Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:
The application is a major development which is of a scale and importance that should be determined at Planning Committee.

Site Address:
Former Abbey Retail Park, Abbey Road, Barking

Proposed Development:
Phased comprehensive redevelopment of the site via clearance of the remaining structures and the erection of new buildings ranging from 2 to 29-storeys in height to provide 1,089 residential dwellings comprising a mix of 1, 2 and 3 bedroom flats and associated private amenity space, 2,070 sqm flexible commercial floorspace (Use Classes A1 / A2 / A3 / A4 / D1), 1,071 sqm employment floorspace (Use Class B1(a), (c)), 637 sqm gymnasium (Use Class D2) and 470 sqm community facility (Use Class D1); together with ancillary management and residents’ facilities, plant rooms and refuse storage areas. Provision of new vehicular access points, car and cycle parking, public realm with hard and soft landscaping including riverside walk, and other associated works. (Application accompanied by an Environmental Impact Assessment).

Applicant:
Weston Homes PLC and Estates & Agency Properties Ltd

Contact Officer:
Adele Lawrence
Title: Development Management Team Leader
Contact Details: 020 8227 3552 adele.lawrence@befirst.london

RECOMMENDATION

1. That the Planning Committee grant planning permission subject to any direction from the Mayor of London, the completion of a S106 Agreement securing the obligations set out in full at section 7.10 of this report and summarised below and the conditions set out in full at section 10 of this report and summarised below (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London):
   - Secure 35% sub-market housing (on a habitable room basis) on site and an early stage viability review mechanism.
• Secure submission of a marketing strategy for the residential units.
• Anyone purchasing more than one residential unit shall use a Managing Agent.
• Management Company to be appointed for the day to day management of the development.
• Same calibre architects to be used for construction drawings.
• Secure enhancements to the public realm and highway in the vicinity of the site, including any traffic management measures (scheme to be agreed); developer to improve the local bus stop facility on London Road; implement all off-site highway works prior to first occupation of the development; 24-hour access to be provided to public realm areas and riverside walk; fund repair of public roads damaged during construction.
• Secure a commitment to local labour/local supply.
• Secure restrictions preventing future residents from obtaining parking permits for any controlled parking zone (CPZ).
• Secure two new car club spaces (including active electric vehicle charging points) within the proposed new layby on Abbey Road.
• Secure a commitment to provide two years’ membership to the local car club scheme per residential unit (on their request).
• Secure the submission, implementation and monitoring of a Travel Plan for the development.
• Secure a commitment to connect the development to the Barking Town Centre District Heating Network, subject to heat network being delivered and operational to supply the development and agreement of commercial terms.
• Secure a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions for the residential and non-residential uses and the remaining carbon emissions to zero-carbon for the residential uses to be subject to a carbon offset payment.
• Secure a contribution of up to £30,000 (subject to detailed proposals and costs) towards the production of a book following the completion of the Post Excavation Assessment (October 2020), which will present the findings from the ‘A Magnifying Glass on Barking Abbey’s Archaeological Project’.
• Within 18 months of completion of the post-investigation assessment stage of the site archaeological investigation (secured by condition), the Council will either: a) require the developer to implement the relevant subsequent part of the condition securing analysis and publication of the site archaeological archives, or b) may instead require that a financial contribution of the same value be paid to the Council to assist in funding the planned publication of the wider Barking Abbey archaeological investigations.
• Developer to carry out discussions with the Council’s Parks Team and other interested parties around the potential for a new footpath on Abbey Green and to fund at their own expense any agreed footpath, including obtaining any relevant permissions/consents.
• Developer to pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

Summary of Conditions

1. Commencement of development within 3 years
2. In accordance with approved plans
3. Submission of a phasing plan
<table>
<thead>
<tr>
<th></th>
<th>Submission of contamination risk assessment and remediation scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Submission of Construction Environmental Management and Site Waste Management Plans</td>
</tr>
<tr>
<td>5</td>
<td>Submission of Construction Logistics Plan</td>
</tr>
<tr>
<td>6</td>
<td>Submission of scheme of archaeological works</td>
</tr>
<tr>
<td>7</td>
<td>Submission of programme of public archaeological interpretation and outreach</td>
</tr>
<tr>
<td>8</td>
<td>Submission of surface water drainage scheme</td>
</tr>
<tr>
<td>9</td>
<td>Submission of strategy for maintaining and improving flood defences</td>
</tr>
<tr>
<td>10</td>
<td>Submission of scheme for the provision and management of habitat creation</td>
</tr>
<tr>
<td>11</td>
<td>Submission of external materials</td>
</tr>
<tr>
<td>12</td>
<td>Submission of fire statement</td>
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<tr>
<td>13</td>
<td>Submission of scheme of wind mitigation measures</td>
</tr>
<tr>
<td>14</td>
<td>Submission of hard landscaping details</td>
</tr>
<tr>
<td>15</td>
<td>Submission of soft landscaping details</td>
</tr>
<tr>
<td>16</td>
<td>Submission of security management scheme and external lighting details</td>
</tr>
<tr>
<td>17</td>
<td>Submission of refuse strategy</td>
</tr>
<tr>
<td>18</td>
<td>Submission of scheme of acoustic protection</td>
</tr>
<tr>
<td>19</td>
<td>Submission of scheme of noise insulation of party construction</td>
</tr>
<tr>
<td>20</td>
<td>Control of noise from non-residential uses and plant and structure borne noise emissions</td>
</tr>
<tr>
<td>21</td>
<td>Submission of ventilation scheme for residential units affected by poor air quality</td>
</tr>
<tr>
<td>22</td>
<td>Submission of any commercial kitchen extract ventilation system</td>
</tr>
<tr>
<td>23</td>
<td>Submission of Car Parking Design and Management Plan, including securing blue badge car parking and electric vehicle charging points</td>
</tr>
<tr>
<td>24</td>
<td>Submission of cycle parking details</td>
</tr>
<tr>
<td>25</td>
<td>In accordance with submitted energy strategy, submission of details of photovoltaics and secure BREEAM rating</td>
</tr>
<tr>
<td>26</td>
<td>Submission of bird nesting and bat roosting bricks/boxes</td>
</tr>
<tr>
<td>27</td>
<td>London City Airport Safeguarding – submission of details of cranes and scaffolding</td>
</tr>
<tr>
<td>28</td>
<td>Submission of plan showing location of wheelchair adaptable dwellings and secure compliance with Building Regulations M4 (3) and M4 (2) – wheelchair adaptable dwellings and accessible and adaptable dwellings</td>
</tr>
<tr>
<td>29</td>
<td>Submission of details of communal television and satellite system</td>
</tr>
<tr>
<td>30</td>
<td>Submission of Delivery and Servicing Plan</td>
</tr>
<tr>
<td>31</td>
<td>Submission of scheme for managing any boreholes installed for the investigation of soils, groundwater or geotechnical purposes</td>
</tr>
<tr>
<td>32</td>
<td>No piling, deep foundations and other intrusive groundworks using penetrative methods without consent</td>
</tr>
<tr>
<td>33</td>
<td>Secure compliance with Building Regulations water efficiency optional requirement</td>
</tr>
<tr>
<td>34</td>
<td>Submission of details of inclusive and unhindered access across the development</td>
</tr>
<tr>
<td>35</td>
<td>Flexible uses – changes between uses allowed for a period of 10 years</td>
</tr>
<tr>
<td>36</td>
<td>Hours of use of non-residential uses and delivery/collection hours</td>
</tr>
<tr>
<td>37</td>
<td>No vegetation clearance and tree work during bird breeding season.</td>
</tr>
</tbody>
</table>
### SUMMARY

#### Key Planning Considerations

**Neighbour Consultation (see section 4.2)**
- 3 letters of objection received on the grounds that the proposed buildings are too high; and the development results in adverse impacts on views, sunlight, daylight, heritage and traffic.

**Principle of Development (see section 7.1)**
- 1,089 residential units; and
- 4,248 sqm of non-residential uses comprising:
  - Flexible commercial floorspace (Use Classes A1, A2, A3, A4, D1);
  - Employment floorspace (Use Class B1(a), (c));
  - Gymnasium (Use Class D2); and
  - Community facility (Use Class D1).
- Principle of proposed development is acceptable.

**Environmental Impact Assessment (EIA) Summary (see section 7.2)**
- Some adverse effects may be experienced during the construction phase, but these will be temporary in nature and mitigated as far as possible by the Construction Environmental Management Plan and best practice guidance.
- No significant adverse effects have been identified once the development is operational.
- The overall conclusion of the Environmental Statement, which is supported by officers, is that the proposed development will have an overriding beneficial effect and make a positive contribution to the wider area through comprehensive redevelopment.

**Housing (see section 7.3)**

**Mix and tenure:**
- Proposed mix of 267 x 1-bed units; 706 x 2-bed units and 116 x 3-bed units is considered to be acceptable;
- 65% private housing;
- Policy compliant 35% sub-market housing comprising 30% London Affordable Rent, 35% Shared Ownership and 35% Discount Market Sale at 80% of open market value.

**Internal layout:**
- All units meet London Plan internal space standards;
- 10% of units will meet Building Regulations M4 (3) ‘wheelchair adaptable units’ and 90% will meet M4 (2) ‘accessible/adaptable units’.
### Design and Heritage (see section 7.4)
- 13 buildings ranging in height between 2 and 29-storeys;
- Core external material – brick;
- Proposed development considered to be of exemplar design quality;
- Proposed development results in less than substantial harm to adjacent Conservation Area and heritage assets but is considered to be acceptable when that harm is weighed against the public benefits of the development.

### Amenity Space, Public Realm and Playspace (see section 7.5)
- All residential units have private amenity space designed to meet the Housing Supplementary Planning Guidance, as well as access to private communal amenity space;
- Extensive areas of new high-quality public realm and riverside walk proposed;
- Children’s playspace provision exceeds policy requirement.

### Amenity Issues (see section 7.6)
- Sunlight, Daylight, Outlook and Privacy – there are not considered to be any significant adverse impacts on the amenities of neighbouring occupiers and the proposed residential units will achieve good levels of sunlight/daylight.
- Noise – a satisfactory internal noise level for neighbouring properties and proposed residential occupiers can be achieved through conditions.

### Transport / Parking (see section 7.7)
- Public transport accessibility level (PTAL) of site is predominantly 6 (excellent) but a small section of site is level 3 (average);
- 237 residential car parking spaces proposed including 33 wheelchair accessible spaces (meets 3% requirement), plus 11 commercial spaces (ratio of 0.23);
- Car parking exceeds draft London Plan standards, but the Transport Development Management Officer is satisfied that the amount of parking has been suitably restricted and is therefore acceptable;
- Residential and commercial cycle parking meet policy requirements;
- Electric vehicle charging points meet policy requirement.

### Energy and Sustainability (see section 7.8)
- Proposal meets policy requirements for a minimum of 35% reduction in carbon dioxide emissions through on-site provision for the residential and non-residential uses;
- A carbon offset payment will be secured by S106 Agreement for the residential element to meet the overall zero-carbon target.

### Biodiversity and Ecology (see section 7.9)
- The proposed development will result in substantial biodiversity and ecological enhancements to the site.
1.0 SITE AND SURROUNDINGS

1.1 The application site (2.1 hectares) forms part of the former Abbey Retail Park. The site is currently vacant land and the majority of the buildings associated with the former retail park have already been demolished. Large areas of hardstanding and substation buildings are all that remain. The site is located immediately to the south of the ‘Lighted Lady of Barking’ roundabout and is bounded by the River Roding to the west, London Road to the north and Abbey Road to the east. A development by Eco World for 597 residential units is currently under construction immediately to the south of the site.

1.2 The application site itself is not subject to any heritage designations. However, Abbey Green and its associated heritage assets are located to the east of the site across Abbey Road and comprise the Barking Abbey Scheduled Ancient Monument, the Grade I listed Parish Church of St Margaret, the Grade II listed Tomb of Captain John Bennett at St Margaret’s Church, the Grade II listed remains of Barking Abbey and the old churchyard walls and the Grade II* listed Fire Bell Gate (Curfew Tower). To the north of the site on London Road, the bridge over the River Roding is Grade II listed and to the south of the site on Highbridge Road overlooking the River Roding is the Grade II listed Old Granary. The Abbey and Barking Town Centre Conservation Area is located immediately to the east of the site and the Abbey Road Riverside Conservation Area is located some distance to the south, on the eastern side of the River Roding.

1.3 The site falls within Flood Zone 1 (low risk of flooding). This zone has less than a 1 in 1000-year annual probability of flooding. The National Planning Policy Framework (NPPF) Planning Practice Guidance states that all types of development are suitable for this flood zone.

2.0 THE PROPOSAL

2.1 The application proposes a phased comprehensive redevelopment of the site and the erection of new buildings ranging from 2 to 29-storeys in height to provide 1,089 residential dwellings, 2,070 sqm flexible commercial floorspace (Use Classes A1, A2, A3, A4, D1), 1,071 sqm employment floorspace (Use Class B1(a), (c)), 637 sqm gymnasium (Use Class D2) and 470 sqm community facility (Use Class D1); together with ancillary management and residents’ facilities, plant rooms, refuse storage areas, provision of new vehicular access points, car and cycle parking, public realm with hard and soft landscaping including riverside walk, and other associated works. The application was accompanied by an Environmental Impact Assessment (EIA).

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

3.1 The application site has been extensively developed over the past century or more but most recently formed part of Abbey Retail Park which was comprised of several large retail warehouses and extensive areas of hardstanding. On 16 December 2014 planning permission was granted under 13/00852/FUL for a Sainsbury’s superstore, however the development was not built out and the permission has now expired.

4.0 CONSULTATIONS

4.1 Publicity

<table>
<thead>
<tr>
<th>Site Notices</th>
<th>Yes – 19 December 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press Notice</td>
<td>Yes – 9 January 2019</td>
</tr>
</tbody>
</table>

4.2 Neighbouring Properties

<table>
<thead>
<tr>
<th>Date of consultation</th>
<th>19 December 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total letters sent</td>
<td>189</td>
</tr>
<tr>
<td>Total responses received</td>
<td>3</td>
</tr>
<tr>
<td>Number of objections</td>
<td>3</td>
</tr>
<tr>
<td>Number in support</td>
<td>0</td>
</tr>
<tr>
<td>Number of other representations (neither objecting nor supporting)</td>
<td>0</td>
</tr>
</tbody>
</table>

Neighbour consultation responses have been received from 64 Sandhurst Drive, Ilford, 84 The Shaftesburys, Barking and one unknown address. The grounds of objection are summarised below:

<table>
<thead>
<tr>
<th>Consultee response</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The site is more suitable for low-rise development. High-rise buildings would impact on residents’ views; massively obstruct daylight; would be a potential health and safety hazard; and will block out sunsets from the Abbey Green and heritage site for generations to come, casting dark shadows across them and totally changing the ‘open’ character of the heritage area, harming it and the ancient monuments therein.</td>
<td>See sections 7.4 and 7.6.</td>
</tr>
<tr>
<td>Weston Homes also wants to build on the green walk through area near the Old Granary, buildings that would block views of the historic Old Granary from Abbey Green</td>
<td>The scheme referred to does not form part of this application.</td>
</tr>
<tr>
<td>These sites and views are central to the history of Barking and its Abbey and must be preserved. The Barking Town Plan of 2011 included protecting these views, yet despite this these sites have become the target of developers wishing to profit</td>
<td>See section 7.4.</td>
</tr>
</tbody>
</table>
from the locations. This should not be allowed to happen. They are not to the benefit of the public and on the contrary are detrimental to the public’s interests. The Council must reject these harmful plans.

The sheer scale of residential development within the Abbey Retail Park location would greatly increase overall congestion in Barking / cause major traffic issues. Already the road from Barking Town Centre to the North Circular / A13 / East Ham is grid-locked during the peak hours.

4.3 **External and Internal Consultation**

A summary of responses received from external and internal consultees is set out below:

<table>
<thead>
<tr>
<th>Consultee response</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Greater London Authority (GLA)</strong></td>
<td></td>
</tr>
<tr>
<td>The GLA issued their Stage 1 Report on 4 March 2019. This concluded as follows:</td>
<td></td>
</tr>
<tr>
<td><strong>Principle of development:</strong></td>
<td></td>
</tr>
<tr>
<td>A high-density, residential-led, mixed-use development is supported in principle.</td>
<td>The proposed mix of residential and non-residential uses on the site is supported</td>
</tr>
<tr>
<td>Council Officers should confirm they are satisfied with the proposed nature and</td>
<td>by officers. See section 7.1.</td>
</tr>
<tr>
<td>quantum of non-residential floor space.</td>
<td></td>
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<tr>
<td><strong>Sub-market Housing:</strong></td>
<td></td>
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<tr>
<td>The affordability of all the sub-market housing tenures should be confirmed and</td>
<td>An updated Affordable Housing Statement has been submitted and 35% sub-market</td>
</tr>
<tr>
<td>secured through a S106 Agreement and the rented units should be secured in</td>
<td>housing on a habitable room basis will be secured by S106 Agreement. See section</td>
</tr>
<tr>
<td>perpetuity.</td>
<td>7.3.</td>
</tr>
<tr>
<td><strong>Urban Design:</strong></td>
<td></td>
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<tr>
<td>The design strategy is broadly supported; however, further work is required to</td>
<td>The applicant has submitted design and layout revisions to the scheme during the</td>
</tr>
<tr>
<td>address issues with layout, residential quality and architectural detailing, and</td>
<td>application process to address comments raised by</td>
</tr>
<tr>
<td>to demonstrate exemplary design.</td>
<td></td>
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</tbody>
</table>
| Heritage:GLA Officers consider that the proposal would result in less than substantial harm to the Grade I Listed Parish Church of St Margaret and the Curfew Tower, which harm should be weighed against the public benefits delivered by the scheme. Should the applicant address the issues raised in the Stage 1 Report, it is GLA Officers’ assessment that the harm to the setting of the heritage assets would be outweighed by the public benefits delivered by the scheme, including bringing the vacant site back into use, the regeneration benefits to the town centre, the delivery of sub-market housing and the delivery of a scheme of exemplary design.
| Energy:Additional information is required to determine the carbon dioxide reductions and compliance with London Plan and draft London Plan energy policies.
| Water:Further information on sustainable urban drainage is required.
| Car parking:The level of car parking is not compliant with draft London Plan Policy T6.1 which requires developments in all areas with a PTAL of 5-6 to be car-free except for disabled parking provision.
| Officers are satisfied that the less than substantial harm to heritage assets is outweighed by the public benefits of the scheme. See section 7.4.
| The applicant has submitted further details regarding energy matters and sustainable urban drainage.
| The applicant has reduced car parking numbers since the Stage 1 Report was issued, however, Transport for London (TfL) have advised that they are still unable to support the provision given the site's edge of town centre accessible location and high PTAL score.
| The GLA will confirm at the Stage 2 referral stage, if
not sooner, whether  
they have any 
outstanding issues.

<table>
<thead>
<tr>
<th>Environment Agency (EA)</th>
<th>Refer to conditions 4, 9, 10, 11, 32 and 33.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objection subject to conditions relating to flood risk, biodiversity, and groundwater and contaminated land.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic England (Buildings)</th>
<th>Historic England considers that the proposed development would result in less than substantial harm to heritage assets and therefore such harm should be weighed up against the public benefits of the scheme. See section 7.4 for further detail.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Following pre-application discussions, we note that the tallest building has been reduced from 31 to 29-storeys in height. Whilst this is welcomed, the submitted Townscape and Visual Impact Assessment reveals that the development would have a significant visual impact in views from Barking Abbey (Views 20 and 22). The visual assessment includes wirelines of consented developments in the area including the Barking Wharf scheme which is currently under construction immediately to the south. This reveals that the proposed development, whilst taller, would appear generally in keeping with the scale of buildings emerging along Abbey Road. However, View 19 reveals that the proposed development would appear significantly taller than the consented schemes when viewed from the eastern end of Abbey Green. The assessment demonstrates that the taller buildings as proposed would appear above the treeline, visually competing (in our view) with the tower of the Grade I listed Parish Church of St Margaret and the Grade II* Curfew Tower and reducing the picturesque qualities of this composition. It is likely that this impact would become more pronounced during winter months when the tree canopy is reduced. Historic England therefore considers that this impact as set out in View 19 would result in harm to the historic environment, specifically to the setting of the Grade I listed St Margaret's Church, Grade II* listed Curfew Tower and to the character of the Abbey and Barking Town Centre Conservation Area. Whilst generally consistent with the scale of emerging developments facing Abbey Road, the proposed development would nonetheless further encroach on the setting of Barking Abbey (as set out in Views 20 and 22) causing some additional harm in our opinion. Should the Council be minded to approve this application, we strongly recommend that heritage-related public benefits are delivered in order to mitigate the harm that would inevitably result from these proposals, as set out under</td>
<td></td>
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</table>

| A heritage-related S106 obligation is to be secured in the form of a contribution of up to £30,000 towards the production of a book following the completion of the Barking Abbey Post Excavation Assessment (October 2020), which will present the findings from the 'A Magnifying Glass on Barking Abbey's Archaeological Project'. | |
Paragraphs 196 and 200 of the National Planning Policy Framework. These could include a commitment of funding to enable the publication of results of previous archaeological investigations of Barking Abbey (within and outside the scheduled area). This would aid interpretation of the Abbey and spread knowledge both locally and beyond with regards to this nationally important historic place.

| Historic England (Archaeology) | Refer to conditions 7 and 8.  
The S106 obligation is to be secured. |
<table>
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<tbody>
<tr>
<td>The site has a high potential for remains to be found on site. No objection subject to conditions relating to archaeological fieldwork and public outreach and a S106 obligation regarding publication of the site archaeological archives or a financial contribution of the same value towards funding for the publication of the wider Barking Abbey archaeological investigations.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>London City Airport</th>
<th>Refer to conditions 16 and 28.</th>
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</thead>
<tbody>
<tr>
<td>No objection subject to conditions relating to ensuring that landscaping proposals are unattractive to birds to reduce the risk of bird strikes to aircraft and the approval of details of any cranes or scaffolding.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designing Out Crime Officer</th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have met with the project architects to discuss their intention around security and Secured by Design for the proposed scheme and am reassured to see some of the police recommendations have found their way into the current design.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>London Fire and Emergency Planning Authority</th>
<th>The applicant has confirmed that the design will comply with Approved Document B - B5 in relation to access and facilities for the fire service and the recommendations in the LFB Guidance Note GN29.</th>
</tr>
</thead>
<tbody>
<tr>
<td>General advice provided regarding access for fire and rescue service vehicles.</td>
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<thead>
<tr>
<th>London Fire Brigade – Water Team</th>
<th>An informative will be included on any planning permission to ensure these are provided.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objection subject to the installation of two fire hydrants.</td>
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</tr>
<tr>
<td><strong>Secretary of State</strong></td>
<td>Noted.</td>
</tr>
<tr>
<td>-----------------------</td>
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</tr>
<tr>
<td>We have no comment to make on the Environmental Statement.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environmental Health Officer</strong></th>
<th>Refer to conditions 4, 5, 17, 19, 20, 21, 22, 23 and 37.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objection subject to conditions relating to a scheme of acoustic protection of habitable rooms from transport noise; a scheme of noise insulation of party construction; control of noise associated with non-residential uses, plant and structure borne noise; hours of use and delivery / collection associated with non-residential uses; ventilation schemes for the mitigation of air quality and to control cooking odours associated with any commercial kitchen; external lighting; controls relating to construction hours and activities and land quality assessment and remediation.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Transport Development Management Officer</strong></th>
<th>A S106 Agreement will secure two car club spaces, two years’ membership to a car club for residents, highway and public realm works/improvements and restrictions on CPZ parking.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed level of car parking exceeds the draft London Plan standards, however, considering the different types of uses across the site and who will be permitted to use these spaces, we are generally satisfied that the amount of parking provision resulting in a ratio of 0.23 has been suitably restricted given the accessible nature of the site.</td>
<td>Condition 24 will secure a Car Parking Design and Management Plan, including securing blue badge car parking and electric vehicle charging points.</td>
</tr>
<tr>
<td>Two car club spaces are to be located on Abbey Road. The applicant should also commit to providing two years’ membership for each dwelling to a car club scheme on request.</td>
<td>Condition 25 will secure cycling parking.</td>
</tr>
<tr>
<td>The Transport Assessment (TA) states that the refuse servicing arrangements have been discussed with LBBD Waste Management to confirm their acceptance and is agreed in principle, but this will require a service level agreement.</td>
<td>Conditions 18 and 31 will secure a Refuse Strategy and a Delivery and Servicing Plan.</td>
</tr>
<tr>
<td>A Car Parking Management Strategy should demonstrate the location of a further 7% blue badge car parking spaces should these be required in the future.</td>
<td></td>
</tr>
<tr>
<td>Future occupiers of the development should not be granted a permit for any controlled parking zone (CPZ).</td>
<td></td>
</tr>
<tr>
<td>A S106 Agreement should secure a scheme of highway works and that all off-site highway works be completed prior to first occupation of the development.</td>
<td></td>
</tr>
</tbody>
</table>
On the basis of the information that has been provided, within the TA as well as the TA Addendum, and having considered the merits of this application, there are no apparent major adverse highway safety implications arising from the proposed development.

**Urban Design Officer**
Detailed comments provided on design during the application process and all points raised have now been satisfactorily addressed.

**School Investment, Organisation and Admissions**
In terms of numbers of pupils which this development is likely to generate, the demand will, in the medium term of the next five years, not be met and pupils will not be able to secure a school place in the local area. The numbers do indicate that a new small primary school would be needed just to support this development.

I note there is no provision for education facilities in the locality and the cumulative effect of adjoining developments at Fresh Wharf and on the Tesco site will have a detrimental effect on the provision of education in the locality.

The Council receives Community Infrastructure Levy (CIL) payments for planning applications. The Council’s Regulation 123 list includes a number of generic items for which CIL monies can be used and this includes Education Facilities. To avoid double dipping, Section 106 will only be sought for site-specific items where this is necessary to make the development acceptable in planning terms. In this case, officers do not consider that there is any justification for this development to provide a S106 contribution for school places.

**Commissioning, Culture and Recreation**
It is essential that no more of the larger continuous grass areas on Abbey Green are lost and that the footpath proposed should not be built. In addition, it is also essential that the boundary fence standing alongside Abbey Road should remain as it provides a valuable safety feature for younger children. The Parks Team consider that further such development of this open land as shown in the planning

The application originally proposed a new footpath on Abbey Green opposite the development that would link into an existing footpath on Abbey Green.
application is not suitable, unless it is coupled with removal of other footpaths to compensate.

However, the Parks Team advised that that part of Abbey Green was regularly used for sports and play. The proposed footpath has now been removed from the plans. A S106 obligation would allow for further discussions to take place with the Parks Team and other interested parties around alternative footpath designs that do not bisect large areas of green space. If an agreement is reached, then the developer would be responsible for obtaining any necessary consents and carrying out the works at their own expense. If no agreement is reached, then no new footpath would be built.

Natural England
Port of London Authority (PLA)
National Grid / Cadent Gas
Essex and Suffolk Water
Thames Water
Drainage Engineer
Public Health Team
Arboricultural Officer

No objection from the above consultees.

5.0 LOCAL FINANCIAL CONSIDERATIONS

5.1 The developer would be liable for the Mayoral Community Infrastructure Levy (CIL) and the Borough’s CIL. The development is to be phased and CIL payments are also to be phased. A discount for the sub-market housing units within the development would be applicable subject to an
acceptable application for social housing relief being submitted and approved prior to commencement of the development.

6.0  PLANNING DOCUMENTS AND GUIDANCE

National Planning Policy Guidance

National Planning Policy Framework (NPPF) (February 2019)
Planning Practice Guidance

The London Plan (March 2016)

Local Plan

Core Strategy (2010)
Barking Town Centre Area Action Plan (BTCAAP) (2011)

Other

Draft new London Plan showing Minor Suggested Changes (August 2018)

Mayor of London’s Supplementary Planning Guidance:

Shaping Neighbourhoods: Character and Context (2014)
Accessible London – Achieving an Inclusive Environment (2014)
Sustainable Design and Construction (2014)
Town Centres (2014)
Housing (2016)
Shaping Neighbourhoods: Play and Informal Recreation (2012)
Affordable Housing and Viability (2017)

7.0  ANALYSIS

7.1  Principle of Development

<table>
<thead>
<tr>
<th>PROPOSED USE</th>
<th>FLOORSPACE (GIA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential use</td>
<td></td>
</tr>
<tr>
<td>1,089 units</td>
<td></td>
</tr>
<tr>
<td>Non-residential uses</td>
<td></td>
</tr>
<tr>
<td>Flexible commercial floorspace (Use Classes A1, A2, A3, A4, D1)</td>
<td>2,070 sqm</td>
</tr>
<tr>
<td>Employment floorspace (Use Class B1(a), (c))</td>
<td>1,071 sqm</td>
</tr>
<tr>
<td>Gymnasium (Use Class D2)</td>
<td>637 sqm</td>
</tr>
<tr>
<td>Community facility (Use Class D1)</td>
<td>470 sqm</td>
</tr>
<tr>
<td>Total non-residential floor space (GIA)</td>
<td>4,248 sqm</td>
</tr>
</tbody>
</table>
7.1.1 The retail and commercial elements of the proposed development will be focused adjacent to the main east-west pedestrian and cycle route which is accessed from Abbey Road. Leisure uses will be focused on the new riverside plaza to make full use of the improved public realm.

7.1.2 A facility for community uses is proposed centrally to the site. This will be available for both residents and the wider community.

7.1.3 On the northern edge of the development, a Weston Homes' Business Centre will provide flexible office space to accommodate local businesses and start-up companies. Weston Homes currently provide this product at other sites within the south-east of England.

7.1.4 In addition, employment space around Makers Yard is proposed as studios and workshops for creators, makers and innovators.

7.1.5 On the northern edge of the development, a large gymnasium facility is also proposed, which will provide specialist gymnastics equipment and offer classes.

### ASSESSMENT AGAINST KEY POLICIES

**Site Specific Allocation BTCSSA7 (The Abbey Retail Park)**

This site-specific allocation in the Barking Town Centre Area Action Plan (BTCAAP) includes for the provision of new homes and small-scale ancillary retail and leisure uses such as restaurants, cafes or bars and local shopping on the former Abbey Retail Park site.

**Residential Use**

High-density residential use of this site within Barking Town Centre is supported in accordance with the London Riverside Opportunity Area Planning Framework (OAPF), Site Specific Allocation BTCSSA7 and the Local Plan. The site forms part of the Barking Town Centre Housing Zone and the proposal will contribute to the Borough’s annual target of additional new homes per year. *(Local Plan policy CM1 and London Plan policy 3.3 and draft policy H1)*

**Non-residential Uses**

The proposed retail and leisure uses are supported by Site Specific Allocation BTCSSA7 and the BTCAAP supports the provision of B1 office space within the town centre as part of mixed-use developments.

The proposed non-residential uses will provide vitality, viability and regeneration benefits for Barking Town Centre; contribute to a vibrant cultural and tourism scene; improve and diversify the evening economy and meet the policy aspirations for a greater mix of uses on the former Abbey Retail Park site.

The application was accompanied by a Commercial Strategy which advises that the retail offer is proposed to be convenience-based and small-scale, alongside community facilities and workshop space to foster
a creative, entrepreneurial spirit. The application was also accompanied by a Retail and Leisure Impact Assessment which concludes that the proposed development would not have a significant adverse impact on town centre vitality and viability, or on town centre investment proposals.

The developer has engaged the services of commercial / retail agents to ensure that the design and make up of non-residential floor space meets a market demand, ensuring a high success rate of occupation.

Officers support the proposed quantum and mix of non-residential uses as they will help to create a sustainable mixed community.

(Local Plan policies CM1, CM2, CM5, CE1, CP1, BC8, BE2, BE4, BTC1 and BTC5)

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

7.2 Environmental Impact Assessment (EIA) Summary

7.2.1 The application was accompanied by an Environmental Impact Assessment (EIA) given the size of the proposed development. The EIA has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The submitted Environmental Statement (ES) assesses the impacts of the proposed development at the construction and operational phases in relation to water resources, ground conditions, noise and vibration, air quality, archaeology, socio-economics, wind and microclimate, heritage, townscape and visual impact and ecology. The scale of significance of each matter is typically assessed as negligible, minor, moderate, major and severe and the nature of the residual impact is assessed as neutral, adverse or beneficial.

Construction Phase

7.2.2 The ES concludes that whilst it is likely that some adverse effects may be experienced during the construction phase of the development, these will be temporary in nature and mitigated as far as possible by the Construction Environmental Management Plan (CEMP) and best practice guidance. Significant beneficial effects arising from the construction phase of the development include the expected creation of 1,634 direct construction jobs.

Operational Phase

7.2.3 The table below sets out a summary of the residual effects of the proposed development once completed (i.e. at the operational phase), following the implementation of any mitigation measures identified in the ES. It should be noted that no significant adverse effects have been identified once the
development is operational. Some additional commentary on employment, education and healthcare impacts is also set out below.

**Employment**

7.2.4 Beneficial effects arising from the operational phase of the development include the expected creation of 166-199 jobs, including both part-time and full-time jobs.

**Education**

7.2.5 The proposed development is expected to generate 150 primary school pupils in phase 1 (assumed occupation in 2022) and 112 primary school pupils in phase 2 (assumed occupation in 2025). The ES states that the four primary schools within the local area have a total capacity of 3,310 places and the number of students enrolled as of January 2018 were 2,959 (thus operating at 90% of capacity, with 351 places (10%) available). On this basis, the ES concludes that primary school demand likely to be generated by the development can be accommodated within existing capacity.

7.2.6 The proposed development is expected to generate 129 secondary school pupils. The ES states that there are 1,651 spare secondary school places in the local area and therefore it is estimated that the existing secondary schools within the local area can accommodate the future demand arising from the proposal.

**Healthcare**

7.2.7 The increased demand for healthcare arising from the proposed development has a potentially adverse impact on provision, however, the ES concludes that the overall residual effect of the development in terms of its impact on healthcare provision is minor beneficial as there is scope within the development to accommodate a new healthcare facility should the need arise.

**Summary of Residual Effects – Operational Phase of Development**

<table>
<thead>
<tr>
<th>Description of Residual Effect</th>
<th>Residual Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WATER RESOURCES</strong></td>
<td></td>
</tr>
<tr>
<td>River Roding – provision of naturalised river bank and new habitat.</td>
<td>Moderate Beneficial</td>
</tr>
<tr>
<td>Thames Water surface water and combined sewers – provision of a new formal drainage system with run-off attenuation on-site.</td>
<td>Moderate Beneficial</td>
</tr>
<tr>
<td>Surface water run-off – introduction of green roofs and planted and vegetated areas across the site to reduce volume of surface water run-off.</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td><strong>Thames Water foul sewers</strong> – introduction of new homes, commercial and retail land uses will increase foul water flows.</td>
<td><strong>Minor Adverse</strong></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Groundwater (Secondary A Aquifer), surface water and river – hydrocarbons and suspected solids from roads and car parks polluting water resources; and pollution of water resource from organic matter, nutrients, fertilisers, pesticides and herbicides from management of vegetated areas.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td>Groundwater – works on-site could alter groundwater recharging regime.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td>Surface water – obstruction of surface water flowpaths resulting in changes to soil moisture and drainage conditions locally.</td>
<td><strong>Minor Beneficial</strong></td>
</tr>
<tr>
<td><strong>GROUND CONDITIONS</strong></td>
<td></td>
</tr>
<tr>
<td>Impacts on human health – future site users, maintenance staff and portable water supply.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td>Impacts on controlled waters – groundwater.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td><strong>NOISE AND VIBRATION</strong></td>
<td></td>
</tr>
<tr>
<td>Impacts of operational noise and vibration.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td><strong>AIR QUALITY</strong></td>
<td></td>
</tr>
<tr>
<td>Impacts of nitrogen dioxide (NO2) levels on residential and ecological receptors; and particulate matter (PM10 and PM2.5).</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td><strong>ARCHAEOLOGY</strong></td>
<td></td>
</tr>
<tr>
<td>No effects in relation to archaeology identified once the proposed development is operational.</td>
<td></td>
</tr>
<tr>
<td><strong>SOCIO-ECONOMICS</strong></td>
<td></td>
</tr>
<tr>
<td>Impacts on existing uses / employment / existing businesses.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td>Proposed operational employment (local).</td>
<td><strong>Minor Beneficial</strong></td>
</tr>
<tr>
<td>Proposed operational employment (wider).</td>
<td><strong>Minor Beneficial</strong></td>
</tr>
<tr>
<td>Impacts on population.</td>
<td><strong>Negligible</strong></td>
</tr>
<tr>
<td>Impacts on resident expenditure.</td>
<td><strong>Moderate to Major Beneficial</strong></td>
</tr>
<tr>
<td>Impacts on deprivation.</td>
<td><strong>Moderate to Major Beneficial</strong></td>
</tr>
<tr>
<td>Impacts on labour market.</td>
<td><strong>Moderate to Major Beneficial</strong></td>
</tr>
<tr>
<td>Impacts on commuting.</td>
<td><strong>Minor Beneficial</strong></td>
</tr>
<tr>
<td>Impacts on housing (local provision)</td>
<td>Moderate to Major Beneficial</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Impacts on housing (wider provision)</td>
<td>Moderate Beneficial</td>
</tr>
<tr>
<td>Impacts on education</td>
<td>Negligible</td>
</tr>
<tr>
<td>Impacts on healthcare</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td>Impacts on open space, sports and recreation</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td>Impacts on community facilities</td>
<td>Minor Beneficial</td>
</tr>
</tbody>
</table>

**WIND AND MICROCLIMATE**

Wind speed – impacts on roads to the north of the site; pedestrians at ground level (east / west streets between buildings); pedestrians at ground level (courtyards); pedestrians at ground level (river frontage); and balconies. | Negligible |

**HERITAGE**

Change in the setting of sensitive receptor – Barking Abbey Scheduled Ancient Monument. | Negligible |

Change in the setting of sensitive receptor (Grade II listed) – Remains of Barking Abbey and Old Churchyard Walls, Bridge over the River Roding and The Old Granary. | Minor Adverse |

Change in the setting of sensitive receptor (Grade II listed) – Tomb of Captain John Bennett. | Negligible |

Change in the setting of sensitive receptor – Fire Bell Gate (Grade II* listed). | Negligible |

Change in the setting of sensitive receptor – Parish Church of St. Margaret (Grade I listed). | Negligible |

Change in the setting of sensitive receptor – Barking Magistrates Court and Railings, Lampholders and Lamps (Grade II listed). | No Change |

Change in the setting of sensitive receptor – Abbey and Barking Town Centre Conservation Area. | Minor Adverse |

Change in the setting of sensitive receptor – Abbey Road Riverside Conservation Area. | No Change |

Locally listed buildings. | No Change |

**TOWNSCAPE AND VISUAL IMPACT**

Views 1 (Barking Train Station), 2 (Corner of Ripple Road and Station Parade) and 17 (Outside Magistrates Court, East Street). | No Change |

Views 3 (East of London Road), 14 (St Pauls Road intersection with Abbey Road) and 15 (Outside Abbey Leisure Centre). | Minor Beneficial |

Views 4 (Junction of North Street and London Road), 5 (Looking south along Abbey Road from London Road), 6 (Whiting Avenue looking south). | Moderate Beneficial |
7 (Gurdwara Way), 9 (Bridge over River Roding), 10 (West bank along River Roding) and 13 (East of River Roding flood gates).

Views 8 (Northern Relief Road), 12 (North Circular pedestrian footbridge), 19 (East of Abbey Green) and 22 (North-west of Abbey Green).

View 16 (Barking Town Square).

View 20 (Barking Abbey).

Character Areas 1 (Residential), 2 (Central Barking), 3 (Civic Centre) and 5 (Barking Riverside).

Character Area 4 (Barking Abbey).

Character Areas 6 (Abbey Retail Park) and 7 (commercial).

ECOLOGY

Impacts on statutory designated sites. Negligible

Impacts on non-statutory wildlife sites. Minor Beneficial

Impacts on habitats, bats, birds and invertebrates. Minor Beneficial

CONCLUSION

The overall conclusion of the ES, which is supported by officers, is that the proposed development will have an overriding beneficial effect and make a positive contribution to the wider area through comprehensive redevelopment.

7.3 Housing

Proposed Mix and Tenure (by Unit Nos.)

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Private</th>
<th>Sub-market</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bedroom</td>
<td>194</td>
<td>73</td>
<td>267 (24%)</td>
</tr>
<tr>
<td>2-bedroom</td>
<td>530</td>
<td>176</td>
<td>706 (65%)</td>
</tr>
<tr>
<td>3-bedroom</td>
<td>13</td>
<td>103</td>
<td>116 (11%)</td>
</tr>
<tr>
<td>Total units</td>
<td>737 (68%)</td>
<td>352 (32%)</td>
<td>1,089</td>
</tr>
<tr>
<td>Total hr</td>
<td>2,030 (65%)</td>
<td>1,086 (35%)</td>
<td>3,116</td>
</tr>
</tbody>
</table>

hr = habitable rooms

Proposed Sub-market Housing Mix (by Unit Nos.)

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>LAR</th>
<th>S/O</th>
<th>DMS 80%</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bedroom</td>
<td>14</td>
<td>32</td>
<td>27</td>
<td>73 (21%)</td>
</tr>
<tr>
<td>2-bedroom</td>
<td>12</td>
<td>84</td>
<td>80</td>
<td>176 (50%)</td>
</tr>
<tr>
<td>3-bedroom</td>
<td>65</td>
<td>16</td>
<td>22</td>
<td>103 (29%)</td>
</tr>
<tr>
<td>Total units</td>
<td>91 (25.9%)</td>
<td>132 (37.5%)</td>
<td>129 (36.6%)</td>
<td>352</td>
</tr>
<tr>
<td>Total hr</td>
<td>324 (30%)</td>
<td>380 (35%)</td>
<td>382 (35%)</td>
<td>1,086</td>
</tr>
</tbody>
</table>

LAR = London Affordable Rent
S/O = Shared Ownership
DMS 80% = Discount Market Sale at 80% of Open Market Value
### ASSESSMENT AGAINST KEY POLICIES

#### Housing Mix
There is a 30% target for family housing on town centre sites, however policy recognises that not all sites are suitable for family housing. The proposed provision of 11% in this case is considered acceptable given the flatted nature of the development. The proposal also conforms with the Council’s Housing Zone strategy for the town centre of mainly 1 and 2-bedroom units. *(Local Plan policy CC1)*

#### Sub-market Housing
The development will deliver 35% sub-market housing by habitable room with an acceptable mix which is policy compliant and meets the Mayor’s fast-track viability route. On this basis, no viability report was required to accompany the application. *(London Plan policies 3.10 – 3.13 and draft policies H5, H6 and H7)*

#### Space Standards
All units have been designed to meet London Plan space standards. *(London Plan policy 3.5 and draft policy D4)*

#### Accessible Housing
10% of the residential units will be designed to meet M4 (3) of the Building Regulations ‘wheelchair adaptable units’ and 90% will be designed to meet M4 (2) ‘accessible/adaptable units’. *(London Plan policy 3.8 and draft policy D5)*

#### Density
The high-density nature of the proposed development is considered to be justified by the exemplar design quality of the proposal in terms of its built form and residential quality, the excellent public transport accessibility of the site and the close proximity to town centre amenities. *(London Plan draft policy D6)*

### CONCLUSION
The proposed housing mix, tenure, density and internal standard of design are considered to be acceptable and generally in keeping with policy. The sub-market housing will be secured by S106 Agreement, including an early stage review mechanism. A condition will secure the provision of the M4 (2) and M4 (3) units.

#### Design and Heritage

7.4.1 At the pre-application stage, the scheme was reviewed by a Design Review Panel. Since this meeting, the design has evolved and been refined, particularly in terms of heights and layout, connection through to the River Roding and its materiality.

7.4.2 The proposed development is comprised of 13 principal buildings ranging in height between 2 and 29-storeys. It is noted that all buildings will be fitted
with sprinklers. The buildings are arranged around private and communal spaces and areas of public realm.

7.4.3 The tallest building (29-storeys) is located in the north-western corner of the site, adjacent to London Road and the River Roding. From the north-western corner, the scale of development has been designed to gradually step down in height towards the Eco World site to the south and Abbey Green to the east. Blocks of 24 and 18-storeys are proposed along the less sensitive riverside and London Road edges, with the central blocks then stepping down towards 12 and 10-storey blocks on the more historically and visually sensitive Abbey Road frontage adjacent to Abbey Green.

7.4.4 Two principal east-west pedestrian and cycle routes will provide access across the site, from Abbey Green on the east to the River Roding on the western edge of the site.

7.4.5 A residential hub building is proposed centrally to the development and this is where deliveries for residents can be stored for later collection / delivery by site management.

7.4.6 The proposed alignment of buildings on a north-south axis picks up the alignment of the approved Eco World development to the south, with generous areas of landscaped public realm proposed, including a riverside plaza and a riverside walk from London Road along the western edge of the development. The proposal also features some riverside naturalisation.

7.4.7 The riverside plaza which is appropriately sized will be surrounded by active commercial and leisure uses, including a leisure use building on the upper plaza level providing an opportunity for pop-up uses such as cafes, special markets and exhibitions.

7.4.8 A high-quality, hard-surfaced public square, Makers Yard, is proposed behind the southern blocks which front Abbey Road.

7.4.9 The application proposes general refuse and recycling bins in residential satellite stores within each building and these would be moved by a management company to larger refuse stores for collection. The proposed non-residential refuse strategy is for internal waste storage areas to be located within each non-residential unit and this would be transferred to a central location for collection.

7.4.10 The core material element for the scheme will be brick. However, in order to ensure there is a variety and identity to each building, the blocks have been broken down into four key areas or typologies – Riverside, Transition, Hub and Parkside. Each group of buildings will have a subtle difference in colour and tone. For example, the Riverside buildings will incorporate a green tone or accent to the building, whereas the Parkside buildings will be of more autumnal tones.

7.4.11 In addition to the subtle variation in materials, the blocks themselves have been designed with reference to the traditional Georgian architectural proportions – both in terms of materials, but also in the fenestration
patterns. At ground level, the proposal includes double-height glazing with active frontages and typically darker tones. This pattern and layout is then expressed in the brick and glazing of the mid-level floors and the upper floors are generally setback and of a different material to lighten the top of the buildings.

7.4.12 Balcony designs and balustrade materials will range across the development. These will be either fully inset, partially inset or projecting with balustrade materials comprising glass, metal railings or metal perforated panels, perhaps picking up on historic elements. This variation will help to create identity and will respond to environmental issues.

7.4.13 The developer is working with a local artist on place specific architectural detailing for elevations which includes incorporating local historic references into the design (i.e. Abbey Road Match Making Factory).

<table>
<thead>
<tr>
<th>ASSESSMENT AGAINST KEY POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Height, Scale, Massing and Layout</strong></td>
</tr>
<tr>
<td>Policy BTC17 of the BTCAAP regards the northern end of the former Abbey Retail Park site as being ‘sensitive’ but potentially suitable for tall buildings of exemplary design quality.</td>
</tr>
<tr>
<td>The height, layout and massing principles are generally supported and represent a considered graduation in height from north to south. This ensures a coherent townscape across the entirety of the former Abbey Retail Park site.</td>
</tr>
<tr>
<td>The siting of the tallest tower adjacent to London Road is considered appropriate providing a focal point for the riverside development and marking a key entrance point into Barking from the North Circular (A406).</td>
</tr>
<tr>
<td>The proposed development will impact on the character of the surrounding area, specifically Abbey Green, however the proposed buildings fronting Abbey Green are generally consistent with the scale of other consented developments fronting Abbey Green.</td>
</tr>
<tr>
<td>The layout based around a permeable north-south axis ensures that a suitable relationship is achieved with the adjacent Eco World development.</td>
</tr>
<tr>
<td>The creation of a central spine through the site and a secondary link to the south will provide new pedestrian access routes to the river edge. The primary link forming a ‘green extension’ from Abbey Green will also help to stitch the development into the surrounding area and is therefore welcomed.</td>
</tr>
<tr>
<td>The setting back of the river frontage blocks in line with the adjacent Eco World scheme allows for a continuous riverside walk between the developments. This and the provision of a riverside plaza are welcomed.</td>
</tr>
<tr>
<td>The proposed development will contribute to the wider Barking Town</td>
</tr>
</tbody>
</table>
Centre urban design objectives of developing a high-quality riverside environment, increasing activity across Abbey Green and re-establishing links between the town centre and the River Roding.

*Local Plan policies BP9, BP11, CP3, BTC16 and BTC17 and London Plan policies 7.4, 7.5, 7.6 and 7.7 and draft policies D2 and D8*

**Appearance**

The architectural approach comprising a limited palette of materials and the simple layering of elements (predominantly brick with glazed ceramic panels to provide accents and colour) is generally supported.

The proposed use of colour to articulate the buildings reflecting the context and changing natural/urban characteristics across the site (from east to west) is welcomed and the rationale for the use of calm warmer colours along the Abbey Green edge and more playful cooler colours on the riverside buildings is supported.

The considered approach to adopting a ‘base-middle-top’ strategy for each of the buildings and the grouping of residential floors / varying fenestration patterns in accordance with their parkside, central and waterside locations is supported.

The varied balcony strategy is supported in principle. A detailed balcony strategy is to be secured under the external materials condition.

*Local Plan policies BP11, CP3 and BTC16 and London Plan policies 7.4 and 7.6 and draft policy D2*

**Residential Quality**

The residential quality of the units is considered to be acceptable with 62% of the units being dual aspect and 38% being single aspect either east, south or west-facing. There are no north-facing single aspect units which is welcomed.

The proposed unit to core ratios are considered to be in keeping with the Mayor of London’s Housing Supplementary Planning Guidance (SPG).

*London Plan policy 3.5 and draft policy D4*

**Refuse Arrangements**

Whilst the Council’s Refuse Team has not responded directly to the consultation process, a meeting was held between the developer and the Refuse Team to discuss the refuse collection arrangements for the site which are considered to be acceptable in principle. *(Local Plan policy BR10)*

**Heritage**

Paragraph 193 of the National Planning Policy Framework (NPPF) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater
the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

In this instance, Historic England considers that the proposed development would cause less than substantial harm to the historic environment, specifically to the setting of the Grade I listed Parish Church of St Margaret, Grade II* listed Curfew Tower and to the character of the Abbey and Barking Town Centre Conservation Area, and as stated in paragraph 196 of the NPPF, this harm should be weighed against the public benefits of the proposals.

GLA Officers have also considered the historic environment in their assessment of the application. They have stated that the proposed buildings respond to the changing context of the area whilst referencing elements of neighbouring heritage assets in terms of materiality and design. In addition, they consider that the proposal results in an improvement on the existing environment. In most cases they consider that the proposal does not harm the setting of neighbouring heritage assets with the exception of View 19 in the Townscape and Visual Impact Assessment which introduces development into the backdrop setting of the Grade I listed Parish Church of St Margaret and the Grade II* listed Curfew Tower in views looking north-west across Abbey Green. In this view, the Church would remain the prominent feature, but the top of the tallest building would be visible above the trees between the historic towers in the backdrop setting of the view. On this basis, GLA Officers consider that the impact of the proposals on this view is considered to be harmful to the setting of the Church and Curfew Tower. However, they consider the level of harm to be less than substantial in policy terms and accordingly should be weighed against the public benefits of the scheme.

Officers have considered the submitted Heritage Statement and Townscape and Visual Impact Assessment, as well as the comments of Historic England and GLA Officers and are of the opinion that the proposed development would result in less than substantial harm to the Abbey and Barking Town Centre Conservation Area, the Grade I listed Parish Church of St Margaret and the Grade II* listed Curfew Tower.

Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the adjacent Abbey and Barking Town Centre Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

It should be noted that Weston Homes initially looked to include an additional site next to Town Quay within this application but removed the site from their plans prior to submission following mutual agreement that any development on that site needed careful consideration of the Old Granary and Town Quay.

The proposed development would deliver a wide range of substantial public benefits, ranging from townscape and visual enhancements to social and economic public benefits, including the delivery of 35% sub-
market housing. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Abbey and Barking Town Centre Conservation Area, the Grade I listed Parish Church of St Margaret and the Grade II* listed Curfew Tower. The proposal is therefore aligned with paragraph 196 of the NPPF.

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

At Historic England’s request, heritage-related benefits are to be secured to mitigate the less than substantial harm (see section 7.10).

(Local Plan policies CP2, BP2, BTC19 and London Plan policy 7.8 and draft policy HC1)

CONCLUSION

The proposed development is considered to be acceptable in design terms having regard to its height, scale, massing, layout and appearance and overall is considered to be of an exemplar design quality. Details of external materials are to be secured by condition.

The proposal is considered to result in less than substantial harm to the Abbey and Barking Town Centre Conservation Area, the Grade I listed Parish Church of St Margaret and the Grade II* listed Curfew Tower and in accordance with policy this harm has been weighed against the public benefits of the scheme. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Conservation Area and heritage assets. Heritage-related benefits are to be secured by S106 Agreement.

7.5 Amenity Space, Public Realm and Playspace

7.5.1 The proposed development incorporates the following type and quantum of outdoor spaces:

<table>
<thead>
<tr>
<th>Type</th>
<th>Area (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private amenity space</td>
<td>8,227</td>
</tr>
<tr>
<td>Private communal space</td>
<td>2,568</td>
</tr>
<tr>
<td>Public realm</td>
<td>14,584</td>
</tr>
<tr>
<td>Children’s playspace</td>
<td>2,735</td>
</tr>
</tbody>
</table>

7.5.2 The key areas of public realm within the development, in addition to the proposed riverside walk, are:

- **Abbey Green Walk** - a pedestrianised area running east-west through the site will provide a new link from Abbey Road through to the river. This space will also be the main entrance through the site to the residential entrances. At Abbey Road, the adjoining commercial and retail uses will help to activate the frontages.
- **Loxford Plaza** – a public square at the junction between Abbey Green Walk and the new riverside walk. The plaza will include a stepped access to the river, seating and play space for the public, a water feature and paved areas for seating associated with the adjoining leisure uses.

- **Makers Yard** - located at the south-eastern corner of the site, Makers Yard will be an area of open space not only for residents, but also an attractive space for the adjoining workshops, where work can be exhibited. This space will have controlled access points to facilitate limited deliveries and allow emergency vehicles access to the site.

7.5.3 Two landscaped communal gardens are also proposed at the centre of the residential blocks and above the car parking areas:

- **Southern podium** – a high-quality, residents only, landscaped area including playspace is proposed to the south-west of the site at Level 1 (Millside Garden).

- **Northern podium** – a larger central podium proposed over several levels. A set of stairs from Loxford Plaza lead up to a podium at Level 1 that provides views to the south-west. The podium will be publicly accessible and will include paved areas for seating associated with the upper levels of the surrounding leisure uses and gym. A feature waterfall will flow down the stairs to Loxford Plaza connecting the two spaces and in reference to the historic watercourse that used to run through the site. Stairs then lead from Level 1 to a residents only larger podium at Level 3 with high-quality landscaping and playspace (Birchwood Garden).

### ASSESSMENT AGAINST KEY POLICIES

<table>
<thead>
<tr>
<th>Private and Communal Amenity Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>All residential units have private amenity space comprising of a balcony, terrace or podium garden designed in accordance with the Mayor’s Housing SPG and a substantial amount of high-quality private communal amenity space will provide attractive and useable outdoor space for the new residents to enjoy. <em>(Local Plan policies BP5, BP11 and CP3)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Realm</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed development provides extensive areas of new high-quality public realm linking Abbey Road and London Road to the river and providing a new riverside destination. The new riverside public realm will link up with the new riverside public realm in front of the neighbouring Eco World development helping to create a continuous riverside walk. <em>(Local Plan policies BP11 and CP3 and London Plan draft policy D7)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Children’s Playspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed provision of 2,735 sqm of children’s playspace at Loxford Plaza, within the communal gardens and along Abbey Green Walk exceeds the GLA playspace requirement of 2,358 sqm for this development. <em>(Mayor's Shaping Neighbourhoods: Play and Informal Recreation' SPG and London Plan policies 3.6 and draft policy S4)</em></td>
</tr>
</tbody>
</table>
CONCLUSION
The external amenity space, public realm and playspace proposals are considered to be of a high-quality design and an acceptable quantum and will ensure that both residents and visitors to the site will have a variety and choice of outdoor spaces to enjoy. Details of the on-site playspace on a phased basis will be secured by condition.

7.6 Amenity Issues
Sunlight and Daylight

7.6.1 The developer's sunlight and daylight consultants, Point 2 Surveyors Ltd, have advised that the site is relatively unusual in sunlight and daylight assessment terms and whilst currently vacant, the site historically included three retail warehouse units and an office block which have recently been demolished. In addition, there is consent for a residential scheme (Eco World development which is currently under construction) directly adjacent to the southern boundary of the development site.

7.6.2 The Building Research Establishment (BRE) guidelines consider alternative baseline conditions where a site is vacant and as such, two separate baseline conditions have been used to assess the potential daylight, sunlight and overshadowing effects of the proposed scheme:

- true existing site condition (cleared site) vs the potential light effects produced by the implementation of the proposed scheme; and

- a mirror of the consented Eco World development vs the potential light effects produced by the implementation of the proposed scheme (on the Eco World development).

7.6.3 In respect of the existing cleared site condition, the proposed scheme is not considered to have a significant adverse impact on sunlight and daylight to neighbouring properties. An overall compliance rate of 85%, based on BRE guidelines, was recorded using the vertical sky component (VSC) method of assessment and an 88% compliance rate was recorded using the no sky line (NSL) method of assessment.

7.6.4 In respect of the alternative mirror baseline, the proposed scheme is also not considered to have a significant adverse impact on sunlight and daylight to neighbouring properties. An overall compliance rate of 91% was recorded using the VSC method of assessment and a 94% compliance rate was recorded using the NSL method of assessment. There are a few isolated transgressions which exceed the BRE guidelines, however, such changes are likely and ultimately a product of the footprint placement of the Eco World development in close proximity to the site boundary.

7.6.5 The daylight amenity levels within the proposed residential units are considered to be good for a high-density scheme, with 76% of assessed rooms meeting or exceeding the BRE guidelines. Where the guidelines are not met, this is generally due to overhanging balconies affecting light levels.
The proposed scheme performs well in overshadowing terms. Whilst some of the proposed amenity spaces will fall short of the BRE targets on 21 March, all amenity areas within the proposed development will receive at least 2 hours of direct sunlight on 21 June when they are most likely to be well used.

**ASSESSMENT AGAINST KEY POLICIES**

**Sunlight and Daylight**
The Mayor’s Housing SPG states that “an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. The submitted Sunlight and Daylight Report shows that good levels of sunlight/daylight will be retained to neighbouring residential properties and similarly achieved within the proposed residential units. *(Local Plan policies BP8 and BP11)*

**Outlook and Privacy**
The proposed development has been designed having regard to the consented Eco World development to the south and on this basis, it is not considered that the proposal will significantly affect the amenities of neighbouring properties having regard to matters of outlook and privacy. *(Local Plan policies BP8 and BP11)*

**Noise**
A satisfactory internal noise level for neighbouring properties and proposed residential occupiers can be achieved through the imposition of conditions. *(Local Plan policies BP8, BR13 and London Plan policy 7.15 and draft policy D13)*

**CONCLUSION**
The proposed development is not anticipated to result in any significant impact on the amenities of neighbouring properties and an acceptable level of residential amenity can be achieved within the proposed residential units. Noise conditions are to be secured to ensure that appropriate noise levels are maintained at neighbouring properties and within the proposed residential units.

**Transport / Parking**

*Proposed Car and Cycle Parking*

<table>
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<tr>
<th>Type</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential car parking spaces</td>
<td>237 spaces including 33 blue badge spaces (3% provision on a dwelling basis)</td>
</tr>
<tr>
<td>Commercial car parking</td>
<td>11 spaces</td>
</tr>
<tr>
<td>Car club spaces</td>
<td>2 spaces in Abbey Road layby</td>
</tr>
<tr>
<td>Electric vehicle charging points</td>
<td>20% active spaces and 80% passive spaces</td>
</tr>
</tbody>
</table>
Residential cycle parking 2,045 long stay and 27 short stay
Commercial cycle parking 26 long stay and 118 short stay

Vehicular Access

7.7.1 The proposed development incorporates two vehicular accesses from Abbey Road. The main vehicular access comprises a left-in / left-out junction serving a three-storey car park as well as back-of-house deliveries and this will be controlled by a barrier linked to a number plate recognition camera system. As such, regular deliveries and resident and refuse vehicles will be able to enter/exit. No parking is to be provided for customers using other facilities in the development and therefore this car park functions as a private managed space. A secondary vehicular access further south along Abbey Road, which will be in the form of a standard, all-movement, priority junction, will provide access to a small element of servicing and vehicular parking.

7.7.2 Access for emergency vehicles has been carefully considered throughout the development with unobstructed routes being incorporated in the site layout.

Highway Works / Improvements

7.7.3 There will be a loss of existing on-street parking bays on Abbey Road (opposite the site) in order to facilitate highway and public realm improvements. These spaces were to be removed under the previous Sainsburys’ consent for this site and their removal is still considered to be acceptable.

7.7.4 Highway improvements include a raised table on Abbey Road at a new toucan crossing outside the development. This will act as a natural traffic calming feature and will therefore increase safety for all modes of transport. It is also proposed to widen the footway on the eastern side of Abbey Road (adjacent to Abbey Green) to increase pedestrian permeability along this route.

7.7.5 A new layby on the western side of Abbey Road will provide two car club parking spaces, with the remainder of the layby acting as a servicing bay for the development.

ASSESSMENT AGAINST KEY POLICIES

Vehicular Access and Car Parking

The two proposed vehicular accesses on Abbey Road are supported by the Transport Development Management Officer.

The proposed car parking provision exceeds draft London Plan standards which requires developments with a PTAL of 5-6 to be car-free except for disabled parking provision. Whilst the car parking numbers have been reduced slightly during the application process from a total of 262 spaces to 248 spaces, the GLA / Transport for London do not support the proposed car parking levels. The Transport Development Management
Officer has, however, advised that, on the basis of the different types of uses across the site and who will be permitted to use these spaces, he is generally satisfied that the amount of parking provision resulting in a ratio of 0.23 has been suitably restricted given the accessible nature of the site.

The proposed provision of blue badge car parking spaces meets the London Plan requirements for 3% provision on a dwelling basis at the outset. A Car Parking Management Plan to be secured would require the applicant to demonstrate how a further 7% could be provided if future demand arose.

The proposal meets London Plan standards for electric vehicle charging points.

Two years' membership to a car club scheme would be made available to each residential unit (on their request).

Residents of the proposed development would not be entitled to a permit for any controlled parking zone (CPZ).

(Local Plan policies BR9 and BR10 and London Plan draft policies T6 and T6.1)

Cycle Parking
The proposed quantum of residential and commercial cycle parking spaces meets draft London Plan standards. (London Plan draft policy T5)

Refuse Servicing
The scheme allows for on-site refuse servicing in line with policy and existing practices employed within the Borough. (Local Plan policy BR10)

Highway Works / Improvements
The proposed highway works / improvements are supported by the Transport Development Management Officer. (Local Plan policy BR10)

Public Transport Improvements
The developer has agreed to improve the local bus stop facility on London Road, including the formalisation of a paved waiting area adjacent to the bus stop to ensure that sufficient space is available to accommodate all those wanting to use the bus services. (Local Plan policy BR10)

CONCLUSION
The proposal is supported in terms of transport and parking matters despite car parking numbers exceeding draft London Plan standards. Conditions will secure a Construction Logistics Plan, Delivery and Servicing Plan and Car Parking Management Plan including the provision of blue badge parking and electric vehicle charging points. A Section 106 Agreement will secure highway works and improvements, improvements to the local bus stop facility on London Road, two car club parking spaces, two years’ membership to a car club for residents, restrictions on CPZ parking and a Travel Plan.
7.8 **Energy and Sustainability**

7.8.1 The submitted Energy Strategy advises that both the residential and non-residential components of the development would achieve an on-site carbon dioxide emissions reduction of 35% through a combination of energy efficiency measures, photovoltaic panels and connection to the Barking Town Centre District Heating Network.

### ASSESSMENT AGAINST KEY POLICIES

#### Energy

The Energy Strategy meets London Plan policies to provide a 35% reduction in carbon dioxide emissions for the residential and non-residential uses through on-site provisions. A carbon offset contribution for the residential element is to be secured to meet the overall zero-carbon target for residential development. *(London Plan policy 5.2 and draft policy SI2)*

#### Sustainability

The proposed development has been designed in line with the principles of sustainable development and the policy requirements of the National Planning Policy Framework, the Local Plan and the London Plan.

A Building Research Establishment Environmental Assessment Method (BREEAM) pre-assessment for the larger individual non-residential units in the development exceeding 500 sqm (i.e. the gym and office elements) has identified how a 'very good' sustainability rating could be achieved. This is supported by officers. The feasibility of achieving an 'excellent' rating, as generally required by the Local Plan, was reviewed but found to be cost prohibitive for this development. *(Local Plan policies BR1, CR1, CP3 and BTC22 and London Plan policies 5.2, 5.3, 5.6, 5.7 and 5.9 and draft policy SI2)*

### CONCLUSION

The proposal generally accords with energy and sustainability policies and is considered to be acceptable in this respect. Conditions are proposed to secure the submitted Energy Strategy, requiring the submission of details of photovoltaics and to secure the BREEAM rating. S106 obligations will secure connection of the development to the Barking Town Centre District Heating Network and a carbon offset payment.

7.9 **Biodiversity and Ecology**

7.9.1 The proposed development includes extensive new tree planting within the site and along the street and riverside edges of the site. Extensive areas of shrub and ground cover species are also proposed.

7.9.2 Enhancements incorporated into the development include the installation of bat, bird and insect boxes on buildings. New and diverse habitats will also be provided in the form of general landscape planting and green, brown and
sedum roofs that will provide new opportunities for invertebrates, as well as provide new habitats for bird species.

7.9.3 The river edge will be subject to the establishment of a tiered gabion and coir structure and coir rolls will be planted with riparian species. This will aim to naturalise the existing river edge and will increase the diversity of plant species over what is currently present.

**ASSESSMENT AGAINST KEY POLICIES**

**Biodiversity and Ecology**
The proposed development will result in substantial biodiversity and ecological enhancements to the site in keeping with policy. *(Local Plan policy BR3 and London plan policies 5.10 and 5.11 and draft policies G5, G6 and G7)*

**CONCLUSION**
The proposal will result in a substantial net gain of trees, planting and habitat which is welcomed and will enhance the biodiversity and ecology of the site and river's edge. Conditions will secure schemes of soft landscaping and habitat creation, as well as bird nesting and bat roosting bricks/boxes.

7.10 **S106 Developer Contributions**

7.10.1 Having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and Policy CC3 of the Core Strategy, a S106 Agreement is required to secure:

*Sub-market Housing*
Secure 35% sub-market housing (on a habitable room basis) on site comprising 30% London Affordable Rent, 35% Shared Ownership and 35% Discount Market Sale at 80% of open market value.

The Discount Market Sale (DMS) units are to be secured on the following basis:

- Marketed at 80% of open market value;
- Marketed to Borough residents and those working in the Borough in the first instance for 6 months in accordance with an agreed marketing strategy and after 6 months the geographical restriction would be removed;
- Priority would be given to those on the Council’s housing list;
- The maximum income for the household not to exceed £90,000 per annum, to be reviewed on an annual basis in accordance with available and relevant data;
- If the maximum income is exceeded or the prospective buyer does not fall within the initial catchment area, Weston Homes can seek special dispensation from the Council, however the final decision rests with the Council; and
- Any buyer must not own another property.
Secure the benefits of the DMS units after the first sale (as per GLA e-mail of 13 May 2019).

Secure an early stage viability review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission, in accordance with the Mayor of London’s Affordable Housing and Viability SPG.

**Marketing Strategy for Residential Units**
Not to undertake any Marketing of the Residential Units until a Marketing Strategy has been submitted to the Council for approval and the Marketing Strategy has been approved in writing by the Council. The Strategy shall seek to maximise owner occupation, including a restriction on any individual or organisation buying more than one property for a period of six (6) months from the date of the sales launch.

**Management of Buy to Let Units**
To ensure that any individual or organisation purchasing more than one Residential Unit uses a Managing Agent registered with ARLA or NAEA. The Developer shall submit the name, address and contact details of the Managing Agent to the Council and seek the Council’s approval of the Managing Agent in writing.

**Appointment of Management Company**
The Developer, following agreement with the Council, shall appoint a Management Company to be responsible for the overall day to day management of the Development. The Developer shall provide the Council with the name, address and contact details of the Management Company.

**Same Calibre Architects for Construction Drawings**
Secure that architects of the same calibre as Broadway Malyan are appointed to produce all construction drawings, or that they are retained to review these when they are produced. The Council should be provided with the details (including track record and experience) of the preferred choice of architect and should provide their comments to the developer in writing within 15 working days. The developer shall give due consideration to any comments received.

**Public Realm / Highway Works**
Secure enhancements to the public realm and highway in the vicinity of the site, including any traffic management measures (scheme to be agreed).

Improve the local bus stop facility on London Road including the formalisation of a paved waiting area adjacent to the bus stop to ensure that sufficient space is available to accommodate all those wanting to use the bus services.

Implement all off-site highway works prior to first occupation of the development.

Secure 24-hour access to public realm areas and riverside walk.
Fund repair of public roads damaged during construction.

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

Restrictions on Controlled Parking Zone (CPZ) Permits
Secure restrictions preventing future residents from obtaining parking permits for any controlled parking zone (CPZ).

Car Club Spaces
Secure two new car club spaces within the proposed new layby on Abbey Road. These shall also be fitted with active electric vehicle charging points.

Car Club Membership for Residents
Secure a commitment to provide two years’ membership to the local car club scheme per residential unit (on their request).

Travel Plan
Secure the submission, implementation and monitoring of a Travel Plan for the development.

District Heating Network
Secure a commitment to connect the development to the Barking Town Centre District Heating Network, subject to heat network being delivered and operational to supply the development and agreement of commercial terms.

Carbon Offset Payment
The development shall achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions for the residential and non-residential uses and the remaining carbon emissions to zero-carbon for the residential uses should be offset through a monetary contribution to the Local Authority’s carbon offset fund calculated on the basis of £60 per tonne over 30 years.

Historic England
A contribution of up to £30,000 (subject to detailed proposals and costs) towards the production of a book following the completion of the Post Excavation Assessment (October 2020), which will present the findings from the ‘A Magnifying Glass on Barking Abbey’s Archaeological Project’.

Within 18 months of completion of the post-investigation assessment stage of the site archaeological investigation (secured by condition), the Council will either:

a) require the developer to implement the relevant subsequent part of the condition securing analysis and publication of the site archaeological archives, or

b) may instead require that a financial contribution of the same value be paid to the Council to assist in funding the planned publication of the wider Barking Abbey archaeological investigations.
**New footpath on Abbey Green**
Developer to carry out discussions with the Council's Parks Team and other interested parties around the potential for a new footpath on Abbey Green terminating opposite the proposed development. In the event that an agreement is reached with the Council's Parks Team and other interested parties with regards to a suitable location for a new footpath then the developer shall, at its own expense, obtain any necessary permissions, including Scheduled Ancient Monument Consent as necessary.

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

### 8.0 EQUALITIES

8.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, conditions are proposed to ensure that the residential units are accessible and adaptable, with 10% of residential units having a layout and size specifically enabling ease of use by a wheelchair user. The non-residential uses would also be fully accessible. An accessible-to-all approach has played a key role in the design of the public realm throughout the development.

### 9.0 CONCLUSION

9.1 The proposed residential-led, mixed-use development would bring a prominent vacant site within Barking Town Centre back into use providing significant regeneration benefits for the Borough in the form of new sub-market and private housing, a range of non-residential uses, including retail, financial/professional services, food and beverage, employment, gymnasium and community uses, and new high-quality public realm providing a new riverside destination.

9.2 The proposal generally complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan, with the exception that the proposed car parking provision exceeds draft London Plan standards. As set out in section 7.7 of this report, the Transport Development Management Officer considers that car parking numbers have been suitably restricted and are acceptable.

9.3 It is recommended that the Planning Committee grants planning permission subject to any direction from the Mayor of London, a S106 Agreement to secure the matters set out at section 7.10 of this report and the conditions listed at section 10 of this report (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London).
10.0 PLANNING CONDITIONS

Time Limit

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

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

Plan Numbers

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

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<th>Drawing Ref.</th>
<th>Date</th>
</tr>
</thead>
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Reason: For the avoidance of doubt and in the interests of proper planning.

**Phasing Plan**

3. No development shall take place until a Phasing Plan showing how the development will be implemented in a comprehensive manner has been submitted
to and approved in writing by the Local Planning Authority. The development shall then be implemented only in accordance with the approved Phasing Plan.

Reason: The Phasing Plan is required prior to commencement of development to allow the community infrastructure levy (CIL) liability to be calculated for each Phase and for any relief to be determined.

Groundwater and Contaminated Land

4. No development shall commence in a Phase until:

(a) an investigation and risk assessment for the relevant Phase, 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; and
   (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

(b) a detailed remediation scheme for the relevant Phase, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme must be carried out in accordance with its terms for the portion of the site due to be commenced, prior to commencement of the relevant Phase, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme for the relevant Phase, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling
and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) No development shall commence in a Phase until a monitoring and maintenance plan in respect of contamination for the relevant Phase, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority.

(e) 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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

Construction Environmental Management and Site Waste Management

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

a) construction traffic management;

b) the parking of vehicles of site operatives and visitors;

c) loading and unloading of plant and materials;

d) storage of plant and materials used in constructing the development;

e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;

f) wheel washing facilities;

g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during Construction and Demolition”, Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements;

h) noise and vibration control;
i) a scheme for recycling/disposing of waste resulting from demolition and construction works;

j) the use of efficient construction materials;

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

l) 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, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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.

Once approved the Plans shall be adhered to throughout the construction period for the relevant Phase.

Reason: The CEMP and SWMP are required prior to commencement of development in each Phase in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Construction Logistics Plan

6. No development shall commence in a Phase, including any works of demolition, until a Construction Logistics Plan for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

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

Archaeological Works

7. A) No development shall take place in a Phase until the developer has secured the implementation of a programme of archaeological works for the relevant Phase
in accordance with a Written Scheme of Investigation which has been submitted to
and approved in writing by the Local Planning Authority in conjunction with Historic
England.

B) No development or demolition shall take place in a Phase other than in
accordance with the Written Scheme of Investigation approved under Part A).

C) The relevant Phase of the development shall not be occupied until the site
investigation and post investigation assessment for the Phase has been completed
in accordance with the programme set out in the Written Scheme of Investigation
approved under Part A) and the provision for analysis, publication and
dissemination of the results and archive deposition has been secured.

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

Programme of Public Archaeological Interpretation and Outreach

8. No Phase of the development hereby permitted shall be occupied until a
programme of public archaeological interpretation and outreach for the relevant
Phase has been submitted to and approved in writing by the Local Planning
Authority in conjunction with Historic England. The programme shall be
implemented in accordance with the approved details.

Reason: Important archaeological remains will be affected by the scheme and the
Local Planning Authority requires that public benefit may be demonstrated from the
scheme in keeping with paragraphs 199 and 200 of the National Planning Policy
Framework.

Surface Water Drainage

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

b) No drainage systems for the infiltration of surface water to the ground are
permitted other than with the written consent of the Local Planning Authority. Any
proposals for such systems must be supported by an assessment of the risks to
controlled waters. The development shall be carried out in accordance with the
approved details.

Reason: Surface Water Drainage details are required prior to commencement of
development in each Phase in order to reduce the risk of flooding and to protect
controlled waters and in accordance with policy BR4 of the Borough Wide

**Flood Defences**

10. No development shall commence until a strategy for maintaining and improving the flood defences has been submitted to and approved in writing by the Local Planning Authority. This strategy will include the following components:

(1) Intrusive ground investigations and a determination of the residual life of the flood defences.

(2) A scheme, based on the results of (1), to undertake any required improvements, repairs or replacement of the flood defences. The submitted scheme shall demonstrate how the flood defences will be raised to 5.7m AOD by 2065 and 6.2m AOD by 2100 in line with the requirements of the Thames Estuary (TE2100) Plan and in accordance with the submitted document ‘Design Note 001’ (titled River Wall EA Response, dated 29 March 2019, prepared by Meinhardt). The scheme shall also include a plan for any required long-term monitoring and maintenance.

The scheme shall be fully implemented and subsequently maintained in accordance with the scheme’s timing/phasing arrangements, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason: The strategy is required prior to commencement of development in order to prevent flooding on site and elsewhere by ensuring that the tidal flood defences are in satisfactory condition which is commensurate with the lifetime of the development; to ensure the statutory defence level will be maintained and the TE2100 defence levels will not be precluded by the development; and in accordance with paragraphs 160 and 163 of the National Planning Policy Framework.

**Habitat Creation**

11. No above ground new development shall commence in a Phase until a detailed scheme for the provision and management of habitat creation, such as a Landscape and Ecological Management Plan (LEMP) or similar, for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the relevant Phase shall be implemented in accordance with the approved scheme.

Reason: In order to ensure biodiversity net gain and in accordance with paragraph 175 of the National Planning Policy Framework, policy CR2 of the Core Strategy and policy BR3 of the Borough Wide Development Policies Development Plan Document.

**External Materials**

12. No above ground new development shall commence in a Phase until the developer enters into detailed discussions with the Local Planning Authority around the external facing materials for the relevant Phase, including, but not limited to,
providing on-site sample boards and strategies for balcony designs, shopfronts, window reveals and rooflines. Full details, including samples, specifications, annotated plans and fire safety ratings, of all external facing materials for the relevant Phase shall then be submitted to the Local Planning Authority for approval in writing. The relevant Phase shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

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

Fire Statement

13. No above ground new development shall commence in a Phase until a Fire Statement for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building’s 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 relevant Phase of 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 and policy D11 of the Draft London Plan.

Wind Mitigation Measures

14. No above ground new development shall commence in a Phase until a detailed scheme of wind mitigation measures for the relevant Phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the relevant Phase.

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

Hard Landscaping

15. No Phase of the development hereby permitted shall be occupied until full details of the hard landscaping for the relevant Phase have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited to, details of the following:

a) surface materials;
b) play spaces and any related play equipment;
c) street furniture, including on-street cycle stands;
d) boundary treatment, including to the riverside and roof terraces; and
e) management and maintenance.

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

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

Soft Landscaping

16. No Phase of the development hereby permitted shall be occupied until a detailed scheme of soft landscaping for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. All trees, shrubs, plants and seeds introduced to the site should generally be native (except for fruit trees) and of local provenance, unless otherwise agreed. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or completion of the relevant Phase, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the relevant Phase die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

All landscaping and planting should be of a nature which is unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds and thereby presenting a bird strike threat to aircraft operating at the Airport.

Reason: To secure the provision of the landscaping in the interests of the visual amenity of the area, to ensure that the landscaping will not adversely affect the operation of London City Airport and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

Measures to Reduce the Risk of Crime and External Lighting

17. No Phase of the development hereby permitted shall be occupied until a security management scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the development adopts the principles of “Secured by Design” and shall provide details of security management measures including external lighting, location of CCTV and concierge services, door entry systems and car park security. The external lighting of the development is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – medium district brightness areas. The relevant Phase shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.
Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policy CP3 of the Core Strategy and policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

Refuse Strategy

18. No Phase of the development hereby permitted shall be occupied until a detailed residential and commercial refuse strategy for the relevant Phase, including the design and location of the refuse stores, has been submitted to and approved in writing by the Local Planning Authority. The approved refuse stores shall be provided before the occupation of the relevant Phase and thereafter permanently retained.

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

Scheme of Acoustic Protection

19. Prior to commencement of façade construction of residential units in a Phase full details of a scheme of acoustic protection of habitable rooms in the relevant Phase against transport noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

a. 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
b. 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

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

Noise Insulation of Party Construction

20. No above ground new development shall commence in a Phase until a scheme of noise insulation of party construction between the residential units and the non-residential uses in the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the non-residential / residential unit(s) to which it relates.
Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions

21. Noise from the non-residential uses hereby permitted, including, but not limited to, live and amplified music shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity of those uses. 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 such noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

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

CUAN = Commercial/Community Use Activity Noise Level, WCUAN = representative background noise level without commercial/community use activity noise, both measured 1 metre from the façade of the noise-sensitive premises.

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014.

Any machinery and equipment installed pursuant to this permission shall be designed and installed to ensure that structure borne (re-radiated) noise emissions shall not exceed 35 LAeq dB (5 min) when measured in any habitable room in adjoining residential premises.

Reason: To ensure that the proposed and surrounding residential properties and other noise-sensitive premises in the vicinity of site are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

Ventilation Scheme for Residential Units Affected by Poor Air Quality

22. No above ground new development shall commence in a Phase until a ventilation scheme for the mitigation of air quality in affected residential units predicted to be exposed to Nitrogen Dioxide (NO2) in excess of the annual mean standard for NO2 (as prescribed in the Quality Standards Regulations 2010) as identified in report “Abbey Retail Park, Barking, Air Quality Assessment” (reference AQ_assessment / 2018 / Abbey_Road_Barking, dated 14th November 2018) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the residential unit(s) to which it relates and retained permanently thereafter. It is expected that the design of the scheme will include, but not be limited to, the
positioning of air intakes for buildings as high as possible and away from the direct influence of air pollution from the A123, Abbey Road junction.

Reason: To mitigate against air pollution and in accordance with policy BR14 of the Borough Wide Development Policies Development Plan Document and policy 7.14 of the London Plan.

Details of Any Commercial Kitchen Extract Ventilation System

23. Prior to occupation of any non-residential unit hereby permitted with a commercial kitchen, details of any ventilation system for the removal and treatment of cooking odours from any commercial catering, including its appearance and measures to mitigate system noise, are to be submitted to and approved in writing by the Local Planning Authority. 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; and

The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours and noise in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Car Parking, Blue Badge Car Parking and Electric Vehicle Charging Points

24. No Phase of the development hereby permitted shall be occupied until a Car Parking Design and Management Plan for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The Plan must include details of how car parking will be allocated, including blue badge car parking spaces. The proposed development shall not exceed a total of 237 residential car parking spaces and 11 commercial car parking spaces, including blue badge parking provision.

20% of all car parking spaces shall be installed with active electric vehicle charging points (EVCPs) and 80% shall be installed with passive EVCPs.

33 residential blue badge car parking spaces (3% provision) shall be constructed and marked out prior to the occupation of the relevant Phase as accessible parking bays (to be clearly marked with a British Standard disabled symbol). Further details should be submitted showing how a further 76 residential blue badge car parking spaces (7% provision) could be provided on site should future demand arise.

Reason: To ensure sufficient off-street parking, to encourage the use of electric cars in order to reduce carbon emissions and to promote easier access for disabled

Cycle Parking

25. No Phase of the development hereby permitted shall be occupied until details of the cycle parking facilities for the relevant Phase, as shown on drawing Nos. 32847-A-PL-NS-03-000 Rev A and 32847-A-PL-NS-03-MEZ Rev A, have been submitted to and approved in writing by the Local Planning Authority. The submission should include details of the security, monitoring and access arrangements for the cycle parking facilities. The relevant Phase of the development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

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

Energy and Sustainability

26. The development hereby permitted shall be carried out in accordance with the submitted Energy Strategy dated November 2018 and the Energy & Sustainability Strategy – Addendum dated April 2019, both prepared by Iceni Projects Ltd. Minor amendments to the submitted Energy Strategy may be agreed in writing from time to time by the Local Planning Authority. No Phase of the development shall be occupied until details of the location and quantum of any photovoltaic panels for the relevant Phase have been submitted to and approved in writing by the Local Planning Authority. The relevant Phase of the development shall not be occupied until the approved details have been implemented.

The relevant non-residential units with a floor area greater than 500 square metres shall achieve a Building Research Establishment Environmental Assessment Method (BREEAM) rating of ‘Very Good’ to ‘Excellent’, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policy CR1 of the Core Strategy, policies BR1 and BR2 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

Bird Nesting and Bat Roosting Bricks/Boxes

27. No Phase of the development hereby permitted shall be occupied until bird nesting and bat roosting bricks/boxes for the relevant Phase 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, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

London City Airport Safeguarding – Details of Cranes and Scaffolding

28. No cranes or scaffolding shall be erected on the site unless, and until, construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the development have been submitted to and approved in writing by the Local Planning Authority in conjunction with London City Airport.

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

Building Regulations M4 (2) and M4 (3)

29. No above ground new development shall commence in a Phase until a plan showing the location of the M4 (3) ‘wheelchair adaptable dwellings’ in the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The relevant Phase shall only be implemented in accordance with the approved details.

10% of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (3) ‘wheelchair adaptable dwellings’ and 90% of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (2) ‘accessible and adaptable dwellings’. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

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

Communal Television and Satellite System

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

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

31. No Phase of the development hereby permitted shall be occupied until a Delivery and Servicing Plan for the relevant Phase has been submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London. The Plan shall identify efficiencies and sustainability measures to be undertaken once the development is operational and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The approved Plan shall be implemented for the relevant Phase and adhered to thereafter.

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

Boreholes

32. No above ground new development shall commence in a Phase until a scheme for managing any borehole installed in the relevant Phase for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the Local Planning Authority. 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 the occupation of the relevant Phase of the development.

Reason: To ensure that redundant boreholes are safe and secure and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework and Position Statement N Groundwater resources of ‘The Environment Agency’s approach to groundwater protection’.

Piling

33. Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

Water Efficiency

34. 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 Development Policies Development Plan Document and policy 5.15 of the London Plan.

Inclusive and Unhindered Access

35. No Phase of the development shall be occupied until details have been submitted to the Local Planning Authority for approval in writing demonstrating that inclusive and unhindered access for the relevant Phase will be provided to all entrances safely, including details of levels, gradients, provision of accessible seating and widths of the paths.

Reason: To ensure inclusive and unhindered access for all within the development in accordance with policy 3.8 of the London Plan.

Flexible Uses

36. Following the first occupation of the flexible use non-residential units hereby permitted, any further change of use to another use specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.

Reason: To provide flexibility of use between the approved uses in accordance with Class V, Part 3 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

Hours of Use of Non-Residential Uses and Delivery/Collection Hours

37. Other than with the prior written approval of the Local Planning Authority, the proposed non-residential uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

The delivery/collection of goods associated with the non-residential uses hereby permitted shall only be permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.

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

Vegetation Clearance and Tree Works

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

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