the other side. On the positive side the existing outlook is over the bus depot and toward the main road (Wood Lane) and therefore not particularly attractive. The proposed building would also serve to reduce the transmission of road noise.

5.31 Taking account of the above factors, whilst it is recognised that there would be some impact on residential amenity, it is not considered that this would cause harm that would warrant the refusal of planning permission.

5.32 With regard to the proposed Block E/F this is located close to the east elevation of the existing 6 storey block of offices/flats 2 – 80 Stour Road. This building is in office use in respect of the bottom 2 floors and residential on the upper 4 floors. Proposed Block E/F is set away from its east elevation by 10m at the closest point and this element is 4 storeys in height. Consequently, the most affected windows within the existing block are second floor windows from which the relative height of the proposed building would be one additional storey.

5.33 It is also the case that the affected windows previously had an outlook onto the sloping roof of the building previously existing on the site though this was somewhat lower in height in comparison with the current proposal.
On balance this relationship is considered acceptable as it would not result in a significant loss of daylight or outlook.

The proposed development is considered acceptable in relation to its impact on neighbouring occupiers and would therefore be in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Transport

The submitted Transport Assessment contends that the proposed development would not materially affect local traffic flow or junction capacity or bus capacity. The Transport Officer has not disagreed with this conclusion.

The site has a moderate Public Transport Accessibility Level of 3, and there are 10 bus routes in the vicinity of the site.

The scheme is predicated on the re-location of the existing bus stand from its current site in Wood Lane as this forms the site of proposed flat Block A/B. The re-location of the bus stand and drivers’ facilities is being secured through the development agreement and it is not therefore necessary for this to be Section 106 clause. The Agreement would require that the replacement facilities be ready for occupation by TfL prior to the commencement of works on the site of Block A/B.

The re-location of the bus stand would result in the loss of some car parking spaces within the existing free Becontree Heath public car park. The development would also result in the loss of a small existing pay and display car park at the junction of Wood Lane and Althorne Way. This latter 32 space car park is very underutilised probably because it is not well located for shops and services and there is alternative parking in the vicinity that is available free of charge.

The Becontree Heath public car park is a large car park adjacent to the Becontree Heath Leisure Centre but not specifically designated for Leisure Centre users. It is also adjacent and linked to the Morrison’s supermarket car park which is also currently free of charge.

The new bus terminus would result in the loss of 36 car parking spaces. The level of parking provision and parking management in the area has been discussed in depth with Parking Services, who have no objections to the proposed development. Also, the Transport Officer has raised no objections to the change in public car parking provision that would result from the development. Given the very generous quantity of parking spaces that would remain to serve the local facilities and some available on street parking it is not considered that the development would cause any harm in this respect.

The bus terminus would include a small two storey building providing toilets, kitchen, and rest area for the use of bus drivers. The design and materials would be similar to the proposed houses and is considered acceptable.

Cycle parking is provided within the scheme in accordance with London Plan standards and is the subject of a proposed condition.
5.44 With regard to parking provision to serve the proposed development the houses would have one for one allocated parking. Block E/F would have a designated car parking area with 24 parking spaces for the 41 flats giving a parking ratio of 0.59 spaces per flat.

5.45 Block A/B would have a designated parking area providing 38 spaces for the 87 proposed flats resulting in a parking ratio of 0.44 spaces per flat. This car park has been amended and increased in size to provide an additional 18 parking spaces since the submission of the application in response to the concerns raised by the Transport Officer.

5.46 The parking spaces are subject to a condition requiring a management strategy to ensure that accessible parking spaces will be available to meet the needs of any registered disabled occupiers, and to ensure that the spaces are kept available for the use of residents and their visitors only.

5.47 The overall parking ratio for the development as a whole would be 0.6 spaces per dwelling.

5.48 Some parking spaces are also available on street in the vicinity of the development both on the carriageway and in some designated parking bays. This parking is currently unrestricted.

5.49 The application includes the re-provision and re-modelling of existing car parking bays on Althorpe Way in front of the proposed terrace of houses to provide echelon parking. However, there will be no net gain and as these spaces will be on the highway they cannot be allocated to individual units.

5.50 The application also includes the loss of 50 existing parking spaces serving Butler Court, a block of flats to the rear of the proposed terrace of houses fronting Wood Lane, and their replacement with 44 new parking spaces. It is not considered that the resulting net loss of 6 spaces would cause harm.

5.51 In addition to the extra 18 parking spaces to serve Blocks A/B, the applicant has agreed to construct 11 new parallel on street parking bays within Althorpe Way to the south of the proposed houses through the provision of a ‘build out’ into the adjacent amenity green. Whilst it is already possible to park on Althorpe Way the effect of the proposed construction would enable parking on both sides of the road without restricting the passage of vehicles on the carriageway. This would therefore provide some additional parking capacity and help to accommodate any overspill on street parking arising from the development.

5.52 The Transport Officer is satisfied with the additional parking provision following the amendment. In view of the above the proposed parking provision is considered acceptable.

**Environmental Sustainability**

5.53 The proposed energy strategy is that the majority of the site will be connected to the Council’s Becontree Heath District Heat Network, a local heat network that is in the advanced planning stage. The exception is the terrace of houses fronting Wood Lane that would have individual energy efficient boilers.
5.54 There is a possibility that the heat network will not be completed in time to connect with the proposed development. In that scenario there is an Option B energy strategy that would involve communal boilers to the two flat blocks for an interim period until the completion of the local heat network, after which a connection would be made. Option B would result in the loss of two units from the scheme due to the floor space required for the communal heating system.

5.55 The energy strategy is the subject of proposed condition nos. 3, 4, and 5 which makes provision for the alternative options and securing the eventual connection to the district heat network, and provision of the two flats that would otherwise utilise this floor space, in the event that this is not secured in the initial construction period.

5.56 The energy strategy is designed to achieve a 38% reduction in carbon emissions in comparison with a scheme meeting the minimum standards of the 2013 Building Regulations, and a 28% saving from the use of renewable sources of energy. The renewable energy is provided by the proposed 735m2 array of roof mounted photovoltaic panels.

5.57 Policy 5.2 of the London Plan now sets a zero carbon target for new residential development. Guidance contained within the London Plan: ‘Sustainable Design and Construction’ Supplementary Planning Guidance, states that where it is not possible to achieve zero carbon on site a financial contribution should be provided in order to secure carbon savings elsewhere. 5.59 The Guidance sets a price for carbon offsetting based either on local conditions or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60 per tonne of carbon over 30 years. It states that account should be taken of the impact of such contributions upon development viability and that the price should not be set at a level where development becomes unviable.

5.58 In this case were the above price to be applied it would result in a contribution of £259,380. The development viability appraisal has already demonstrated that the scheme has provided the maximum quantity of affordable housing that is viable, and therefore it appears that a further large contribution would either result in the provision of less affordable housing or make the scheme unviable. In these circumstances it is considered that it is not appropriate to seek such a contribution. The fact that the scheme will be linked to the Council’s District Heat Network (DHN) nevertheless is a significant benefit which will help contribute to the viability of the DHN which itself will make a significant contribution towards carbon savings in the area it serves.

5.59 The pharmacy unit is designed to achieve a Building Research Establishment Environmental Assessment Method rating of ‘Very Good’. This is in accordance with policy BR1 of the Borough Wide Development Policies Development Plan Document and is therefore acceptable.

5.60 The drainage strategy for the site will be the subject of a proposed condition that will ensure that surface water run-off will be minimised in accordance with policy 5.13 of the London Plan.

Conclusions
5.61 The proposed development would be acceptable in principle and in accordance with the objectives of the Site Specific Allocation policy for Becontree Heath.

5.62 It is considered that the development has the potential to enhance the appearance and perceptions of the area, and create an improved street environment.

5.63 The scheme would provide good quality housing that will contribute to meeting local housing needs. It will provide a greater diversity of tenure and housing choice in the area, specifically adding shared ownership housing of which there is currently very little in Heath Ward. The overall provision of affordable housing has been maximised within the scheme subject to development viability in accordance with development plan policy.

Background Papers

- Planning Application File

- Local Plan Policy
  SSA SM10  Beacontree Heath – Wider Site
  Policy CM1  General Principles for Development
  Policy CM2  Managing Housing Growth
  Policy CR1  Climate Change and Environmental Management
  Policy CC1  Family Housing
  Policy CC2  Social Infrastructure to Meet Community Needs
  Policy CC3  Achieving Community Benefits through Developer Contributions
  Policy CP3  High Quality Built Environment
  Policy BR1  Environmental Building Standards
  Policy BR2  Energy and On-Site Renewables
  Policy BR3  Greening the Urban Environment
  Policy BR4  Water Resource Management
  Policy BR5  Contaminated Land
  Policy BR9  Parking
  Policy BR10  Sustainable Transport
  Policy BR11  Walking and Cycling
  Policy BR13  Noise Mitigation
  Policy BR14  Air Quality
  Policy BC1  Delivering Affordable Housing
  Policy BC7  Crime Prevention
  Policy BC8  Mixed Use Development
  Policy BP2  Conservation Areas and Listed Buildings
  Policy BP5  External Amenity Space
  Policy BP8  Protecting Residential Amenity
  Policy BP10  Housing Density
  Policy BP11  Urban Design

- London Plan Policy
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 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.21 Contaminated land
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology

Draft Affordable Housing and Viability SPG
Sustainable Design and Construction SPG
Play and Informal Recreation SPG

• National Policy

National Planning Policy Framework
National Planning Practice Guidance