

<b>Barking and Dagenham Council Development Control Board</b>		<b>Date:</b> 19 March 2018
<b>Application No.</b>	17/01307/OUT	<b>Ward:</b> River
<b>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution</b>	The application is a strategic cross boundary development which is of a scale and importance that should be determined at DCB.	
<b>Address:</b>	Assembly Plant, Ford Motor Company Estate, Thames Avenue, Dagenham, RM9 6SA (site known as Beam Park).	
<b>Development:</b>	Cross boundary hybrid planning application for the redevelopment of the site to include up to 2,900 homes (50% affordable), two primary schools and nurseries ( Use Class D1), railway station, up to 5,272 sqm of supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2), energy centres, open space with localised flood lighting, public realm with hard and soft landscaping, children's play space, flood compensation areas, car and cycle parking, highway works and site preparation/enabling works.	
<b>Applicant:</b>	Countryside Properties Plc and London and Quadrant	
<b>Summary:</b>		
<p>Barking and Dagenham is London's Growth Opportunity. Building on the recommendations of the independent Growth Commission Report the Borough Manifesto sets out the potential to deliver the borough's potential for 50,000 new homes and 20,000 new jobs in a way which benefits everyone and ensures no one is left behind. The borough's growth potential is reflected in the draft London Plan which increases the borough's annual housing supply target from 1236 to 2264. Most of the borough's potential for new housing is in the London Riverside Opportunity Area within which this site sits. The draft London Plan increases the potential for new homes and jobs within the London Riverside Opportunity Area to 29,000 jobs and 44,000 homes. Beam Park is one of the largest sites within the London Riverside Opportunity Area and its successful development will be important in delivering sustainable growth,</p> <p>The application site is known as Beam Park which is a 31.5 hectare site of brownfield land historically associated with operations at the Ford Motor Company. The site is now owned by the Greater London Authority (GLA) who have selected Countryside Properties Plc as their development partner.</p> <p>Beam Park straddles the administrative boundary with the London Borough of Havering therefore a planning application has been submitted jointly to both authorities. The planning application is a 'hybrid' application, by that it means that it is submitted part in full and part in outline. The reason for this is that the development agreement between the GLA and Countryside Properties requires the scheme to be built east to west to ensure the new C2C Beam Park railway station (within the London Borough of Havering) is delivered first (together with some commercial uses and new homes). On the LBB side, the</p>		

construction of new homes is anticipated to start in 2020 with a completion date of approximately 2031.

The application is accompanied with an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The findings of the Environmental Statement are outlined in Section 6.2 below.

The application site is one of the Council's identified growth areas in the Local Plan. The site is identified within the Site Specific Allocations Development Plan Document Policy SSA SM4: South Dagenham East and is identified for a range of uses including housing, health and education. The principle of a mixed use development is considered acceptable and compliant with the Council's vision for South Dagenham.

A presentation was made to the Council's Development Control Board on 31 October 2016. The developer has also undertaken pre-application consultation in the form of letters, press releases, newsletters, a dedicated website and public exhibitions (at Dagenham Heathway Mall).

234 surrounding neighbouring properties were consulted as part of the Council's statutory consultation on 14 August 2017. As a result of the consultation exercise no letters of representation were received.

### Design

As the application is in outline form on the LBB side (means of access, appearance, landscaping, layout and scale are all reserved matters for future approval by the Council), there is a limited amount of design detail. The application is however accompanied with maximum and minimum parameter plans, an indicative master plan and design code. This adequately demonstrates that the design ethos shown for the detailed component (within the London Borough of Havering) is fully intended to follow through onto the LBB side.

The submitted material proposes a strong urban design strategy which utilises a simple and traditional grid based structure to provide a series of character areas along with a new public square, park and access to the River Beam. The grid based layout enables a series of connections north south and east west and establishes an associated hierarchy to the routes (those for vehicles, cyclists and pedestrians) to provide a very permeable and legible development for future residents.

There is also a strong emphasis on the use of public transport, walking and cycling through the development over the use of the private motor car. The overarching ethos is predicated on a desire to minimise private car journeys and prioritise the use of walking and cycling throughout the development through the use of attractive interconnecting footpaths and cycle routes designed such that walking and cycling becomes the default option for short journeys through the development.

In terms of building typologies including height, scale and massing, there is a good mix of traditional houses and apartments. The houses would be 3 storeys in height and the apartments would be between 4 and 10 storeys. In terms of appearance, traditional brick would be the predominant material on the LBB side. Some of the apartment blocks would have a warehouse style theme to them in reference to the industrial history of the area. On some of the key corner plots, the design proposes more unique or freeform building designs to break up the more regular pattern of the development and provide

some visual interest and reference points for improving legibility. This is a well thought out concept and should provide some local distinctiveness to the development which is supported.

### Density

In terms of overall unit numbers, on the LBBD side, 2166 new homes are proposed (with 733 new homes on the London Borough of Havering side). The application site currently has the lowest Public Transport Accessibility Level (PTAL) rating of 0 which represents very poor links to public transport. The provision of a new C2C Beam Park railway station together with improvements to the bus network should increase the PTAL rating to 3 which represents moderate public transport links. With these improvements in mind, the overall density of the scheme ranges from 270 units per hectare (around the new railway station) to 45-48 units per hectare either side of the Central Park to between 92-188 units per hectare based on the indicative scheme on the LBBD side and dependent upon the unit typology. Whilst the densities exceed the upper limits set out in Policy 3.4 of the London Plan (the density matrix) in some areas, the primary purpose of the policy is to provide guidance and ultimately, the local context and design quality will dictate the amount of development that is appropriate. Furthermore, it must be acknowledged that there needs to be a minimum quantum of development to attract new public transport measures and social infrastructure. In view of this, it is considered that the indicative density is broadly compliant with the spirit of Policy 3.4 of the London Plan and taking into account the application site falls within an opportunity area and one of the Council's growth areas. Furthermore and perhaps more importantly, the design quality of the scheme is high and does not exhibit any symptoms of over development.

In terms of family accommodation (3+ beds), the applicant has committed to ensuring that a minimum of 25% of all new homes across the site will be 3 beds or more (equating to some 541 homes). This is considered a very positive aspect of the development and would provide for a range of accommodation suitable for single households up to large family houses. This commitment will be secured by planning condition.

The application has been accompanied with a Design Code together with indicative floor plans which demonstrates compliance with the Mayor of London's Housing Supplementary Planning Guidance (which addresses matters such as internal space standards, internal design standards – floor to ceiling heights, units per core, dual and single aspect accommodation), adaptable and wheelchair accessible units and amenity space standards. A condition can be imposed to ensure all phases of the development comply with the Design Code.

In terms of sustainable design and construction, all of the residential units have been designed to be zero carbon. In practice this means that the development will make a 35% improvement (to reduce carbon dioxide emissions) over the current (2013) Part L Building Regulations on site with the remaining 65% achieved through a carbon offset levy (financial contribution) for off site measures (for example, towards renewable energy projects or reducing carbon emissions on existing buildings). The carbon offset levy will form part of the Section 106 legal agreement. Conditions can be imposed to require evidence that the on site 35% carbon saving for both the residential and non-residential component has been met.

## Affordable Housing

The Section 106 legal agreement heads of terms provide for 50% affordable housing. The proposed tenure split is:

80% shared ownership and 20% London Affordable Rent (LAR) which is a rent capped at between 46-61% of an open market rent.

The Section 106 legal agreement will also require the applicant to submit an affordable housing scheme setting out the details of the affordable housing offer per phase to ensure an appropriate distribution of affordable housing across the development. These are very positive aspects to the scheme and will be secured in the Section 106 legal agreement.

## Education

The overall application makes provision for land to accommodate 2 three form primary school sites (including nursery provision), one in each borough. On the LBBD side, a 1.0 hectare site is provided within phase 2 of the development. The LBBD school site is located to the north of the application site, to the west of Thames Avenue and with a road frontage to the A1306/New Road. The school site will be provided with services to the site boundary and its transfer to the Council will be secured through the Section 106 legal agreement.

## Social Infrastructure

With regard to other social infrastructure, following discussions with the NHS and Clinical Commissioning Group (CCG), the applicant has increased the size of the health facility from 750 sq.m to 1500 sq.m. The health facility is located on the London Borough of Havering side of the development around the station area but would clearly serve residents in both boroughs. The CCG have confirmed the size of the facility is now acceptable and that they will run health care services from the new facility. Matters regarding the length of the lease, fit out details and service charges will be secured through the Section 106 legal agreement.

The application also includes a multi faith place of worship/community hall on the LBBD side. Following discussions with the Council, the applicant has increased the size of the building from 600 sq.m to a minimum of 800 sq.m with the potential to increase this to a maximum of 1200 sq.m (subject to no detailed design constraints). The Council are in discussions with potential operators who have experience of running such multi faith facilities. Matters regarding the length of the lease, fit out details and service charges will be secured through the Section 106 legal agreement.

In terms of access to formal playing facilities, the development makes provision for a number of local play spaces (totalling approximately 7,000 sq.m) for children (0-11 age group). For older children and adults, the development largely utilizes the playing facilities associated with the two primary schools (and which will be available to the community outside of school hours). This may give rise to unmet demand or additional pressure from the new community on other formal playing facilities within the borough. In view of this, the applicant has agreed to make a financial contribution of up to £350,000 towards Parsloes Park which is a Metropolitan Park identified for improvement within the Council's Playing Pitch Strategy. Members will be aware that a masterplan for Parsloes Park was approved by Cabinet for a range of new high quality sports and recreation facilities.

In terms of informal open space, the development includes a central park approximately 2.5 hectares in size which should adequately cater for more informal recreation needs. In addition to this, Beam Parklands Country Park is located immediately to the north of the application site.

In terms of the commercial element (small scale retail, food and drink and healthcare facilities), this is firmly centred around the station area on the London Borough of Havering side however, a small local shop and gym (including a two lane swimming pool) is proposed on the LBB side.

### Transport

As mentioned above, the site has a PTAL rating of 0 which represents very poor public transport links, however, this application will deliver a new C2C railway station known as Beam Park together with enhancements to the existing bus network and frequency. Once these improvements are delivered the PTAL rating would increase to 3 which represents moderate public transport links. The public transport improvements include a minimum financial contribution of £2,700,000 and will be secured as part of the Section 106 legal agreement.

In terms of car parking, 1525 car parking spaces are proposed for the residential units which equates to an average parking ratio of 0.53 spaces per residential unit. 161 visitor car parking spaces are proposed. No car parking (aside from blue badge spaces) is proposed for the commercial uses given their close proximity to the new railway station and improved bus service.

The application includes provision for blue badge spaces and electric vehicle charging points which can be secured by planning condition. A car parking management plan can also be secured by planning condition. The application includes 10 car club spaces across the development which will be secured through the Section 106 legal agreement.

In terms of cycle parking, Transport for London have confirmed that a minimum of 4924 long stay spaces and 72 short stay spaces are required for the residential element together with cycle spaces for the commercial element. The applicant has committed to meeting these standards. The details of the cycle parking can be secured by planning condition. Conditions will also be imposed to secure an updated travel plan, Delivery and Servicing Plan and Construction Logistics Plan.

Whilst it is accepted that the proposed development will generate additional traffic, it is considered that in combination, the measures proposed by the applicant together with the A1306/New Road work the Council will be undertaking within this area will adequately mitigate the impact of additional traffic on the network.

### Section 106

A Section 106 offer has been proposed by the applicant. The heads of terms can be found at Section 6.0 of this report. The offer is acceptable to Officers and secures the following for LBB:

1. 50% affordable housing outlined above;
2. Private housing marketing and management clauses and a mechanism to control ground rent increases and for house owners to acquire the freehold interest in their

- leasehold house;
3. Public transport improvements contribution of £2,700,000 together with car club spaces, site wide 20 mph limit, Section 278 and Section 38 agreements in respect of highway works and road adoption;
  4. Freehold disposal of the LBBB school site to the Council serviced to the boundary and at nil cost;
  5. Open space, sports and recreation financial contribution towards Parsloes Park of up to £350,000 with any shortfall redistributed towards employment and skills initiatives together with the long term management and maintenance of the open space to a Community Land Organisation;
  6. Leasehold disposal of the healthcare space (on the London Borough of Havering side) to the Clinical Commissioning Group (CCG) (with fit out, length of lease and service charged to be agreed with the CCG);
  7. Leasehold disposal of the community hall/multi faith place of worship to the Council (shell and core fit out, 250 year lease at a peppercorn rent);
  8. Local employment, goods and suppliers clauses together with a commitment that any unspent monies from the financial contribution towards Parsloes Park can be diverted to the Employment and Skills Team;
  9. Carbon offset levy;
  10. A Beam Park Community Fund of £500,000 split between both boroughs
  11. Monitoring Fee of £10,000;
  12. Payment of the Council's legal and professional fees incurred in connection with the drafting and sealing of the Section 106 legal agreement.

In addition, the applicant will be required to pay both the LBBB and Mayoral CIL. The justification for the Section 106 is discussed fully at Section 7.0 further below.

Overall, the proposed development is well considered and responds well to the constraints of the site. Beam Park forms a key part of South Dagenham which is one of the Council's seven major growth areas in line with the corporate priority to grow the Borough. The application is therefore recommended for conditional approval subject to no Direction from the Mayor of London and subject to the applicant entering into a Section 106 legal agreement to secure the above matters.

### **Recommendation:**

That the Development Control Board grant planning permission subject to:

1. No Direction from the Mayor of London;
2. The completion of a Section 106 legal agreement to secure the matters outlined above (to be delegated to the Head of Planning);
3. Payment of the Local Planning Authority's professional and legal fees associated with completion of the Section 106 legal agreement; and
4. The following conditions (with any amendments or additions that might be necessary up to the issue of the decision notice to be delegated to the Head of Planning):

### **1. Reserved Matters to be Submitted**

Details of the access, appearance, landscaping, layout and scale, (hereinafter called "the reserved matters") for the part of the site not identified on Drawing 448-PT-PP-PL-1006 as forming the detailed component of the application shall be submitted to and approved in

writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

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

## **2. Timing of Reserved Matters Submission**

The first application for approval of the reserved matters for phase 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this outline permission. Application for approval of the last reserved matters must be made to the Local Planning Authority before 31 March 2029.

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).

## **3. Timing of Reserved Matters Commencement**

The development hereby permitted pursuant to condition 2 shall commence before the expiration of two years from the date of approval. All other reserved matters approved pursuant to condition 3 shall commence before the expiration of two years from the date of approval of each subsequent approval of reserved matters.

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. Approved Plans**

The development hereby permitted shall be carried out in accordance with the following approved plans, unless otherwise agreed in writing with the local authority:

448-PT-MP-PL-1001 Rev PL1  
448-PT-MP-PL-1002 Rev PL1  
448-PT-MP-PL-1003 Rev PL2  
448-PT-MP-PL-1101 Rev PL2  
448-PT-MP-PL-1103 Rev PL2  
448-PT-MP-PL-1104 Rev PL2  
448-PT-MP-PL-1107 Rev PL2  
448-PT-MP-PL-1108 Rev PL2  
448-PT-MP-PL-1109 Rev PL1  
448-PT-MP-PL-1114 Rev PL2  
448-PT-MP-PL-1116 Rev PL2  
448-PT-MP-PL-1118 Rev PL1  
448-PT-SW-PL-SEC-1001 Rev PL2  
448-PT-SW-PL-SEC-1002 Rev PL1  
448-PT-SW-PL-SEC-1003 Rev PL1  
448-PT-SW-PL-SEC-1004 Rev PL2  
448-PT-SW-PL-SEC-1005 Rev PL1  
448-PT-PP-PL-1001 Rev PL1  
448-PT-PP-PL-1002 Rev PL1  
448-PT-PP-PL-1005 Rev PL1  
448-PT-PP-PL-1006 Rev PL1

448-PT-PP-PL-1007 Rev PL1  
448-PT-MP-PL-1113 Rev PL1  
448-PT-MP-PL-LP-1003 Rev PL1  
448-PT-MP-PL-LP-1004 Rev PL1  
448-PT-LA-PL-LP-1001 Rev PL2  
448-PT-LA-PL-LP-1002 Rev PL2  
448-PT-LA-PL-LP-1005 Rev PL2  
448-PT-LA-PL-LS-1001 Rev PL2  
448-PT-LA-PL-LS-1003 Rev PL1  
448-PT-LA-PL-LS-1005 Rev PL1  
448-PT-LA-PL-LS-1006 Rev PL1  
448-PT-LA-PL-LS-1007 Rev PL1  
448-PT-LA-PL-LS-1009 Rev PL1  
448-PT-LA-PL-LS-1010 Rev PL1  
448-PT-LA-PL-LS-1018 Rev PL1  
448-PT-LA-PL-LS-1019 Rev PL1  
448-PT-LA-PL-LS-1020 Rev PL1  
448-PT-LA-PL-LS-1027 Rev PL1

No application for approval of reserved matters (or other matters submitted for approval pursuant to the planning conditions), which would entail any material deviation from the parameter plans, shall be made unless it is demonstrated as part of that application, and agreed in writing by the Local Planning Authority, that any such deviation is unlikely to give rise to any environmental effects which would have required different mitigation measures to ameliorate their effects in the context of the EIA in comparison with the development as approved (and as assessed in the Environmental Impact Assessment and Addendum for the application).

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

## **5. Phasing Plan**

The development shall be carried out in accordance with the phasing plan drawing number 448-PT-PP-PL-1002 or other revised phasing plan that has been submitted to and approved in writing by the Local Planning Authority. No phase of the development shall commence until all relevant pre-commencement conditions are approved in respect of that phase.

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).

## **6. Partial Discharge**

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



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

## **7. Approval of Materials**

No above ground works shall take place in any phase of the development (as identified in condition 6) until details of all materials to be used in the external construction of the buildings within that phase and for the surface car parking areas and associated circulation spaces within that phase have been submitted to and approved in writing by the Local Planning Authority. Such details shall include samples, specifications and annotated plans, demonstrating compatibility with the approved drawings and Design Code. Thereafter the development shall be constructed with the approved materials.

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

## **8. Access to Phases**

No development shall take place in the relevant phase of the development until detailed drawings showing the following in respect of that phase have been submitted to and approved in writing by the Local Planning Authority:

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

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

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

Reason: Access arrangements must be identified prior to the commencement of development to ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

## **9. Accessibility and Management Plan - Residential**

No residential development shall take place in the relevant phase of development until a detailed accessibility statement and management plan (including a programme for implementation) is submitted outlining those measures proposed to ensure an accessible and inclusive environment, both internally and externally, including but not limited to, pedestrian routes, lift specifications, accessible toilet provision, access points and crossings along with blue badge spaces. Such a statement is to be approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved details.

Reason: Access arrangements must be identified prior to the commencement of development to ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

## **10. Accessibility and Management Plan- Non-Residential**

No non-residential use within a relevant phase shall become operational until a detailed accessibility statement and management plan (including a programme for implementation) is submitted outlining those measures proposed to ensure an accessible and inclusive environment, both internally and externally, including but not limited to, pedestrian routes, lift specifications and accessible toilet provision as appropriate. Such a statement is to be approved in writing by the Local Planning Authority and implemented prior to the use being accessible by the general public.

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

## **11. Car Park Management**

No development shall take place in the relevant phase of the development until details of a car park management plan have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: Car parking management must be identified prior to the commencement of development to ensure that sufficient off-street parking areas are provided and appropriately allocated and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with Policies BR9 and BR10 of the Borough Wide DPD (March 2011).

## **12. Cycle Parking**

There shall be no occupation of any unit within a plot until details of cycle parking, including its external appearance, location and the means of secure storage proposed to serve that plot, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and shall be permanently retained thereafter and used for no other purpose.

Reason: In order to encourage the use of cycling as a sustainable mode of transport, in accordance with Policy BR10 of the Borough Wide DPD (March 2011).

## **13. Deliveries Strategy**

Within relevant phases, no non-residential unit shall become operational until a Deliveries and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries and export of materials within the times of peak traffic congestion on the local road network and minimise the impact on the amenity of existing and future adjoining occupiers. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

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

#### **14. Travel Plan**

The development shall be occupied only in accordance with the approved Travel Plan. No phase shall be occupied until full details of how the approved Travel Plan will be funded, implemented, monitored and reviewed has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan is to be reviewed upon completion of each phase.

Reason: To promote sustainable travel patterns in accordance with Policy BR10 of the Borough Wide DPD (March 2011).

#### **15. Site Levels**

Unless details are provided and approved as part of the reserved matters submission(s) no above ground works, with the exception of activities associated with the surcharging of the site, shall take place within any phase until a drawing showing the proposed site levels of the application site and the finished floor levels of the proposed dwellings 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: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policies BP8 and BP11 of the Borough Wide DPD (March 2011).

#### **16. Compliance with Design Code**

Applications for Reserved Matters (RM) for any proposed building should demonstrate how the proposed building design accords with the principles set out in the approved Beam Park Design Code (Ref: 448-PT-RP-0003-DC-BOOK-PL2).

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

#### **17. Secure by Design**

The development hereby permitted shall achieve a minimum silver award of the Secure by Design for Homes and Commercial (2016 Guide) or any equivalent document superseding the 2016 Guide. A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided upon completion, confirming that the agreed standards have been met.

Reason: In order to provide a safe and secure development, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BC7 of the Borough Wide DPD (March 2011).

#### **18. Accessibility and Adaptability**

90% of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) and 10% of the residential units provided shall be 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 accessible housing is provided in accordance Policy BC2 of the Borough Wide DPD (March 2011) and Policy 3.8 of the London Plan (March 2016).

### **19. Provision of Amenity Space**

No residential unit within the relevant phase of the development shall be occupied until full details of the private amenity and open spaces, including children's play space, per 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: To ensure a satisfactory standard of private amenity space in accordance with Policy BP5 of the Borough Wide DPD (March 2011) and Policy 3.5 of the London Plan (March 2016).

### **20. Refuse Storage and Segregation for Recycling**

There shall be no occupation of any unit within a plot until provision is made for the storage of refuse/ recycling awaiting collection to serve that plot (including a strategy to deal with bulky waste) according to details which shall previously have been agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing these details shall include provision for suitable containment and segregation of recyclable waste. The measures shall be fully implemented in accordance with the agreed details for the development or the relevant phases thereof as the case may be.

Reason: To protect the amenity of future occupiers and adjoining occupiers in accordance with Policies BR15 and BP8 of the Borough Wide DPD (March 2011).

### **21. Carbon Reduction- Residential**

The residential component of the development hereby permitted shall be carbon zero with a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) secured on site. A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).

### **22. Carbon Reduction- Non-Residential**

The non-residential component of the development hereby permitted shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013).

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).

### **23. BREEAM**

The non-residential component of the development hereby permitted shall achieve a minimum BREEAM 'Very Good' rating. Prior to operation of individual units a certificated Post Construction Review, or other verification process as agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with Policy CR1 of the Core Strategy (July 2010) and Policy BR1 of the Borough Wide DPD (March 2011).

### **24. Energy Efficiency**

A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, to demonstrate that the agreed standards set out in the Energy Strategy (June 2017) have been met for each phase of the development.

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan (March 2016) and Policy BR2 of the Borough Wide DPD (March 2011).

### **25. Overheating**

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

Reason: In order to avoid overheating and minimise cooling demand in accordance with Policy 5.9 of the London Plan (March 2016) and Policy CR1 of the Core Strategy (July 2010) and Policy BR1 of the Borough Wide DPD (March 2011).

### **26. Ecology and Landscape Management Plan**

A Biodiversity and Ecological Strategy and Landscape Management Plan shall be submitted relative to each phase of development, including long term ecological objectives, in accordance with the Water Framework Directive (2000/60/EC) and a long-term management and maintenance plan for the public open space including trees shall be submitted to and approved in writing by the Local Planning Authority before the relevant phase of the development is occupied. The development shall be carried out in accordance with the approved management plan.

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

## **27. Landscape Replacement**

Any plants, shrubs or trees required as part of the implementation of the landscaping reserved matter for any phase of the development (as defined by condition 6) that die or are removed, damaged or become diseased within a period of FIVE years from the substantial completion of the relevant phase of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent for a variation.

Reason: In the interest of design quality, residential amenity, public safety and biodiversity, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

## **28. Living Roofs**

First occupation of a unit in the relevant block shall not take place until a detailed scheme for living roofs for that block (including maintenance and management arrangements) has been submitted to and approved in writing by the Local Planning Authority. The roofs shall comprise at least 50% native species, not including Sedum species, seeded with an annual wildflower mix or local seed source and should be designed for biodiversity with a minimum substrate depth of 80mm. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance Policy BR3 of the Borough Wide DPD (March 2011).

## **29. Nesting Birds and Bat Roosts**

No phase shall be fully occupied until bird nesting and bat roosting boxes have been installed, and/ or bat roosting bricks and/ or bird nesting bricks have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

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

## **30. Protection of Trees**

Whilst individual phases are being developed, within the area of land covered by the relevant phase:

- a) all trees shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS:5837;
- b) any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing.

Where any hard surfaces or buildings are proposed within the root protection areas a

method statement shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details demonstrating how the design will ensure the protection of the tree roots and the provision of permeable surfaces. The development shall be carried out in accordance with the approved method statement and details.

Reason: To ensure that the trees are adequately protected during the construction phase in accordance with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

### **31. Vegetation Clearance**

There shall be no vegetation clearance or tree works during the bird breeding season (March to August inclusive). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified ecologist. If active nests/ nesting birds are present, the relevant works must be delayed until the chicks have left the nest. If nesting birds are found, a strategy to protect them must be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

### **32. Examination of Trees for Bats**

There shall be no tree works within an identified phase during December to March until a physical examination of on-site trees with potential for roosting bats has been undertaken to ensure they are not occupied by roosting bats. If roosting bats are present within that phase, the relevant works must be delayed until a strategy to protect or relocate any roosting bats has been submitted to and approved in writing by the Local Planning Authority. Any such strategy shall detail areas of the site where there are to be no further works until relocation or mitigation has taken place. The development shall be carried out in accordance with the approved details.

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

### **33. Air Quality Assessment**

No development shall take place in the relevant phase of the development until an air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be sufficient to demonstrate that during the operational phase of the proposed development relevant national and local air quality standards and objectives will be satisfied at existing and future sensitive receptors.

Reason: Air quality must be assessed prior to commencement of development to protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide DPD (March 2011).

### **34. Boiler and Combined Heat Power**

Within 6 months of commencing development of an identified phase details of the boilers and combined heat and power plant (CHP) installation will be submitted to and approved in writing by the Local Planning Authority. The details shall be sufficient to demonstrate:

- a. that best practicable means will be employed to both minimise emissions of oxides of Nitrogen (NO<sub>x</sub>) and particulate material < 10 µm in diameter (PM10) and particulate material < 2.5 µm in diameter (PM2.5);
- b. that the operation of the boilers and CHP installation (including mitigation) will not lead to an unacceptable risk from air pollution, prevent sustained compliance with EU limit values or national objectives for Nitrogen dioxide, PM10 or PM2.5;
- c. The height of the discharge stack is sufficient to ensure that:

- (i) relevant national and local air quality standards and objectives will be satisfied at existing and future sensitive receptors;
- (ii) products of combustion emitted from the plant will not be prejudicial to health or a nuisance.

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

### **35. Air Quality Emissions**

The development hereby permitted shall seek to achieve Air Quality Neutral emissions benchmarks as set out in Appendix 5 of Greater London Authority Document "Sustainable Design and Construction - Supplementary Planning Guidance -London Plan 2011-Implementation Framework", April 2014.

Where the development is not air quality neutral, appropriate mitigation should be provided as agreed by the Local Planning Authority.

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

### **36. Kitchen Ventilation Equipment**

Any kitchen extract system serving any non-residential uses hereby permitted shall include measures for the removal and treatment of cooking odours. The measures shall have regard to, and be commensurate with, guidance and recommendations in the current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance. The development shall be carried out in accordance with the approved details.

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

### **37. Noise Assessment**

No development shall take place in the relevant phase of the development until a scheme to demonstrate that the internal noise levels within the residential units of that phase will conform to the guideline values for indoor ambient noise levels as identified within BS



8233 2014 - Guidance on Sound Insulation and Noise Reduction for Buildings, has 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: Noise levels must be identified prior to commencement of development to protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

### **38. Noise from Commercial Units**

The combined rating level of the noise from any single commercial unit 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 protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide DPD (March 2011).

### **39. Noise from School**

The design of the school/s hereby permitted are to be such that:

- 1) As far as practicable the school design shall seek to ensure that noise emissions from school activities do not exceed 55 dB LAeq,16 hour at any existing or proposed dwelling;
- 2) Where this is not possible, noise emissions from school activities shall not exceed 65 dB LAeq,16 hour at any existing or proposed dwelling;
- 3) Noise from sources external to the school do not exceed 60 dB LAeq,30 minute within formal and informal outdoor teaching areas.

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

### **40. Noise from Entertainment**

Noise from entertainment including live and amplified music associated with any non-residential uses hereby permitted shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. The initial test for compliance with the 'inaudibility' criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether entertainment noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

the LAeq (EN) shall not exceed LA90 (WEN) and;  
the L10 (EN) shall not exceed L90 (WEN) in any 1/3 octave band between 40Hz and 160Hz.

EN = Entertainment noise level, WEN = Representative background noise level without the entertainment noise, both measured 1m from the façade of the noise-sensitive premise.

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

#### **41. Noise and Vibration (A3, A4 and A5 uses)**

No unit to be used for A3, A4 or A5 Use Class purposes shall be operated until a suitable mechanical ventilation system is installed in accordance with a scheme to control the transmission of noise and vibration which has been previously submitted to and approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and operated in accordance with the scheme during normal working hours.

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

#### **42. Hours of Operation- Non-Residential**

The non-residential uses hereby permitted shall only be open to members of the public between the hours of 07:00 to 23:00. Deliveries to and collections from the non-residential uses shall only take place between the hours of 07:00 and 21:00. The handling of bottles and movement of bins and rubbish is not permitted to take place outside the premises between the hours of 23:00 on one day and 07:00 the following day.

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

#### **43. Hours of Operation- Outdoor Sports**

Any outdoor sports facilities including, but not limited to, any multiuse games area and school sports pitches shall not be illuminated or open to the public outside the hours of 07:00 and 22:00 Mondays to Sundays.

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

#### **44. Lighting Strategy- General**

Prior to occupation of any part of an identified phase a lighting strategy is to be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall ensure that any floodlighting of any multi use games area or sports pitches, is to be designed, installed and maintained so as to fully comply with The Institution of Lighting Professionals publication, "Guidance Notes for the Reduction of Obtrusive Light", reference GN01:2011. The design shall satisfy criteria to limit obtrusive light presented in Table 2 of the document, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or suburban locations.

Reason: In the interest of design quality, residential amenity, promoting walking and cycling, accessibility, public safety, protecting the night sky and biodiversity, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

#### **45. Lighting Strategy- River Beam Interface**

A separate lighting strategy shall be submitted to and approved by the Local Planning Authority relative to treatment of the River Beam Corridor (extending to a minimum of 8m from either side of the main River) detailing how light spill into the River Beam watercourse

and adjoining trees will be minimised. The scheme shall subsequently be implemented in accordance with the approved details before the River Beam works are completed.

Reason: In the interests of ecology and biodiversity and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

#### **46. Flood Risk**

The development hereby permitted shall be constructed in accordance with the approved Beam Park Flood Risk Assessment Report, produced by Capita V.4 (dated June 2017) and shall ensure that finished floor levels are set above the 2100 breach flood level.

Reason: To prevent the risk of sewage flooding and to protect water quality in accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4 of the Borough Wide DPD (March 2011).

#### **47. River Beam Buffer Zone**

No development of any permanent structure falling within the relevant phase, other than that agreed within the Flood Risk Assessment (Beam Park Flood Risk Assessment Report, produced by Capita V.4 dated June 2017) required for flood management, shall take place until a scheme for the provision and management of an 8 metre wide buffer zone (measured from the centre of the channel) alongside the River Beam has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme. Any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, roads and paths unless otherwise agreed in writing by the Local Planning Authority.

The schemes shall include:

- Plans showing the extent and layout of the buffer zone;
- Details of any proposed planting scheme (for example, native species);
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term plus production of detailed management plan and;
- Details of any proposed footpaths, fencing, lighting etc.

Reason: The River Beam Buffer Zone must be identified prior to commencement of development in order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide DPD (March 2011).

#### **48. Sustainable Urban Drainage**

No development shall take place in the relevant phase of the development until a detailed surface water drainage scheme for the site based on Sustainable Urban Drainage Systems (SUDS) and including a finalised drainage layout plan that details pipe levels, diameters, asset locations and long and cross sections of each SUDS element, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off to greenfield discharge rates along with details of surface water storage on site. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason: SUDS must be identified prior to the commencement of development to prevent flooding, improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4 of the Borough Wide DPD (March 2011).

#### **49. Drainage Strategy**

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

Reason: Drainage must be identified prior to the commencement of development to prevent the risk of sewer flooding and to protect water quality in accordance with Policy CR4 of the Core Strategy (July 2010) and Policy BR4 of the Borough Wide DPD (March 2011).

#### **50. Drainage Maintenance**

Prior to first occupation of each relevant phase, a maintenance plan detailing the maintenance regime for each drainage feature and clearly identifying the body responsible for its maintenance shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent the risk of damage to sewerage infrastructure and to protect water quality in accordance with Policy BR4 of the Borough Wide DPD (March 2011).

#### **51. Piling Method Statement**

No piling shall take place in the relevant phase of the development until a piling method statement detailing the depth, type of piling, methodology 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 the sewerage undertaker. The development shall be carried out in accordance with the approved details.

Reason: Piling methodology must be identified prior to the commencement of development to ensure the early warning of flood events and reduce the risk of flooding to future occupants in accordance with Policy CR4 of the Core Strategy (July 2010).

#### **52. Non-Road Mobile Plant and Machinery**

The development hereby permitted shall not commence until the developer/ contractor has signed up to the NRMM register. Following sign-up, the following steps shall be undertaken:

- a) The development site must be entered onto the register alongside all the NRMM equipment details.
- b) The register must be kept up-to-date for the duration of the construction of development.

- c) It is to be ensured that all NRMM complies with the requirements of the directive.  
d) An inventory of all NRMM to be kept on-site stating the emission limits for all equipment.

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

### **53. Oil Interceptors**

No development shall take place in the relevant phase of the development until details of petrol and oil interceptors for all car parking, servicing and loading areas have 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 occupied.

Reason: Oil interceptors must be identified prior to the commencement of development to prevent pollution of the water environment in accordance with Policy BR4 of the Borough Wide DPD (March 2011).

### **54. Contamination Remediation**

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

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

### **55. Remediation**

No development shall take place in the relevant phase of the development until a detailed remediation scheme required 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 approved in writing by the Local Planning Authority. 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.

#### **56. Implementation of Remediation**

No development shall take place in the relevant phase of the development unless and until the approved remediation scheme in respect of that part has been completed in accordance with its approved terms, 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.

#### **57. Verification of Remediation Scheme**

Following completion of the measures identified in the approved remediation scheme (condition 56) relative any plot within a phase, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and approved in writing by the Local Planning Authority relative to that plot.

#### **58. Unexpected Contamination**

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 57, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 58 which are 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.

#### **59. Borehole Management**

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority on a phase by phase basis. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to each phase of development being brought into use.

Reason for conditions 54-59: Contamination must be identified prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies BR4 and BR5 of the Borough Wide DPD (March 2011).

## **60. Construction Environmental Management Plan**

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

- a. Construction traffic management and Construction Logistics Plan;
- b. The parking of vehicles of site operatives and visitors;
- c. Loading and unloading of plant and materials;
- d. Storage of plant and materials used in constructing the development;
- e. The erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f. Wheel washing facilities;
- g. Measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during construction and demolition", Mayor of London, July 2014;
- h. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- i. The use of efficient construction materials;
- j. Methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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

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

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

## **61. Demolition Hours**

Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays other than internal works not audible outside the site boundary. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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

## **62. Piling Vibration**

If piling or other ground improvement work is undertaken pursuant to this permission then the 5% 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 minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough DPD (March 2011).

## **63. Written Scheme of Investigation**

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of each phase which have archaeological interest, a stage 2 WSI 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/ development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. 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.

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

Reason: The WSI is required prior to commencement of development in order to ensure that archaeological investigation is initiated at an appropriate point in the development process, any areas of archaeological preservation are identified and appropriately recorded/preserved in accordance with Policy BP3 of the Borough Wide DPD (March 2011).

## **64. Foundation Design**

No development shall take place in each phase of the development until details of the foundation design and construction method to protect archaeological remains 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: Foundation design is required prior to commencement of development because important archaeological remains may exist on site and the Local Planning Authority



wishes to secure the provision of an archaeological monitoring prior to commencement of development in accordance with Policy BP3 of the Borough Wide DPD (March 2011).

### **65. Permitted Development**

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extension, enlargement or other alterations shall take place to the consented dwelling house/s without the prior written approval of the Local Planning Authority to whom a planning application must be made. This restriction also extends to the erection of fences, walls or provision of hard surfacing within the front gardens of the dwelling/s, for which a planning application would be required.

Reason: To protect local amenity, prevent over development of the site and ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide DPD (March 2011).

### **66. Satellite Dishes**

No satellite dishes may be installed on the exterior of any of the approved apartment blocks, with the exception of a roof mounted dish providing a communal system available to each resident of the apartment block.

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

### **67. Boundary Treatment**

Prior to first occupation of each phase of development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

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

### **68. Timing of Station**

Until the new on-site Beam Park Station has been constructed and is available for the use of rail passengers on site, residential occupations shall be limited to those units falling within phases, 1, 2 and 3.

Reason: To ensure that the number of occupied homes benefit from an appropriate level of public transport accessibility in accordance with Policy CM1 of the Core Strategy (July 2010).

### **69. Non-Residential Floor Areas**

The total floor space for uses other than those falling within Use Class C3 (Dwelling

Houses) shall not exceed 2350 sq.m (GEA) of which:

- i. Up to 500 sq.m (GEA) A1 use;
- ii. A minimum of 800 and a maximum of 1200 sq.m (GEA) D1 use;
- iii. Up to 650 sq.m (GEA) D2 use.

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

## **70. Parking**

No development shall take place in the relevant phase of the development until details of the car and motorcycle parking layout, electric vehicle charging points and passive provision for that phase 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 (as defined in the London Plan March 2016) for future use and at least 10% of all commercial parking spaces shall be for electric vehicles with an additional 20% passive provision. The development shall provide up to 1,201 residential car parking spaces, plus up to 56 visitor spaces including a minimum of 6 car club spaces. The scheme shall be implemented in accordance with the approved details, prior to the 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 and in order to encourage the use of electric cars as a sustainable mode of transport, in accordance with Policies BR9 and BR10 of the Borough Wide DPD (March 2011).

## **71. Microclimate Assessment**

No development shall take place in phases 6-8 until a microclimate assessment has been submitted to and approved in writing by the Local Planning Authority. The development shall ensure any wind mitigation measures are implemented prior to occupation of the relevant phase and shall be permanently retained thereafter.

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

## **72. Sunlight/Daylight Assessment**

No above ground development shall take place in the relevant phase or plot of the development until minimum targets for sunlight and daylight for existing and proposed residential units within the site have been agreed with the Local Planning Authority. Thereafter, applications for reserved matters must ensure the detailed design of the units comply with the agreed targets.

Reason: To ensure a satisfactory standard of living for both existing and future occupiers in accordance with Policy BP8 of the Borough Wide DPD (March 2011).

### **73. Family Housing**

A minimum of 25% of all residential units across the site shall have 3 bedrooms or more.

Reason In order to provide a good mix of development and ensure a sustainable community in accordance with Policy CC1 of the Core Strategy (July 2010).

### **74. Water Efficiency**

The development hereby permitted shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. 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 minimise the use of mains water in accordance with Policy BR4 of the Borough Wide DPD (March 2011) and Policy 5.15 of the London Plan (March 2016).

### **75. Fire Safety**

Each application for reserved matters consent must be accompanied with a fire statement produced by an independent third party suitably qualified assessor which shall detail the buildings construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

Reason: In order to provide a safe and secure development in accordance with Policy CP3 of the Core Strategy (July 2010).

<b>Contact Officer</b> Charles Sweeny	<b>Title:</b> Principal Development Management Officer	<b>Contact Details:</b> Tel: 020 8227 3807 E-mail: <a href="mailto:charles.sweeny@befirst.london">charles.sweeny@befirst.london</a>
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## **1.0 Introduction and Description of Development**

- 1.1 The application site is known as Beam Park which is a 31.5 hectare site of brownfield land historically associated with operations at the Ford Motor Company. The site is located to the south of New Road/A1306 with the Channel Tunnel Rail Link/C2C National Rail Services beyond. The site is now owned by the Greater London Authority (GLA) who have selected Countryside Properties Plc as their development partner.
- 1.2 Beam Park straddles the administrative boundary with the London Borough of Havering therefore a planning application has been submitted jointly to both authorities. The planning application is a 'hybrid' application, by that it means that it is submitted part in full and part in outline. The application has been designed in this

way as the development agreement between the landowner, the Greater London Authority (GLA) and the developer, Countryside Properties and London and Quadrant requires the scheme to be built east to west to ensure the new C2C Beam Park railway station (within the London Borough of Havering) is delivered first (together with some commercial uses and new homes).

1.3 The part of the site within LBBB has been submitted in outline form. This essentially seeks to establish whether the principle of the development is acceptable. A subsequent application for what are called 'reserved matters' would then need to be made before the development could commence.

1.4 For Members information, reserved matters are defined as:

Access – This covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

Appearance – The aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping – This is the treatment of private and public space to enhance or protect the site's amenity through hard and soft measures, for example through the planting of trees, hedges or screening by fences or walls.

Layout – The way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside of the development.

Scale – The height, width and length of each building proposed in relation to its surroundings.

1.5 In terms of this application, access, appearance, landscaping, layout and scale are all reserved matters for future approval by the Council.

1.6 The redevelopment of the whole site would provide up to 2900 new homes together with a new railway station, 2 three form primary schools with nurseries, retail, multi faith place of worship, gym and healthcare floorspace, hard and soft landscaping, associated car parking and ancillary development. Specifically on the LBBB side, the development would provide 2166 new homes of which 50% would be affordable (a combination of shared ownership and social rent units (known as London Affordable Rent and discussed further below), a 3 form primary school incorporating a nursery, a multi faith place of worship/community hall, a gym and small retail shop unit.

## **2.0 Background**

2.1 No relevant planning history. Members may however recall that part of the site was used for rehearsal space associated with the 2012 Olympics.

2.2 A separate planning application for surcharging of part of the site has been approved by the London Borough of Havering. The purpose of the surcharging application is to enable the developer to commence ground improvement works in advance of a

decision on the main Beam Park application as this would help to speed up delivery of the proposed development.

### **3.0 Consultations**

- 3.1 A presentation was made to the Council's Development Control Board on 31 October 2016. The developer has also undertaken pre-application consultation in the form of letters, press releases, newsletters, a dedicated website and public exhibitions (at Dagenham Heathway Mall).
- 3.2 Following submission, the application has been the subject of statutory public consultation as detailed below incorporating statutory consultees, neighbour notification (a combination of letters and site notices) and the application advertised in the Barking and Dagenham Post. 234 surrounding neighbouring properties were consulted on 14 August 2017. As a result of the consultation exercise no letters of representation were received. Subsequent amendments were made to the application regarding strategic transport modelling (together with associated impacts on access, noise and vibration and air quality) which were advertised in the Barking and Dagenham Post on 29 November 2017. Amendments to affordable housing, increases in health care and community floorspace and consequential amendments to building heights were publicised by site notice on 13 February 2018. No letters of representation were received to either consultation exercise.

### **3.3 Greater London Authority (GLA)**

London Plan policies on Opportunity Areas, housing, urban design, inclusive design, flood risk, climate change and transport are relevant to this application. The application is not compliant with the London Plan but could become compliant with the London Plan if the following matters are resolved:

**Affordable housing** – In accordance with the Mayor's Affordable Housing and Viability SPG and London Plan Policy 3.12, any proposal on public land under 50% will not qualify for 'Fast Track' and will be subject to robust interrogation of viability and a late stage review. Delivery of affordable housing should be maximised on this ex-industrial site in public ownership in accordance with the Mayor's expectation that land in public ownership will make a significant contribution to the supply of new affordable housing. GLA Officers are working with the applicant to increase the provision of affordable housing to 50%.

**Urban design** – The master plan layout and massing strategy is strongly supported. The residential quality of Phase 1 is high although the Design Code should be strengthened to ensure the later phases follow suit, in order to comply with London Plan Policy 3.5.

**Climate Change** – The energy strategy does not fully accord with London Plan Policies 5.2, 5.6, 5.7 and 5.9. Further information regarding energy efficiency, over heating, the site wide network, district heating and renewable energy is required. The final agreed energy strategy should be appropriately secured by the Council along with contributions towards off site mitigation.

**Transport** – In order to comply with London Plan Policies 6.3, 6.4, 6.7, 6.9, 6.10, 6.12, 6.13 and 6.14, the strategic and local highways modelling and impact on bus services

must be fully assessed and appropriate mitigation secured. Further detail is required on the site layout, off site pedestrian and cycle improvements and cycle parking. Electric vehicle charging points, car parking management plan, travel plans, delivery and servicing plan and construction logistics plans should be secured by condition or Section 106 agreement.

Officer Note:

*Following the Stage I report, the applicant has responded as follows:*

*Affordable housing – The applicant has agreed to increase the affordable housing to provide 50% affordable housing together with an increase in the number of affordable family homes. This is discussed in detail further below.*

*Urban design – The applicant has agreed to establish minimum distances between habitable rooms to protect privacy and has agreed minimum floor to ceiling heights. The applicant has also confirmed that a mix of dwelling sizes and family homes will be provided within each phase. Confirmation has also been given that the detailed design work undertaken on the London Borough Havering side will follow through onto the LBBD side.*

*Climate change – Further information has been provided on the energy strategy. This is a high level site wide strategy with the details (demonstrating conformity with the site wide energy strategy) coming forward at reserved matters stage. The carbon offset levy will be secured through the Section 106 legal agreement.*

*Transport – Further information has been provided to TfL together with a financial contribution for public transport improvements. These will be secured through the Section 106 legal agreement.*

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

3.4 Environment Agency

No objections subject to conditions securing an 8m buffer zone along the River Beam, land contamination (including a verification report, long term monitoring of contamination and previously unidentified contamination), borehole decommissioning, establishing minimum finished floor levels together with compliance with the submitted flood risk assessment.

3.5 Historic England

No objections subject to conditions securing a written scheme of investigation, foundation design and a historic building investigation.

3.6 Natural England

No objections.

3.7 Thames Water

No objections subject to conditions securing a drainage strategy and piling method statement.

3.8 Essex & Suffolk Water

No objections.

3.9 C2C

C2C support the construction of the new Beam Park railway station.

3.10 National Grid

No response received.

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

In respect of vehicular access, the Brigade are satisfied with the proposals. In respect of water supply, the Fire Brigade have set out their requirements for Phase 1 (the detailed part within the London Borough of Havering).

Officer Note:

*An informative can be imposed on the planning permission advising the developer of the need to provide facilities as necessary to meet the operational requirements of the emergency services. This would include the need to provide new private fire hydrants.*

3.12 London City Airport

No objections based on the tallest buildings being no more than 11 storeys (38.5m AOD) in height.

3.13 High Speed 1

No objections.

3.14 Sport England

The applicant has not demonstrated that the sports pitches and courts to be provided would meet the demand generated by the development in the context of the Council's playing pitch demands which have been set out in the Playing Pitch Strategy (SLC 2015).

Officer Note:

*The applicant has provided further detail on the type of sports pitches and courts to be provided on the development. These essentially are the playing facilities of the two proposed primary schools. These facilities would be required to be dual use so that the community could access them outside of school hours. In addition, the applicant has offered to make a financial contribution towards Parsloes Park. This will be*

*discussed further below under Section 106 matters, however, in combination, the offer is considered to satisfy the objection from Sport England and would adequately cater for the future needs of the development.*

3.15 Network Rail

No response received.

Officer Note:

*Whilst no response has been received from Network Rail, Members should note that Network Rail are, and continue to be, heavily involved in the design and future running of the new Beam Park C2C station.*

3.16 EDF Energy

No objections.

3.17 Health and Safety Executive (HSE)

No objections. Request that HSE are consulted on the reserved matters applications for phases 2-8.

3.18 Clinical Commissioning Group (CCG)

Request that the health care facility (located on the London Borough of Havering side of the development) is increased from 750 sq.m to 1500 sq.m.

Officer Note:

*The applicant has agreed to increase the size of the health care facility to 1500 sq.m. The details of this will be secured through the Section 106 legal agreement.*

3.19 Designing Out Crime Officer

No objections subject to conditions ensuring the development achieves a minimum Secure by Design Silver award.

3.20 Environmental Health Team

No objections subject to conditions regarding air quality, details of the combined heat and power plant (CHP), extract ventilation system details, noise levels, time controls for deliveries, collections, handling of bottles and movement of bins (for the non-residential uses), amplified noise limits, school noise limits, hours of use for the outdoor sports facilities, details of flood lighting, contamination, construction working hours, use of construction best practice techniques, piling vibration limits and the submission, approval and implementation of a Construction Environmental Management Plan to minimise the impact of the construction phase on adjoining occupiers.



### 3.21 Transport Development Management Team

Recommend that conditions securing improvements to existing routes for walking and cycling, ensuring a phased delivery of transport measures linked to occupation of the homes, car parking management plan, electric vehicle charging points, blue badge bays, cycle parking, delivery and servicing plan, construction logistics plan, travel plans, car club membership and requiring the developer to enter into a Section 278 and Section 38 agreement are imposed.

The proposed development will have a substantial degree of traffic impact that would be potentially detrimental to the local highway network without appropriate mitigation measures. In this instance, the developer is proposing financial contributions towards public transport improvements as well as the promotion of alternative sustainable modes of transport. In view of this, it is not considered that there are any major adverse highway safety implications to warrant an objection.

#### Officer Note:

*Following extensive discussions with Transport for London and the Council, the applicant has offered to make a financial contribution towards bus improvements such as additional frequencies to existing bus services with phased payments linked to the occupation of the new homes. In addition, Members should be aware that the scheme also delivers a new railway station on the C2C line (within the London Borough of Havering). This will be discussed further below under Section 106 matters, however, the offer is considered reasonable and necessary to cater for the future needs of the development.*

### 3.22 Children's Services

The area identified for the school site is constrained by virtue of a water main running beneath part of the site which restricts what could be built.

#### Officer Note:

*Originally the school site was further west in a later phase. In response to a request from Children's Services the primary school site was moved further east so it could be delivered earlier. The application makes provision for two 3 form primary schools, one in each Borough. On the LBBD side, the school site is 1.0 hectare. The school site does have a constraint of a water main running below part of it which precludes part of the site from being used for building purposes but can be used as playspace. This constraint has implications for the layout of the future school but the applicant has demonstrated that a 3 form primary school can be provided on the site in a traditional format. The land including servicing arrangements will be secured through the Section 106 legal agreement.*

### 3.23 Commissioning Director for Culture and Recreation

The Council has produced a Playing Pitch Strategy for the borough which has specific recommendations for development within the South Dagenham area.

The LBBD Playing Pitch Strategy in respect of South Dagenham identifies a need for:

- Financial contribution to Parsloes Park
- Financial contribution towards resurfacing an artificial grass pitch to 3G surface
- Financial contribution towards new rugby pitches

The application has limited open space within the site. There will be demand from the new community on existing Council facilities.

Officer Note:

*The applicant has provided further detail on the type of sports pitches and courts to be provided on the development. These essentially are the playing facilities of the two primary schools that would be provided. These facilities would be required to be dual use so that the community could access them outside of school hours. In addition, the applicant has offered to make a financial contribution towards Parsloes Park. This will be discussed further below under Section 106 matters, however, in combination, the offer is considered to satisfy the Playing Pitch Strategy in respect of South Dagenham and address the future needs of the development.*

3.24 Access Team

Make a number of detailed comments regarding accessibility issues.

Officer Note:

*The Access Team's comments have been forwarded to the applicant for their information. As the application is in outline form on the LBB side, it is recommended that a condition is imposed requiring the submission of an access strategy which should address the points raised by the Access Team.*

3.25 Tree Officer

The value of the trees on site are of a collective contribution towards air quality and environment benefits rather than as standalone specimens. Many of the trees are generally of low quality. Pleased to see some boundary trees will be retained, specifically the row of Limes to the north. A comprehensive detailed tree replacement strategy should be secured which should contain larger trees which will mature to significant canopies. The strategy must demonstrate that the development will provide a return of trees that can mitigate the loss.

Officer Note:

*The applicant has advised that approximately 73 trees would be removed together with some small groups of trees and in the order of 1,716 new trees of varying size, species and diversity would be provided. This is considered to represent a significant improvement beyond the existing tree coverage. The Council's Tree Officer has confirmed that he is satisfied that the new planting will provide more individually and better quality public amenity trees than the shrubby vegetation being removed. The Tree Officer has recommended a number of conditions be imposed regarding the replacement landscaping and tree protection measures for the retained row of Limes to the north.*

3.26 Employment and Skills Team

Request that local labour, goods and suppliers clauses are agreed through the Section 106 legal agreement together with a financial contribution of £115 per residential unit.

Officer Note:

*The applicant has agreed the wording of the local labour, goods and suppliers clauses. The applicant has also agreed that any unspent monies from the financial contribution towards Parsloes Park can be diverted to the Employment and Skills Team. Furthermore, the applicant has advised that they will be setting up a Beam Park Community Fund. Any projects bidding for funding will need to demonstrate that they generate a local benefit such as local employment. The applicant has confirmed they have allocated £500,000 to this fund between both boroughs.*

3.27 Flooding and Drainage Team

No objections subject to a condition securing a surface water drainage strategy.

**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 are known. The implementation of this scheme would result in a significant amount of New Homes Bonus. Section 106 matters will be discussed further below.

**5.0 Equalities Considerations**

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, 90% of the proposed dwellings are designed in accordance with Part M4(2) 'Accessible and adaptable dwellings' of the Building Regulations and 10% of the proposed dwellings are designed in accordance with Part M4(3) 'Wheelchair accessible dwellings' of the Building Regulations. Furthermore, the submitted details confirm that the public realm would be a clear and inclusive environment suitable and safe for everyone, including people with disabilities, the elderly and children in pushchairs.

**6.0 Analysis**

6.1 Principle

6.1.1 The site sits within the London Riverside Opportunity Area which the London Plan identifies as having the potential for 26,500 new homes. This has been increased in the draft London Plan to 44,000. Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs or homes together with appropriate provision of other uses such as local shops, leisure facilities and schools, health and social care facilities and services.

6.1.2 Annex One of the London Plan states with regard to London Riverside that:

*“At South Dagenham, along the A1306 East and in Rainham there is potential to deliver more compact, residential-led mixed urban communities.”*

- 6.1.3 At the local level, South Dagenham is one of the Council's identified growth areas in the Local Plan. Policy CM2 of the Core Strategy advises that the wider South Dagenham site is being promoted as a new mixed use urban community.
- 6.1.4 The site is identified within the Site Specific Allocations (SSA) Development Plan Document Policy SSA SM4: South Dagenham East and is identified for a range of uses including housing, health, education, car parking associated with the Ford Stamping Plant and light industrial on the western side fronting Ford. Given now that Ford has vacated the site and a separate planning application is being prepared for the Stamping Plant site for a residential led development, the original requirements for both car parking associated with Ford's operations and light industrial uses fronting Ford are no longer required and neither form part of the redevelopment proposals. In principle, the provision of new homes, healthcare, educational facilities and public transport improvements at Beam Park would accord with the terms of Policy SSA SM4.

## 6.2 Environmental Impact Assessment (EIA) Summary

- 6.2.1 The application constitutes Environmental Impact Assessment (EIA) development given the size of the development proposal. The application has therefore been accompanied with an Environmental Statement which assesses the impact of 1) socio economic (the impact of the construction phase in terms of economic and employment opportunities, housing, education, health, open spaces and community facilities); 2) ground conditions; 3) hydrology and the water environment; 4) transport and access; 5) air quality; 6) noise and vibration; 7) archaeology and cultural heritage; 8) townscape and visual; 9) ecology; 10) impact interactions and 11) operational effects. An update to the Environmental Statement (an ES Addendum) was submitted in November 2017 this essentially was an update to the Environment Statement following the results of strategic transport modelling of the wider higher network which had not been completed at the time the application was originally submitted. The ES Addendum considered the impact of the strategic transport modelling on relevant chapters of the Environment Statement being transport and access, air quality and noise and vibration.
- 6.2.2 The scale of significance of each topic is typically assessed as negligible, minor, moderate, major and severe and the nature of the residual impact is assessed as neutral, adverse or beneficial. A brief summary of the impacts are outlined below. Full analysis is however contained within the Environmental Statement and Appendices.

### 1) Socio Economic

In terms of employment, there are benefits associated with the construction and operational phase. Once the development is complete, up to 141 net new local jobs are anticipated. The overall impact is assessed as minor beneficial.

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

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

## 2) Ground Conditions

The remediation strategy will include the removal of hot spots of asbestos and hydrocarbons, surcharging and capping along with gas protection measures for buildings. The overall impact ranges from negligible to minor beneficial.

## 3) Hydrology and the Water Environment

During the construction phase, there is potential for pollution of the water environment. A Construction Environmental Management Plan (CEMP) will help to minimise this impact but cannot eliminate incidents. The overall impact is assessed as ranging from negligible to moderate adverse.

The flood risk assessment includes measures to construct flood compensation areas (storage basins and swales) and implement a site wide Sustainable Urban Drainage Strategy (SuDS) together with improvements to the River Beam to comply with the Water Framework Directive. There will also be impacts on water demand (with the development anticipated to achieve a water consumption target of 110 litres per person per day or less for all domestic properties) and foul drainage which constitutes a minor adverse impact. The overall impact however is assessed as ranging from negligible to moderate adverse (from fluvial and tidal flooding) to moderate beneficial (from a new modern drainage scheme).

### Officer Note:

*Members will note the varying range of impacts in respect of hydrology and water environment. This is because for example, a flood event may occur outside the site and create an adverse impact on the site but through the use of on site flood mitigation measures, this can help to minimise the impact which would constitute a beneficial impact.*

## 4) Transport and Access

During the construction phase, construction traffic would be directed along the strategic road network (Marsh Way to the A13) where possible and would adhere to the CEMP to minimise the impacts of construction traffic. The overall impact of construction traffic is assessed as negligible.

Once the development is complete, in general terms, the provision of a new network of attractive and useable pedestrian and cycling connections and public transport improvements would be positive. However, increased vehicular movements and associated risks to road safety give rise to negligible impact. Mitigation measures would include the use of travel plans, promotion of public transport measures, car parking management plans, delivery and servicing plans and improving permeability for pedestrian and cyclists through dedicated foot and cycle paths.

The ES Addendum has concluded that the revised highway modelling work has identified that there are no changes in residual effects from the original Environmental Statement and as such, the proposed mitigation measures outlined above remain unchanged.

Officer Note:

*Members will note the varying range of impacts in respect of transport and access.*

*It is the Officer view that the impact of the construction phase is underplayed and would constitute an adverse impact. For example, residents located close to routes used for construction traffic or construction work may experience nuisance for a period of time. However, the key point for Members to consider is that impacts associated with the construction phase will be temporary and can be controlled by the CEMP.*

*In terms of public transport, it is the Officer view that the impact on public transport is not fully considered and would comprise a combination of adverse to beneficial impacts. This is because impacts can be dependent on the location within the development. For example, beneficial impacts may arise from an enhanced and extended bus route, however, at the same time, other residents may experience increases in demand. Again, the key point to note is that any adverse impacts associated with the operational phase of the development (such as bus overcrowding) will be addressed through the Section 106 legal agreement. Similarly, an enhanced public transport offer and the active promotion of walking and cycling within the development as the primary mode of transport should help to reduce reliance on the car for short journeys which would constitute a beneficial impact.*

## 5) Air Quality

During the construction phase there are potential dust impacts on nearby residential receptors. The CEMP will help to minimise this impact but cannot eliminate dust generation. The overall impact of dust during the construction phase is assessed at worst as temporary minor adverse.

Once the development is complete, air quality levels would remain at acceptable limits although it is noted that both boroughs are within Air Quality Management Areas. The air quality effects of road traffic generated by the proposed development are not considered significant and the overall impact is assessed as neutral.

The ES Addendum on noise and vibration has concluded that the revised highway modelling work has identified that noise levels from updated traffic flows are similar to the predicted change in noise levels presented within the original Environmental Statement. This concluded that the worst affected dwellings (along Ripple Road/A1306/New Road) would experience an increase in noise levels of no greater than 0.1 decibels (dB) (the Design Manual for Roads and Bridges describes a change in noise levels of 3dB as being perceptible). The ES Addendum concludes that the revised highway modelling work would not materially affect noise conditions for dwellings within the proposed development.

## 6) Noise and Vibration

During the construction phase there are potential noise impacts on nearby residential receptors. The CEMP will help to minimise this impact but cannot eliminate noise generation. The overall impact of noise and vibration during the construction phase is assessed at worst as temporary minor adverse. The level of construction vehicles varies depending upon whether nearby residential receptors are located adjacent heavy goods vehicles (HGV) traffic routes. The roads identified for HGV movements are Marsh Way to the A13. The overall impact is assessed as negligible.

Once the development is complete, buildings and external spaces are considered suitable for the proposed end uses subject to appropriate acoustic design measures. The overall impact of increases in noise levels from operational traffic is assessed as negligible.

The ES Addendum The original Environmental Statement concluded that within the worst case sensitive locations (along the A1306/New Road), air quality levels would be acceptable without further mitigation. Impacts (an increase of 1.5-3%) is anticipated on some sensitive ecological sites in respect of nitrogen oxide (NO<sub>x</sub>), however, current levels are in some instances over 200% of the critical level, therefore the habitat is unlikely to be sensitive to a potential increase of between 1.5-3%. The ES Addendum concludes that there are no changes in residual effects from the original Environmental Statement in respect of air quality.

## 7) Archaeology and Cultural Heritage

The archaeological survey work carried out has contributed to the understanding of the area. The application proposes further archaeological investigation and until this is completed, the overall impacts cannot be summarised fully, however, archaeological information gathered to date would indicate the overall impact to be no more than minor adverse.

## 8) Townscape and Visual

The development will result in landscape and visual impacts during the construction phase such as cranes, scaffolding, hoardings and construction plant. The overall impact is assessed as temporary minor to major adverse.

The loss of trees are assessed as a major adverse temporary impact. However, a comprehensive replacement tree strategy is proposed which is assessed as a major beneficial effect.

Once the development is complete, the development will dramatically change the appearance of the area from a post industrial landscape of industry into a high quality, multi functional residential community. Adverse impacts are identified in respect of views from Beam Country Park, however, the overall impact is assessed as minor to major beneficial.

## 9) Ecology

The site supports low numbers of breeding birds and bat surveys have found that the River Beam is used in reasonable numbers by foraging and commuting bats. Loss of habitat during the construction phase is assessed as having a negligible impact.

Once the development is complete, a programme of habitat creation of a larger area and more diverse character would be provided adjacent to the River Beam which is assessed as a permanent minor beneficial impact. Furthermore, the development would provide green and brown roofs, bird and bat boxes together with habitat suitable for bats and bird species such as the Black Redstart. However, the development would result in some degree of habitat severance and light spill. The overall impact is assessed as ranging from minor adverse to minor beneficial.

### Officer Note:

*It is the Officer view that the impact of the construction phase on ecology is underplayed and would constitute an adverse temporary impact. The development would provide new structured habitats which would positively contribute to ecology and biodiversity beyond the existing situation although it is accepted that this would take some time to re-colonise. Once the development is complete however, it is the Officer view that the impact on habitat would be major beneficial.*

## Conclusions

The Environmental Statement and ES Addendum highlight that temporary adverse impacts may be experienced by existing adjoining occupiers or early stage occupiers associated with the construction phase such as noise, air quality, traffic and visual impacts.

The Environmental Statement and ES Addendum assess the proposed development on a series of worst case scenarios due to the hybrid nature of the application. Adverse impacts are identified in respect of views from Beam Country Park (which could also be considered as beneficial) and flood risk in respect of a breach of existing flood defences of the River Thames, however, this is mitigated through the flood risk assessment and the raising of ground levels. Furthermore, there would remain further opportunity at the detailed design stage to review and identify additional measures to mitigate any other remaining adverse impacts.

Operationally, the delivery of new homes, improvements in local transport infrastructure, increased local spending, new community facilities and improved habitat, landscape and townscape provide beneficial outcomes. The overall impact of the development is assessed as a mixture of temporary and permanent adverse and beneficial outcomes which are detailed more fully in the Environmental Statement and ES Addendum. It is however, the Officer view that there are no permanent significant adverse impacts arising from the proposed development that cannot be minimised through mitigation.

## **6.3 Housing Types and Tenures**

6.3.1 In terms of overall unit numbers, on the LBB side, 2166 new homes are proposed (with 733 new homes on the London Borough of Havering side). The application



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

- 6.3.2 The application site currently has the lowest Public Transport Accessibility Level (PTAL) rating of 0 which represents very poor links to public transport. The provision of a new C2C Beam Park railway station together with improvements to the bus network should increase the PTAL rating to 3 which represents moderate public transport links. With these public transport improvements in mind, the overall density of the scheme ranges from 270 units per hectare (around the new railway station) to 45-48 units per hectare either side of the Central Park to between 92-188 units per hectare based on the indicative scheme on the LBB side and dependent upon the unit typology.
- 6.3.3 Whilst the densities exceed the upper limits set out in Policy 3.4 of the London Plan (the density matrix) in some areas, the primary purpose of the policy is to provide guidance and ultimately, the local context and design quality will dictate the amount of development that is appropriate. The Mayor's 'Housing' SPG acknowledges that there may be exceptional circumstances where densities outside the ranges may occur. 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, it is the Officer view that the proposed development meets this test. Furthermore, it must be acknowledged that there needs to be a minimum quantum of development to attract new public transport measures and social infrastructure. In view of this, it is considered that the indicative density is broadly compliant with the spirit of Policy 3.4 of the London Plan and taking into account the application site falls within an Opportunity Area and one of the Council's growth areas. Furthermore and perhaps more importantly, the design quality of the scheme is high and does not exhibit any symptoms of over development.

#### Family Accommodation

- 6.3.4 Policy CC1 of the Core Strategy requires 40% of new residential development in the borough to be family accommodation (3+ beds) but notes that not all sites will be suitable for family sized accommodation. The policy also allows more discretion in relation to the mix of 1 and 2 bed units. The indicative mix is 30% 1 bed, 40% 2 bed and 30% 3 and 4 bed. However, as the application is in outline form, the mix may change. In this regard therefore, the applicant has committed to ensuring that a minimum of 25% of all new homes across the site will be 3 beds or more (equating to some 541 family homes). Whilst this is below the 40% target, the scheme would nonetheless provide a significant amount of new family housing and is therefore considered acceptable.

#### Affordable Housing

- 6.3.5 London Plan Policy 3.12 requires developers to provide the maximum reasonable amount of affordable housing and Policy BC1 of the Borough Wide Development Policies DPD advises that developers will normally be expected to provide their affordable housing on site. More recently, the Mayor of London has produced an affordable housing and viability Supplementary Planning Guidance (SPG) (August

2017) which advises inter alia, that land in public ownership (such as the application site) or public use will be expected to deliver at least 50% affordable housing without grant to benefit from a fast track route which means that the application would not be required to provide viability information or be subject to a late stage review mechanism.

- 6.3.6 The production of the SPG overlapped the submission of the planning application and as such the application had been predicated on providing 35% affordable housing. However, following discussions with Officers and the GLA, the applicant has agreed to review the affordable housing offer such that the Section 106 legal agreement heads of terms now provide for 50% affordable housing.

The proposed tenure split is:

80% shared ownership and 20% London Affordable Rent (LAR) which is a rent capped at between 46-61% of an open market rent.

- 6.3.7 Indicatively, the current mix is shown as 867 shared ownership homes and 221 London Affordable Rent (LAR) homes. Of that, 188 shared ownership homes and 40 LAR homes would be housing for families (3+ beds). These are very positive improvements to the scheme and will be secured through the Section 106 legal agreement. The Section 106 legal agreement will also require the applicant to submit an affordable housing scheme setting out the precise details of the affordable housing offer per phase to ensure an appropriate distribution of affordable housing across the development.

Private Rented Sector (PRS)

- 6.3.8 Policy 3.8 of the London Plan identifies potential for the Private Rented Sector (PRS) to help deliver new residential development as part of town centre intensification initiatives in areas benefiting from good transport connectivity. For Members information, the term PRS is a sector of residential development built exclusively for private rental purposes (as opposed to the more traditional build for sale) and is generally financed by large institutions (such as pension funds seeking long term investments) who typically hold and manage the development for periods of between 15-20 years. Following this, the development may then be sold on the open market. Typically, the PRS market targets economically active young professionals.
- 6.3.9 The proposed development may include some PRS units although it is not definite. The introduction of PRS units (along with other types of tenures such as shared ownership, intermediate rent and starter homes) would however be consistent with the Council's strategic objective to provide a greater mix and balance of housing products. Therefore the Section 106 legal agreement will include clauses to ensure that the provider of any PRS units commit to prioritising residents who live and or work in the Borough when marketing and identifying suitable tenants together with housing management clauses.

## **6.4 Social Infrastructure (Schools, Healthcare, Community Facilities, Formal and Informal Play Space)**

### Schools

- 6.4.1 In terms of education provision, the overall application makes provision for 2 three form primary school sites (including nursery provision), one in each borough. On the LBBB side, a 1.0 hectare site is provided within phase 2 of the development. The LBBB school site is located to the north of the application site, to the west of Thames Avenue and with a road frontage to the A1306/New Road.
- 6.4.2 The Council's Children's Services Department have advised that the area identified for the school site is constrained by virtue of a water main running beneath part of the site which restricts what could be built. However, the applicant has submitted drawings showing how a three form primary school building over two levels could be provided with the constrained area used for play facilities. The Council's Children's Services Department have confirmed that they would be able to develop a three form primary school on the land offered by the applicant.
- 6.4.3 The terms of the transfer are to be agreed through the Section 106 legal agreement (which is likely to be the freehold interest of the site to the Council together with site services) and the primary school will be promoted through a separate planning application. The dual use of the sports facilities by the community outside school hours will either be secured by a clause in the lease to the school operator or by planning condition attached to any future application for reserved matters consent.

### Health care

- 6.4.4 The application is accompanied with a Health Statement which identifies the number of health care facilities and GP's within the locality. The Health Statement notes that there is an average GP to patient ratio of 1:1728 which is below the 1:1800 benchmark used by the NHS Healthy Urban Development Unit (HUDU). The application makes provision for a 750 sq.m healthcare facility located on the London Borough of Havering side of the development around the station area which would serve residents in both boroughs.
- 6.4.5 In response to feedback from the local Clinical Commissioning Group (CCG) – (see consultation response at 3.18), the applicant has now increased the size of the health facility from 750 sq.m to 1500 sq.m which will enable the CCG to co-locate a range of health and social care services within one building to tackle the multiple needs of households in a joined-up way. The facility will comprise multi-disciplinary teams that will collaborate closely with the voluntary and community sector and others to help deliver early intervention and preventative support. The CCG have confirmed the size of the facility is now acceptable and have entered into agreement with the applicant to run health care services from the new facility. Matters regarding the length of the lease, fit out details and service charges will be secured through the Section 106 legal agreement.

### Community Facilities

- 6.4.6 In terms of community facilities, the application includes a multi faith place of worship/community hall on the LBBB side. Following discussions with the Council, the

applicant has increased the size of the building from 600 sq.m to a minimum of 800 sq.m up to a maximum of 1200 sq.m (subject to no detailed design constraints). The Council are in discussions with potential operators who have experience of running such multi faith facilities. Matters regarding the length of the lease, fit out details and service charges will be secured through the Section 106 legal agreement.

#### Formal Play

- 6.4.7 In terms of access to formal playing facilities, aside from a private gym incorporating a two lane swimming pool on the LBB side, the proposed development relies heavily on the dual use of the playing facilities associated with the two primary schools and which will be made available to the community outside of school hours. Given the lack of other more readily available formal play facilities on site, this is likely to give rise to extra pressure on existing Council formal playing facilities within the borough.
- 6.4.8 In this regard, the Council has produced a Playing Pitch Strategy (PPS) in respect of the wider South Dagenham growth area to ensure that there are sufficient sports and recreation facilities serving new communities and this identifies a need for:
- Financial contribution to Parsloes Park
  - Financial contribution towards resurfacing an artificial grass pitch to 3G surface
  - Financial contribution towards new rugby pitches
- 6.4.9 The Council's Commissioning Director for Culture and Recreation has confirmed that a financial contribution to Parsloes Park would be the top priority for Section 106 funding at this time (see consultation response at 3.23). Members will be aware that a masterplan for Parsloes Park was approved by Cabinet for a range of new high quality sports and recreation facilities.
- 6.4.10 In view of this, the applicant has agreed to make a financial contribution towards Parsloes Park. This investment will also satisfy the demand for artificial turf pitch provision in the area identified in the PPS. In addition, Members will note that the comments made by Sport England (see consultation response at 3.14). Sport England are one of the backers for the Parsloes Park scheme, which will be providing significant new and nearby off site provision for existing and new communities such as this. In combination with the dual use of the primary school sports facilities on site, the financial contribution will mitigate the impact of the development on existing sports facilities, address the requirements of the PPS and is considered to satisfy the concerns raised by Sport England.

#### Informal Play

- 6.4.11 A variety of informal play spaces are proposed for the varying children's age groups. This is broadly summarised as doorstep playable space (for under 5's and 5-11 years) comprising a mix of semi private and public amenity space within an approximate 100m radius. The play spaces are distributed through the development and generally located closest to the higher density apartment blocks. Approximately 7,182 sq.m of informal play space is provided in totality which exceeds the 6,836 sq.m calculated as required using the Mayor of London play and informal recreation SPG. The detailed design of the play spaces will come forward through reserved matters applications.
- 6.4.12 For 12+ ages, older children and the general community, the proposed development includes a central park of approximately 2.5 hectares which should adequately cater

for all other informal recreation needs. In addition to this, Beam Parklands Country Park is located immediately to the north of the application site.

## 6.5 Design

6.5.1 Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD, seek to ensure that new development is well designed, functional, durable, flexible and adaptable as well as achieving a high standard of inclusive design and sustainable construction. Although means of access, appearance, landscaping, layout and scale are all reserved matters for future approval, the application has been accompanied with maximum and minimum parameter plans, an indicative master plan and design code. The minimum and maximum parameter plans provide the applicant with the flexibility to allow for slight variations to the height, width, depth and positioning of the units for future occupiers.

### Masterplan Approach

6.5.2 An illustrative masterplan (not submitted for approval but which demonstrates a layout in conformity with the parameter plans), accompanies the application. The masterplan provides for a residential led development with a new commercial hub (retail, food and drink and healthcare space) centred around a new (Beam Park) railway station on the C2C line within the London Borough of Havering. The remainder of the site on the LBBD side would provide a range of homes together with a primary school, multi faith place of worship/community hall, gym, small local shop and open space.

6.5.3 The scheme is based on a simple grid layout of streets and squares which creates a legible and permeable layout. A hierarchy of streets are proposed with the main formal east west route provisionally called Park Lane and would be designed as a heavily landscaped green route largely flanked by traditional terraced housing which connects both boroughs. A secondary formal east west route provisionally called South Drive is also shown to the south of Park Lane together with north south 'Garden Streets' which are more informal, internal type soft landscaped streets. A cluster of Mews type environments are proposed incorporating shared surfaces for informal play, car parking and amenity. The masterplan demonstrates a strong emphasis on the use of public transport, walking and cycling through the development over the use of the private motor car. The overarching ethos is predicated on a desire to minimise private car journeys and prioritise the use of walking and cycling throughout the development through the use of attractive interconnecting footpaths and cycle routes. The east west routes are designed to link into the former Ford Stamping Plant site to the west of the application site when master planning work begins on that site. This will provide direct links to Dagenham Dock Station (Dagenham Dock to the nearest part of the application site is approximately 500 metre walking distance through the Ford Stamping Plant site).

6.5.4 The masterplan is broken down into a number of character areas with distinct typologies defined through location, density, form and finishing materials. Broadly 6 character areas are proposed on the LBBD side. These are summarised as 1) terrace and bookend housing comprising 3 storey homes; 2) cubic apartment blocks with the cubic typology comprising low and long apartment blocks between 4 and 6 storeys in height containing family sized duplex apartments; 3) warehouse apartment blocks comprising bookends, one on each side of the cubic typology, typically between 4 and 10 storeys in height and narrower in appearance from the street; 4) villa apartment

blocks (largely on the London Borough of Havering side) fronting the A1306/New Road between 5 and 7 storeys in height and of a modern contemporary design; 5) the rock apartment block which is an irregular shaped building designed as a standalone or freeform marker building to help orientation and way finding designed at 6 storeys in height; and 6) the courtyards which are the tallest apartment blocks up to 10 storeys in height along the western edge of the site set on a podium with communal gardens on top.

- 6.5.5 In terms of building typologies including height, scale and massing, there is a good mix of traditional houses and apartments. The houses would be 3 storeys in height and the apartments would be between 4 and 10 storeys. In terms of appearance, traditional brick would be the predominant material on the LBB side. Some of the apartment blocks would have a warehouse style theme to them in reference to the industrial history of the area and some of the apartment blocks fronting the A1306/New Road would have a more contemporary design. On some of the key corner plots, the design proposes more unique or freeform building designs to break up the more regular pattern of the development and provide some visual interest and reference points for improving legibility. This is a well thought out concept and should provide some local distinctiveness to the development which is supported.
- 6.5.6 A Design Code for the site has been established which provides principles for each character area to deal with parking and services, internal courtyards, active frontages, punctuation and variations and breaking the form to avoid continuous monotonous facades. Internal design work across a range of these character areas demonstrates how the scheme can achieve minimum internal floorspace standards, accessible and adaptable units (compliance with Building Regulation requirement M4(2) and M4(3)), minimum floor to ceiling heights, maximum numbers of units per core, avoids single aspect north facing units and maximises dual aspect units as well as maintaining privacy through establishing distances between habitable rooms. It is recommended that compliance with Design Code is secured by condition to ensure these principles follow through into the detailed design stage.
- 6.5.7 In terms of sunlight and daylight, an assessment has been undertaken for the detailed phase only (within the London Borough of Havering). This demonstrates how the blocks can be designed to create dual aspect accommodation. Spaces between the blocks allow light to penetrate and courtyards within the blocks are well proportioned to allow good levels of south facing exposure. In other character areas, overshadowing is minimised by breaking up the linear form of the blocks and varying the building heights which allows sunlight penetration. A range of techniques are used across the varying character areas all designed to ensure good levels of sunlight and daylight for both buildings, courtyards/open space and streets. In the event Members are minded to grant planning permission, it is recommended that conditions are imposed requiring the applicant to submit sunlight and daylight assessments for each future phase.
- 6.5.8 In terms of access to amenity space, all houses would benefit from traditional private gardens, with the apartments benefiting from a range of courtyards, terraces or balconies designed to accord with the Mayor of London's SPG on Housing. In terms of garden sizes for the houses, Members should be aware that the indicative masterplan suggests that there would be an average shortfall of about 10% compared to the minimum garden sizes outlined in Policy BP5 of the Borough Wide DPD. However, the policy further advises that where a site adjoins countryside or extensive parkland and the scheme is designed to benefit from the open aspect then there may

be scope for a reduction in the provision of amenity space. In this regard, the proposed development incorporates a 2.5 hectare Central Park and over 7,000 sq.m of dedicated play space for 0-11 age groups. The Central Park area forms a key component to the masterplan and as a strategic regeneration site with a full range of unit types from single household to family units, it is considered that the overall quantity of garden sizes and courtyards, terraces and balconies provides an acceptable balance between private and public green space.

- 6.5.9 In terms of minimising the risk of fire, this is not a planning consideration and is covered in the Building Regulations (Approved Document B – Fire Safety). However, for Members information, the applicant has advised that generally all of the proposed blocks have their highest floor level at less than 30m above the entrance storey and therefore do not require sprinkler installation. Where proposed blocks have floor levels greater than 18m above the entrance storey, provision will be made for fire-fighting shafts with rising mains in accordance with Approved Document B of the Building Regulations. Entrances and riser inlets to such blocks have been located to achieve the required access for fire appliances. All residential floors have been designed to comply with Approved Document B of the Building Regulations. Stair and lift cores are protected by ventilated smoke lobbies with an escape distance from flat entrances in one direction into the ventilated lobby of no greater than 7.5m. Podium car parking will be naturally ventilated to achieve the standard of smoke ventilation required by Approved Document B of the Building Regulations. All proposed buildings are of masonry load bearing construction or are masonry clad and are therefore inherently robust, will age well and pose a low fire risk. Cavity barriers, in accordance with building regulations, will be provided in masonry cavity construction horizontally and vertically to prevent the spread of fire between compartments.
- 6.5.10 In terms of materials, the Design Code submitted with the application indicates that brick will be the predominant material due to its robustness and weathering properties. A palette of brick shades, textures and colours will introduce variety for each area whilst maintaining a coherent identity together with some precast concrete elements in specific locations to complete the main facade articulation. Balconies will comprise a mixture of projecting, semi inset and screened balconies dependent upon the character of the immediate environment. As identified above, a schedule of materials is proposed in the Design Code which can be secured by condition if Members are minded to grant planning permission.
- 6.5.11 Overall, the submitted material proposes a strong urban design strategy which utilises a simple and traditional grid based structure to provide a series of character areas along with a new public square, park and access to the River Beam. The grid based layout enables a series of connections north south and east west and establishes an associated hierarchy to the routes (those for vehicles, cyclists and pedestrians) to provide a very permeable and legible development for future residents.

#### Visual Impact

- 6.5.12 In terms of the existing visual baseline, the application site is broadly located in a wide, low lying area adjacent to the C2C and High Speed 1 railway lines. Views of the site from the local area to the north are limited by the generally flat topography of the area which sits well below the level of the adjacent A1306/New Road. The quality of these existing views may be described as poor, mainly due to the historic industrial nature of the area. Long distance views of the site can be gained from elevated A13

to the south and from Beam Country Park to the north/north east. From these long distance elevated vantage points the site is read in the context of a post industrial landscape with some commercial uses pepper potted along the A1306/New Road to the east and therefore the likely effect of the development on these views is low.

6.5.13 A range of building heights (measured in AOD – Above Ordnance Datum) for the development is proposed which establishes minimum and maximum parameters with the greatest density of development, and therefore, the tallest buildings (up to 10 storeys in height), located within the southern western and western side of the site on the LBBD side. This concentration of tall buildings would have the most significant visual impact on the areas surrounding the site. Overall however, it is considered that the completed development will represent a significant improvement on existing views which are dominated by vacant post industrial land which makes no positive contribution to the area.

#### Access

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

6.5.15 Given the hybrid nature of the application, if Members are minded to grant planning permission, it is recommended that conditions are imposed requiring the applicant to submit an access strategy detailing what measures will be undertaken to ensure an accessible internal and external environment, together with conditions securing a proportion of wheelchair accessible and easily adaptable homes together details of blue badge parking.

## 6.6 Energy and Sustainability

6.6.1 London Plan Policies 5.1 (climate change and energy assessments), 5.2 (carbon dioxide emissions savings), 5.3 (sustainable design and construction), 5.5 and 5.6 (decentralised energy), 5.7 (renewable energy) and 5.9 (overheating and cooling) along with Policy CR1 of the Core Strategy and Policies BR1 and BR2 of the Borough Wide Development Policies DPD requires all major and strategic developments to meet a high standard of sustainable design and construction. Most recently, Policy 5.2 of the London Plan requires residential buildings to be zero carbon and non-residential buildings to make a 35% saving in carbon dioxide emissions below current (2013) Part L Building Regulations.

6.6.2 The application has been accompanied with both an energy strategy and sustainability statement. The energy strategy demonstrates that a 35% reduction in carbon dioxide emissions (below current (2013) Part L Building Regulations) will be met on site through a combination of 1) passive design measures such as orientation of dwellings for solar gain which will also combat overheating, for example, the balconies on the apartment blocks will provide shading during the summer; 2) energy efficiency measures through enhanced building fabric (such as high performance glazing and insulation, improved U values (to improve air tightness and minimise heat loss) and



efficient lights and appliances; 3) supplying energy efficiently through two combined heat and power plants (CHP) to provide hot water and heating throughout the year. Back up gas boilers would be provided to meet peak heating loads and provide backup in the event of CHP downtime or during maintenance. The CHP plants would be housed in two energy centres on site (one in each borough) with all connecting pipework buried below ground and finally 4) through the use of Photo Voltaic (PV) panels to generate renewable electricity. The energy strategy estimates that approximately 11,000 sq.m of roof space would be needed to accommodate the amount of PV panels necessary to achieve the on site 35% in carbon dioxide emissions. An assessment of available roof space indicates there is around 20,000 sq.m of suitable roof space.

- 6.6.3 The energy strategy concludes that these measures in combination would provide a 35% saving in carbon dioxide emissions on site. The residual 65% (for the residential element to be considered zero carbon) would be achieved via a financial contribution for off site projects. The energy strategy indicates that the remaining carbon dioxide emissions would be in the order of 2,457 tonnes. The Mayor of London has a formula for calculating the financial contribution for the carbon offset levy which is broadly equivalent to £1800 per tonne (multiplied by the remaining carbon dioxide emissions) which would equate to a levy of £3,300,000 on the LBB side although this would likely be reduced following further detailed design of the development.
- 6.6.4 The anticipated savings identified in the energy strategy is however dependent on the actual energy efficiency measures installed and the performance of both the CHP plant and photovoltaic panels (PV). It is recommended that the energy strategy and carbon dioxide emission saving targets in line with London Plan policies are secured through planning condition and the carbon offset levy secured through the Section 106 legal agreement.
- 6.6.5 The sustainability statement advises that the key sustainability objectives for the development revolve around promoting sustainable communities, health and wellbeing, energy, water, waste, materials, travel, climate change adaptation and ecology and biodiversity. These objectives will underpin the detailed design, construction and operational stages of the development. In terms of water consumption, the development is anticipated to achieve a water consumption target of 110 litres per person per day or less for all domestic properties and this is secured by planning condition. The target design consumption date will be achieved through the use of low water use sanitary ware, including dual flush WCs, flow regulated taps and shower fittings, and bath with a reduced capacity to the overflow. In addition, the non-residential component will be designed to achieve a minimum Building Research Establishment Environmental Assessment Method (BREEAM) 'Very Good' rating. The application is accompanied with an indicative pre-assessment which demonstrates that this is achievable.
- 6.6.6 In light of the above, it is considered that the energy strategy and sustainability statement together with the BREEAM 'Very Good' targets are acceptable and demonstrate that the development is designed to encourage consideration of environmental, social and economic sustainability issues at an early stage in the development process. The development has applied the principles of using less energy and using energy efficiently and therefore accords with London Plan Policies 5.1 (climate change and energy assessments), 5.2 (carbon dioxide emissions savings), 5.3 (sustainable design and construction), 5.5 and 5.6 (decentralised

energy), 5.7 (renewable energy) and 5.9 (overheating and cooling), Policy CR1 of the Core Strategy and Policies BR1 and BR2 of the Borough Wide Development Policies DPD.

## **6.7 Waste**

- 6.7.1 A residential development of this size will generate significant quantities of municipal (household) waste, which will need to be managed in an appropriate and sustainable manner if it is not to impact detrimentally on residents' quality of life. In this regard, the application proposes that the houses will be served by wheelie bins securely located within the front garden area and the apartments will be served by Eurobins securely located at ground floor level. Non-residential uses would also be provided with refuse stores. Overall, the refuse scheme is considered acceptable and demonstrates that refuse would be sited conveniently for the Council's Waste and Recycling Team to collect. The specific details of the bin store locations and their appearance can be adequately controlled by planning condition. In addition, a strategy to deal with bulky waste items can also be required by planning condition.
- 6.7.2 In terms of waste arising from the construction phase, the development will result in construction, excavation and demolition waste, some of which will be reused on site and some of which may be dealt with at designated recycling centres. As part of the construction phase, a site waste management plan can be secured by planning condition.

## **6.8 Residential Amenity**

- 6.8.1 In respect of general amenity issues, Policy BP8 of the Borough Wide Development Policies DPD seeks inter alia, to protect existing and proposed occupiers from unacceptable levels of general disturbance arising from proposed developments. Existing residential properties are currently located primarily to the north. The main amenity issues therefore relate to the impact of the construction phase (which will include extensive surcharging and remediation prior to construction of the development) and any permanent adverse impacts when the development is operational.

### Noise and Vibration

- 6.8.2 Policy 7.15 of the London Plan and Policy BR13 of the Borough Wide Development Policies DPD advise that where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level. In this regard, the immediate surrounding development is a mix of established residential to the north along with some industrial uses to the east and south and the former Ford Stamping Plant (currently being remediated) to the west. In respect of noise, there are two principal sources, 1) construction noise; and 2) noise emanating from the end use along with the need to ensure the development provides adequate internal and external noise environments for future residents and other users.
- 6.8.3 In terms of construction noise, as the development has a circa 13 year build out period, the impact of construction activities is considered significant. In this regard, the applicant has produced a Construction Environmental Management Plan (CEMP) for

phase 1 of the development which is designed to minimise the impact of the construction phase on adjoining occupiers by utilising best practice techniques.

- 6.8.4 In terms of noise emanating from the end use, measures can be implemented to reduce noise from plant, reduce noise from amplified and live music, limit opening hours for commercial uses and for evening use of the multi use games areas, and to some extent, traffic and consequently noise, through the active promotion of more sustainable modes of transport, reduced levels of car parking, green travel plans and delivery and servicing plans, however, ultimately, increased traffic generation and the noise associated with it, is a consequence of the growth agenda.
- 6.8.5 In terms of ensuring adequate internal and external noise environments (such as protection from road and rail noise), the noise and vibration assessment submitted with the application assesses the site against the lowest observed adverse effect level (LOAEL) and the significant observed adverse effect level (SOAEL). The principle being that where noise exceeds LOAEL, consideration must be given to mitigating and reducing noise exposure. The Environmental Health Team have advised that they are largely in agreement with the findings of the assessment, however, they have identified three areas of disagreement being noise and vibration levels associated with the construction phase; noise affecting and emitted from the proposed primary school and noise from the proposed commercial uses. The Environmental Health Team have recommended conditions be imposed to address these matters as set out in the consultation response at 3.20. Subject to this, the Environmental Health Team have advised that they have no objections to the application on noise grounds.

#### Air Quality

- 6.8.6 In terms of air quality, the whole of the Borough has been designated an Air Quality Management Area (AQMA) as there are exceedences of the air quality strategy for both nitrogen dioxide (NO<sub>2</sub>) and small particulate matter (PM<sub>10</sub>). London Plan Policy 7.14 and Policy BR14 of the Borough Wide Development Policies DPD advise that where development is likely to have a significant negative impact on air quality, the Council will only grant permission where mitigation measures are introduced which brings the levels of air pollution to an acceptable level. The main air quality issues relate to the impact of vehicular movements and dust emissions during the construction phase and operationally along with emissions from the CHP plant on air quality within the area.
- 6.8.7 As noted above, as the development has a long build out period of approximately 13 years, the impact of construction activities is considered significant and the applicant has produced a Construction Environmental Management Plan (CEMP) for phase 1 of the development designed to minimise the impact of the construction phase on adjoining occupiers by utilising best practice techniques.
- 6.8.8 Operationally, there would clearly be an increase in vehicular traffic which would generate significantly more movements over the existing situation. The implications of this for the highway network have been assessed under the traffic and transportation section. However, notwithstanding this point, Members will be aware that the scheme will also benefit from a significant enhancement in public transport together with an improved network of interconnecting footpaths and cycle routes all designed to minimise private car journeys and prioritise the use of more sustainable modes of

transport. The Air Quality Chapter of the Environmental Statement concludes that air quality levels would remain at acceptable limits.

- 6.8.9 Emissions will also occur from the CHP system (designed to provide heat and power to the development). The applicant is however committed to ensuring the development meets the requirements to be 'air quality neutral' and any exceedances in air quality levels will be mitigated either on or off site. The Environmental Health Team have advised that they have no objections on air quality grounds subject to conditions as set out in the consultation response at 3.20.

#### Other Matters

- 6.8.10 The application site has a number of high pressure gas pipelines running through it (Members should be aware that these are a combination of below ground and above ground). The masterplan has therefore been designed to avoid any interference or alteration to these pipelines. A methodology for construction of the development has been discussed with both National Grid and the Health and Safety Executive (HSE). Members will note that the HSE have confirmed they are satisfied with the proposed development as set out in the consultation response at 3.17.

### **6.9 Ecology and Biodiversity**

- 6.9.1 Policies 5.10 and 7.19 of the London Plan seeks, inter alia, to ensure that a proactive approach to the protection, promotion and management of biodiversity is taken in line with the Mayor's Biodiversity Strategy. At the local level, Policy CR2 of the Core Strategy seeks to protect the Borough's natural environment including all sites of ecological or geological value whether they have statutory or local protection. Furthermore, Policy BR3 of the Borough Wide Development Policies DPD requires new development to adopt a sequential approach of (1) retain, enhance, or create features of nature conservation value and avoid harm; (2) mitigate for impacts to features of nature conservation value; (3) where there is no viable alternative, compensate for the loss of features of nature conservation value.
- 6.9.2 The application has been accompanied with a preliminary ecological appraisal which notes that the majority of habitats present on site are of limited intrinsic ecological value and of low importance for protected species and other species of conservation interest. The key ecological receptor comprises the River Beam water course (which is a Site of Importance for Nature Conservation (SINC)) together with some groups of trees which are used for foraging and commuting bats and nesting birds. Surveys were also undertaken to assess the overall site's potential for protected birds, bats, reptiles and water voles.
- 6.9.3 Phase specific Biodiversity and Ecological Strategies and Landscape Management Plans are proposed to deliver a net biodiversity enhancement and ensure that the impact on key ecological receptors are adequately considered and mitigated during the detailed design stage. In terms of strategic habitat creation, the development will provide over 7 hectares of new habitat through the provision of open space. To reflect the importance of the river corridor for nature conservation and for flood risk purposes, the application makes provision for an 8 metre set back from the River Beam. The application is accompanied with a Water Framework Directive assessment which sets out improvement measures to the River Beam. Additional habitat will include hedgerows and amenity grassland, swales, bird boxes and native tree corridors. Also

for example, in terms of bats, bat boxes are proposed adjacent to informal open space such as the Central Park (adjacent the River Beam) which is an ideal location for foraging bats. It is recommended that planning conditions are imposed requiring the submission of phase specific Biodiversity and Ecological Strategies and Landscape Management Plans.

- 6.9.4 The proposals would result in an initial reduction in habitat principally for bird and bat species which may result in temporary displacement into adjoining sites to the east, south or west or residential gardens to the north. However, the survey concludes that the proposed landscaping scheme will provide adequate and enhanced replacement habitat. Furthermore, Natural England have raised no objections to the application. Recommendations are made regarding the type of soft landscaping to ensure an appropriate mix of native flowering and fruiting species, bird and bat boxes, site clearance and protection measures to the River Beam. The introduction of new artificial lighting is also a potential biodiversity issue, especially impacting on the use of the River Beam SINC corridor by bats. Therefore, if Members are minded to grant planning permission, a detailed lighting strategy should be conditioned to ensure an appropriate lighting design.
- 6.9.5 In terms of trees, the application site is covered by Tree Preservation Order (TPO) 2/2013 which is a blanket TPO protecting every tree on site, not necessarily because of individual quality but more used as a mechanism to control tree removal when sites come forward for redevelopment. A tree survey has been submitted with the application which advises that in the region of 73 trees will be felled together with groups of trees that were too dense to individually survey. The tree survey advises that the quality of the trees are generally poor due to a number of factors including, lack of management, uncontrolled establishment of self-set trees, poor species selection, lack of any new planting and poor growing conditions.
- 6.9.6 The proposed masterplan provides a replacement tree planting strategy including the provision of 1,716 new trees of varying species and size. Overall, whilst the loss of existing trees is unfortunate, the most important boundary trees, a group of Lime trees along the northern boundary will be retained. When the loss of trees is balanced against the replacement tree planting strategy, it is considered that the scheme would significantly improve tree coverage on site and enhance the diversity of the tree species whilst helping to make a positive contribution to climate resilience and biodiversity together with a long-term amenity value to the built environment in accordance with Policies 5.10 and 7.19 of the London Plan, Policy CR2 of the Core Strategy and Policy BR3 of the Borough Wide DPD. If Members are minded to grant planning permission, it is recommended that conditions be imposed requiring the implementation of the proposed replacement soft landscaping scheme along with conditions securing phase specific biodiversity and ecological strategies, landscape management plans, protection of the River Beam and retained trees during the construction phase, controls over times for vegetation clearance, nesting bird and bat roost checks, lighting and bird and bat box details.

## **6.10 Traffic and Transportation**

- 6.10.1 Policy BR10 of the Borough Wide Development Policies DPD requires proposals for new development to assess their impact on the surrounding transport and road network. A Transport Assessment has been submitted with the planning application. Highway congestion is identified as a significant disruption for London Riverside and

beyond, and maintaining the important movement function of this corridor is a key challenge. A step change across the area is required to encourage sustainable travel and reduce reliance on cars by providing a high quality train and bus service, cycle and pedestrian network and managing car parking.

### Walking and Cycling

6.10.2 The masterplan demonstrates a strong emphasis on sustainable modes of transport. The development seeks to provide high quality pedestrian and cycling infrastructure with a network of routes and a high degree of permeability. Measures include the provision of a bridge across the River Beam dedicated to non-car traffic, the creation high quality footpaths and cycle links through the site including to the new station and station square, as well as a road layout that will help naturally reduce vehicle speeds. The new highway network will be designed to London Cycling Design Standards and will allow for future connections coming forward as part of the A1306 corridor works. The Section 106 legal agreement includes a requirement for a site wide 20 mph zone.

### Public Transport

6.10.3 In terms of public transport, the bulk of the site currently has a Public Transport Accessibility Level (PTAL) ranging from 0-2 which represents poor public transport links. There are a total of seven bus routes that are within a 640 metre walking distance from the centre point of the site. Westbound, there are four train services to Fenchurch Street in the morning peak (08:00-09:00) with a journey time from Dagenham Dock of 24 minutes (Dagenham Dock to the nearest part of the application site is approximately 500 metre walking distance through the Ford Stamping Plant site. However, until that site is redeveloped the walking route would be via Chequers Lane to the A1306/New Road then east to the application site). In the evening peak (17:00-18:00), there are four services in the reverse direction. Off-peak services, between 10:00 and 17:00 on a weekday, operate every 30 minutes in each direction.

### New Beam Park Station C2C Line

6.10.4 A new station (Beam Park Station) on the C2C (London Fenchurch Street – Tilbury Southend line) national rail services between Rainham and Dagenham Dock is proposed in Phase 1 of the development within the London Borough of Havering. The non-rail elements will be delivered as part of the proposed development with Network Rail delivering the rail elements such as platforms in parallel. The station is proposed to open in 2020.

### Buses

6.10.5 The phased delivery of the development means that the road network will also be built out in stages. This means that there will also be a phased approach to the provision of new bus services to match passenger demand as more homes are built. TfL have advised that their modelling indicates that six of the main local bus routes would be operating over capacity as a result of the increased demand from the proposed development.

6.10.6 In view of the additional demand the development will generate for bus services (buses are proposed to be routed on a bus loop on the land to the east of the site (within the London Borough of Havering), with one-way road through the station

square which offers public transport interchange opportunities between buses and rail at the new station), the applicant has offered a financial contribution which is acceptable to TfL and is discussed in the Section 106 chapter below.

6.10.7 The bus network will evolve with the road network as each phase is built out, and would be continuously monitored and reviewed by TfL as part of their ongoing bus network planning process. A Grampian style planning condition (limiting the occupation of new homes until the Beam Park Station is operation) and the Section 106 legal agreement (securing phased bus contribution payments) will in combination ensure that public transport improvements and corresponding road infrastructure is developed in parallel with the occupation of new homes. Following completion of all public transport improvements, the site would benefit from a PTAL rating of between 2 and 3 (with PTAL 3 representing moderate public transport links).

#### Traffic Generation

6.10.8 The transport assessment submitted with the application advises that operationally, trip generation is a function of the proposed parking provision across the site, which varies depending on the unit mix and distance from both the proposed Beam Park station and Dagenham Dock station. Residential parking ratios are higher for the three and four bed houses compared to the one and two bed flats with the houses typically further from the railway stations.

6.10.9 When the development is complete around 2031, the transport assessment has forecast that the increase in average hourly two-way traffic would be 440 vehicles in the AM peak (between 08:00-09:00) and 286 vehicles in the PM peak (between 17:00-18:00) along the A1306 New Road. The maximum increase in daily traffic flow associated with the development is forecast to be along the A1306 New Road between Marsh Way and Lower Mardyke Avenue with the increase estimated to be 469 vehicles (or 18%).

6.10.10 The application has also been accompanied with additional strategic transport modelling to look at wider strategically important junctions. This has identified that there are impacts in particular at the New Road/Ballards Road/Kent Avenue junction and the Heathway/Chequers Lane/Ripple Road junction. However, Members should be aware that the base network is congested and therefore any additions to the network such as new traffic from the proposed development will show a high impact. This is a consequence of the amount of growth within the area. The Council is commissioning work to look at how the A1306/New Road functions and in particular at the bottlenecks identified above with a view to improving traffic flow given the number of consented schemes and proposed schemes within the locality. Members will be aware that the proposed development delivers a new Beam Park Station on the C2C line, a financial contribution towards an enhanced bus service, a reduced car parking ratio and improvements to footpaths and cycleways. Overall, whilst it is accepted that the proposed development will generate additional traffic, it is considered that in combination, the measures proposed by the applicant together with the A1306/New Road work the Council will be undertaking within this area will adequately mitigate the impact of additional traffic on the network.

## Car Parking

- 6.10.11 Policy BR9 of the Borough Wide Development Policies DPD advises that the car parking standards set out in the London Plan will be used to assess new development. The application makes provision for 1525 residential car parking spaces across the whole development which equates to an overall car parking ratio of 0.53 spaces per residential unit (0.44 within the London Borough of Havering and 0.55 within LBBB). The slight increase for LBBB is principally due to the greater distance from the new railway station.
- 6.10.12 All of the residential car parking spaces will be in the form of secure undercrofts (within apartment blocks), driveways or on street (adjacent to the carriageway) on private land. None of the residential parking would be under the management of LBBB. A car parking management plan will be secured through the new Section 106 legal agreement. The application makes provision for 304 blue badge spaces (in excess of 1 space per wheelchair accessible unit). Active and passive electric vehicle charging points will be provided in accordance with London Plan standards. Conditions can be imposed securing this in the event Members are minded to grant planning permission.
- 6.10.13 In terms of car parking for non residential uses and visitors, 161 spaces are proposed (together with a proportion of blue badge spaces) which would be managed by each authority. Parking for the schools will be determined when each site comes forward for reserved matters consent, but this will be contained entirely within the allocated area for each school. It is anticipated that the visitor bays would be pay and display perhaps with an element of free short-stay spaces. These details will come forward as part of the car parking management plan planning condition.

## Construction Traffic

- 6.10.14 In respect of traffic generation, the transport assessment submitted with the application advises that during the busiest stage of construction, the development would give rise to up to a maximum of 500 vehicular two way movements per day (250 movements in/250 movements out) which is estimated to occur during 2020 which would be Phase 1 within the London Borough of Havering. All construction vehicles will route via Marsh Way onto the strategic road network (the A13). Construction traffic (timing and routes) can be controlled and enforced through a Construction Environmental Management Plan condition if Members are minded to grant planning permission.

## 6.11 Flood Risk and Drainage

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



- 6.11.2 The application site is located within Flood Zone 3 (highest probability of flooding). Accordingly, the application has been accompanied with a Flood Risk Assessment (FRA). The FRA advises that flood risk mitigation measures will comprise the raising of site levels and minimum finished floor levels, flood compensation areas and pumping stations together with the implementation of a site wide surface water drainage strategy.
- 6.11.3 In addition, Policy BP9 of the Borough Wide Development Policies DPD requires development along rivers to provide minimum buffer strips between the proposed development and the top of the river bank dependent upon whether the watercourse is a fluvial main river, tidal or ordinary watercourse. This part of the River Beam forms a fluvial watercourse which requires an 8 metres setback. The plans indicate a setback of 8 metres between the River Beam and proposed development. In addition, wider improvements to the River Beam are proposed to improve the quality of the water environment and enhance biodiversity and habitat in accordance with the Water Framework Directive which was established to protect water bodies from deterioration and to enhance their status.
- 6.11.4 In terms of controlling surface water, the use of Sustainable Urban Drainage Systems (SUDS) is proposed which will include the provision of green and brown roofs, swales, porous hard surfacing and soft landscaping together with the use of underground storage tanks for the controlled discharge of surface water offsite. In terms of foul drainage, Thames Water has requested that a condition be imposed requiring the applicant to submit a foul drainage strategy for approval.
- 6.11.5 The FRA concludes that the proposed development should not be restricted as a result of flood risk. The Environment Agency and the Council's Flooding and Drainage Team have raised no objections to the application on flood risk grounds. Conditions can be imposed securing the implementation of flood risk and SUDS measures along with an 8 metre buffer zone together with improvements to the River Beam in accordance with the Water Framework Directive. In light of the above, it is considered that the proposal has adequately demonstrated that the development does not increase flood risk within the site or elsewhere and ground water and surface water flooding can be effectively managed through suitable mitigation measures.

## **6.12 Ground Contamination and Remediation**

- 6.12.1 Policy 5.21 of the London Plan and Policy BR5 of the Borough Wide Development Policies DPD requires development on land known to be contaminated to have appropriate site investigations and risk assessments undertaken. Both the Environment Agency and Council's Environmental Health Team have advised that the application site suffers from ground contamination in the form of asbestos fibres, hydrocarbons and ground gas and this has been identified in the site investigation report submitted with the application.
- 6.12.2 The site investigation recommends a number of measures to address the risk associated with contamination and ground gas for construction workers, end users and controlled waters. The Environment Agency and the Council's Environmental Health Team have raised no objection to the application subject to conditions securing detailed remediation strategies, verification reports and long term monitoring. These conditions are necessary to ensure the new development poses no health risk to construction workers, future occupiers or controlled waters.

## **6.13 Archaeology**

- 6.13.1 Policy BP3 of the Borough Wide Development Policies DPD requires assessments and evaluation of sites of archaeological interest to ensure new development has no adverse impact on any archaeological remains. In this regard, the application has been accompanied with an archaeological evaluation which has identified the potential for prehistoric and palaeoenvironmental remains.
- 6.13.2 Historic England (archaeology) have advised that conditions should be imposed requiring archaeological investigation, foundation design and a written scheme of historic building investigation.

## **7.0 Section 106**

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

### **Affordable Housing**

The draft heads of terms provide for 50% affordable housing (measured by units).

The affordable housing offer will be split 80% shared ownership and 20% London Affordable Rent (LAR) which is a rent capped at between 46-61% of an open market rent.

An affordable housing scheme will also be submitted at each reserved matters stage which shall provide details of the mix of affordable housing units and phasing to ensure there is an equal distribution of affordable housing across the development.

### **Housing**

There will also be clauses in the Section 106 legal agreement requiring the applicant to submit a marketing strategy for the sale of market sale properties which would secure a restriction on any individual or organisation buying more than one property within the first 6 months of the date of sales launch and where an individual or organisation (with the exception of a Registered Provider) buys more than two units of market housing and intends to let those units to persons other than immediate family members that individual or organisation shall provide the Council with the name address and contact details of the managing agent and ensure that the said managing agent is registered with the Association of Rental Letting Agents ('ARLA') or the National Association of Estate Agents ('NAEA').

The Section 106 legal agreement will include clauses that any units used as Private Rent Sector (PRS) are accompanied with a marketing and management strategy before occupation and that each PRS block must be managed by a single management company.

The Section 106 legal agreement will also include controls over increases in ground rents together with a fair and transparent strategy for future residents to obtain the freehold to leasehold houses.

## **Transport**

The Section 106 legal agreement will secure a new Beam Park railway station on the C2C line together with an enhanced bus service. This includes a minimum financial contribution of £2,700,000 to TfL to fund additional bus services.

The Section 106 legal agreement will also secure car club spaces, a site wide 20 mph restriction on roads and will require the applicant to enter into a S.278 and S.38 agreement in respect of highway works and road adoption.

## **Education**

The Section 106 legal agreement will secure land and utility connections for two primary schools (one within LBBD and one within LBH). The dual use of the sports facilities by the community outside school hours will either be secured by a clause in the lease to the school operator or by planning condition attached to any future application for reserved matters consent.

## **Play, Sport and Recreation**

The Section 106 legal agreement will include a financial contribution of up to £350,000 towards formal sports facilities at Parsloes Park.

The Section 106 legal agreement will also set out a strategy for the long term management and maintenance of the open space serving the development. This may be through a community land organisation such as the Land Trust (who look after Beam Parklands).

## **Health and Health Care**

The Section 106 legal agreement will secure a 1,500 sq.m healthcare facility (on the LBH side). The applicant has entered into negotiations with the Clinical Commissioning Group (CCG) with regard to the length of lease and standard of fit out.

## **Multi Faith Place of Worship/Community Facility**

The Section 106 legal agreement will secure a minimum 800 sq.m building up to a maximum of 1200 sq.m for a multi faith place of worship/community facility (on the LBBD side). The Section 106 legal agreement will specify the standard of fit out, the length of lease and the service charges.

## **Local Employment**

The Section 106 legal agreement will secure the Council's standard employment, goods and suppliers clauses together with a commitment that any unspent monies from the financial contribution towards Parsloes Park can be diverted to the Employment and Skills Team to support the Job Shop Construction team advisors.

In addition, a Beam Park Community Fund will be set up which is designed to help engage the local community into projects on site such as public realm improvements. Any projects bidding for funding will need to demonstrate that they generate a local

benefit such as local employment. The applicant has confirmed they have allocated £500,000 to this fund between both boroughs.

### **Carbon Offset Levy**

The Section 106 legal agreement will secure a phased financial contribution based on a GLA formula towards implementing off site carbon savings (to enable the development to be considered zero carbon) in accordance with London Plan energy policies. For Members information, very indicatively at this stage, the carbon offset levy has been calculated at £3,300,000 however, this is likely to reduce as the detailed design and construction work is undertaken.

### **Monitoring**

A financial contribution of £10,000 towards monitoring compliance with the Section 106 legal agreement will be secured.

## **8.0 Conclusion**

- 8.1 The proposed development will deliver sustainable growth in line with the Borough Manifesto, London Plan and Local Plan. It provides a good balance of housing sizes and tenures including a significant number of homes at London Affordable Rent and a range of supporting infrastructure including a new school, health centre, community centre and park and improvements to public transport which includes a new rail station and improvements to bus services and a significant contribution towards improvements to Parsloes Park.
- 8.2 For the reasons set out above, the application is recommended for approval subject to no Direction from the Mayor of London and subject to the applicant entering into a Section 106 legal agreement to secure the above items and subject to the conditions outlined above.

### **Background Papers**

- Planning Application File

<http://paplan.lbbd.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

- Local Plan Policy

#### Local Plan Core Strategy (July 2010)

Policy CM1 - General Principles for Development

Policy CM2 - Managing Housing Growth

Policy CM4 - Strategic Transport Links

Policy CR1 - Climate Change and Environmental Management

Policy CR2 - Preserving and Enhancing the Natural Environment

Policy CR4 - Flood Management

Policy CC1 - Family Housing

Policy CC2 - Social Infrastructure to meet Community Needs

Policy CC3 - Achieving Community Benefits through Developer Contributions

Policy CP2 - Protecting and Promoting Our Historic Environment  
Policy CP3 - High Quality Built Environment

Local Plan Borough Wide Policies DPD (March 2011)

Policy BR1 - Environmental Building Standards  
Policy BR2 - Energy and On-Site Renewables  
Policy BR3 - Greening the Urban Environment  
Policy BR4 - Water Resource Management  
Policy BR5 - Contaminated Land  
Policy BR9 - Parking  
Policy BR10 - Sustainable Transport  
Policy BR11 - Walking and Cycling  
Policy BR12 - Hazardous Developments  
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 BC5 - Sports Standards  
Policy BC7 - Crime Prevention  
Policy BC8 - Mixed Use Development  
Policy BE3 - Retail Outside or on the Edge of Town Centres  
Policy BP3 - Archaeology  
Policy BP4 - Tall Buildings  
Policy BP5 - External Amenity Space  
Policy BP8 - Protecting Residential Amenity  
Policy BP9 - Riverside Development  
Policy BP10 - Housing Density  
Policy BP11 - Urban Design

Local Plan Site Specific Allocations DPD (December 2010)

Policy SSA SM4 - South Dagenham East

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 and Private Residential and Mixed Use Schemes  
Policy 3.13 - Affordable Housing Thresholds  
Policy 3.17 - Health and Social Care Facilities  
Policy 3.18 - Education Facilities  
Policy 3.19 - Sports Facilities

Policy 4.9 - Small Shops  
Policy 5.1 - Climate Change Mitigation  
Policy 5.2 - Minimising Carbon Dioxide Emissions  
Policy 5.3 - Sustainable Design and Construction  
Policy 5.5 - Decentralised Energy Networks  
Policy 5.6 - Decentralised Energy in Development Proposals  
Policy 5.7 - Renewable Energy  
Policy 5.9 - Overheating and Cooling  
Policy 5.10 - Urban Greening  
Policy 5.11 - Green Roofs and Development Site Environs  
Policy 5.12 - Flood Risk Management  
Policy 5.13 - Sustainable Drainage  
Policy 5.15 - Water Use and Supplies  
Policy 5.21 - Contaminated Land  
Policy 5.22 - Hazardous Substances and Installations  
Policy 6.1 - Strategic Approach  
Policy 6.2 - Providing Public Transport Capacity and Safeguarding Land for Transport  
Policy 6.3 - Assessing Effects of Development on Transport Capacity  
Policy 6.7 - Better Streets and Surface Transport  
Policy 6.9 - Cycling  
Policy 6.10 - Walking  
Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion  
Policy 6.12 - Road Network Capacity  
Policy 6.13 - Parking  
Policy 7.1 - Building London's Neighbourhoods and Communities  
Policy 7.2 - An Inclusive Environment  
Policy 7.3 - Designing Out Crime  
Policy 7.4 - Local Character  
Policy 7.5 - Public Realm  
Policy 7.6 - Architecture  
Policy 7.7 - Location and Design of Tall and Large Buildings  
Policy 7.8 - Heritage Assets and Archaeology  
Policy 7.14 - Improving Air Quality  
Policy 7.15 - Reducing Noise and Enhancing Soundscapes  
Policy 7.19 - Biodiversity and Access to Nature

Table 6.2 - Car Parking Standards

Table 6.3 - Cycle Parking Standards

GLA Housing SPG (March 2016)

GLA Affordable Housing and Viability SPG (August 2017)

GLA Children's and Young People's Play and Informal Recreation SPG (September 2012)

GLA Accessible London SPG (October 2014)

GLA Sustainable Design and Construction SPG (April 2014)

London Riverside Opportunity Area Planning Framework (September 2015)

National Planning Policy Guidance

National Planning Policy Framework

Planning Practice Guidance