Barking and Dagenham Council Planning Committee  

Date: 3 June 2019

Application No.: 19/00310/FUL  
Ward: Gascoigne

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

Site Address: Gascoigne Estate East, King Edwards Road, Barking

Proposed Development: Application for variation of condition 49 (approved parameter plans) in respect of planning permission 15/01084/FUL (Gascoigne Estate East redevelopment) to provide for alterations to Phase 2 including adjustments to site layout, and increase in maximum approved building height from 12-storeys to 14-storeys.

Applicant: London Borough of Barking and Dagenham

Link to Application Documents: Planning Application File

Contact Officer: Simon Bullock  
Title: Principal Development Management Officer  
Contact Details: 020 8227 3803  
simon.bullock@befirst.london

RECOMMENDATION

1. That the Planning Committee (subject to any direction by the Mayor of London) grant planning permission subject to 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) and the completion of amendments to the existing unilateral S106 legal agreements for each Phase of the development in order to secure:

- Sub-market Housing – to be secured at 32.8% Market; 33.7% Shared Ownership; and 33.5% Affordable Rent on a phased approach with a review phase by phase on sub-market housing levels depending on market values and viability of the development;
- Land to be safeguarded within land parcel G for a secondary school;
- Land to be safeguarded within land parcel K for a primary school;
- The provision of a combined heat and power plant within Phase 1A;
- One year free membership to Zipcar for residents – setting aside two spaces for the car club;
- Future monitoring of queuing/highway capacity of King Edwards Road and any subsequent highways improvement works as necessary;
- Cost of relocation and re-provision of bus stops and waiting facilities to
enable the re-routing of the 62 London bus route and to allow a new junction to be formed with Ripple Road;

- Cost of traffic management orders;
- A local labour and suppliers agreement;
- Funding towards the provision of a new community facility;
- The reprovision of CCTV cameras and provision of appropriate infrastructure to allow installation of cameras if required.

**Summary of Conditions**

1. Submission of reserved matters applications
2. Approved parameter plans / time limit for submission of reserved matters
3. Time limit for commencement
4. Maximum quantum of development
5. Construction Method Statement
6. Delivery and Servicing Plan – schools
7. Construction Logistics Plan
8. Details of boundary treatment
9. 90% M4(2) Accessible and adaptable dwellings
10. 10% M4(3) Wheelchair adaptable dwellings
11. Scheme of road adoption / parking management
12. Archaeological Investigation
13. Land contamination site investigation
14. Remediation scheme details
15. Remediation scheme implementation and verification report
16. Unexpected contamination
17. Acoustic protection scheme
18. Acoustic standards for Phase 2B and 2C
19. External lighting details
20. Construction hours
21. Flood Risk Assessment
22. Levels
23. Plant noise limit
24. Opening hours restriction - commercial uses
25. Ventilation details – restaurant/café uses
26. Air Quality Assessment
27. Travel Plan
28. Noise control measures – roof terraces
29. Satellite dish restriction
30. Bird/bat boxes to be installed
31. Energy efficiency requirements
32. Energy Strategy compliance
33. District Heat Network connections implementation
34. Estate roads implementation
35. Crime prevention measures
36. Vehicular and pedestrian access details for approval
37. Traffic Management Plan – schools
38. Refuse storage details
39. Car parking details
40. Cycle storage details
41. Acoustic protection scheme – schools
42. Sports facilities hours of use restriction
KEY PLANNING CONSIDERATIONS

Neighbour Consultation (see section 4.2)

- 1 objection letter received on the basis that increased building heights will result in greater density contributing to congestion and strain on local services.

Principle of Development (see section 7.1)

- The principle of the development is already established by the existing outline planning permission (15/01084/FUL). The key issue therefore is the differences between the consented scheme and the proposed amendments and their acceptability in planning policy terms.

Housing (see section 7.2)

Gascoigne Estate East Site-Wide Indicative Housing Mix (no change to extant permission):

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>No. of Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bed units</td>
<td>398</td>
<td>25.3%</td>
</tr>
<tr>
<td>2-bed units</td>
<td>621</td>
<td>39.4%</td>
</tr>
<tr>
<td>3-bed units</td>
<td>400</td>
<td>25.4%</td>
</tr>
<tr>
<td>4-bed units</td>
<td>146</td>
<td>9.3%</td>
</tr>
<tr>
<td>5-bed units</td>
<td>10</td>
<td>0.6%</td>
</tr>
<tr>
<td>Total</td>
<td>1,575</td>
<td>100%</td>
</tr>
</tbody>
</table>

Gascoigne Estate East Site-Wide Housing Tenure on Unit Basis:

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Proposed</th>
<th>Extant 2016 permission</th>
<th>Proposed +/- (of total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market sale</td>
<td>32.8%</td>
<td>42.5%</td>
<td>-9.7%</td>
</tr>
<tr>
<td>Intermediate</td>
<td>33.7%</td>
<td>32.3%</td>
<td>+1.4%</td>
</tr>
<tr>
<td>Affordable rent</td>
<td>33.5%</td>
<td>25.2%</td>
<td>+8.3%</td>
</tr>
<tr>
<td>Sub-market total</td>
<td>67.2%</td>
<td>57.5%</td>
<td>+9.7%</td>
</tr>
</tbody>
</table>

- 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’.
The sub-market housing provision complies with the minimum requirement of 50% sub-market housing on publicly owned land and is therefore in accordance with relevant planning policy.

### Design (see section 7.3)
- Grid pattern street layout, buildings between 2 and 14-storeys, comprising a mix of flat blocks, courtyard blocks, 4-storey maisonettes and houses. Previously approved indicative masterplan.
- Proposed amendment to outline plans would create a more open public square, and larger courtyards, and an increase in maximum building height from 12 to 14-storeys within residential part of Phase 2.
- Core external material – brick.
- Development will result in good quality urban design.
- Complies with relevant planning policy.

### External Amenity Space and Playspace (see section 7.4)
- All units will have private amenity space designed to London Plan Housing Supplementary Planning Guidance (SPG).
- Existing consent secures 16,776 sqm of open space suitable for children’s play; proposed amendments would increase the size of the main square and therefore enhance provision.
- Complies with relevant planning policy.

### Amenity Issues (see section 7.5)
- Outline plans designed to provide for appropriate sunlight, daylight, outlook, and privacy to new units, and maintain amenity to existing neighbours.
- Noise – satisfactory internal noise level and air quality to residential units and control of noise from other uses and plant.
- Complies with relevant planning policy to protect the residential amenity of existing neighbours and future residents.

### Transport / Parking (see section 7.6)
- Public transport accessibility (PTAL) ranges between 1a (poor) at south-west corner of site and 6a (excellent) at north-east corner of site adjacent to Barking Town Centre.
- 895 residential car parking spaces (ratio 0.57); accessible parking bays and electric vehicle charging point bays to be secured under conditions and reserved matters.
- Cycle parking to be secured under conditions and reserved matters.
- Complies with relevant planning policy and parking standards.

### Energy (see section 7.7)
- Minimum 40% reduction in carbon dioxide emissions through on-site combined heat and power network and renewables.
- Carbon neutral in accordance with current planning policy is not achieved, but in
accordance with established carbon reduction target secured under extant outline planning permission. The proposal is therefore acceptable.

1.0 SITE AND SURROUNDINGS

1.1 The 16.36 hectare site, which is located immediately to the south of the commercial part of Barking Town Centre is bound approximately by St Pauls Road, Ripple Road, King Edwards Road, Alfred’s Way (A13) (excluding the commercial uses fronting the trunk road but including Longreach Court and Fiske Court), Gascoigne Road, Gascoigne Primary School, and St. Ann's (part of which would be retained).

1.2 In planning policy terms the whole of the site falls within the area covered by the Barking Town Centre Area Action Plan.

1.3 The proposed amendments to the approved parameter plans mainly affects Phase 2B and 2C of the development, located at the northern end of the site close to Barking Town Centre, and approximately bound by St Pauls Road, Ripple Road and St. Ann’s.

1.4 Immediately to the south of Phase 2 is the recently completed Phase 1 (Weavers Quarter) providing 381 residential units. To the south of Weavers Quarter is Phase 2A (Greatfields Secondary School), one wing of the approved school is occupied with the remainder under construction, and Phase 3A (Greatfields Primary School) has recently been granted reserved matters consent under ref. 19/00028/REM.

2.0 THE PROPOSAL

2.1 This application proposes minor amendments to the approved parameter plans in respect of the extant 2016 outline planning permission which has been implemented. The amendments mainly affect Phase 2 of the development.

2.2 The extant consent includes the following uses:

- 1,575 residential units;
- 21,550 sqm of education (Use Class D1);
- 1,200 sqm of employment (Use Class B1);
- 1,400 sqm of community facilities (Use Class D1/D2);
- 1,850 sqm of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); and
- 1,000 sqm to be used as a place of worship (Use Class D1) or employment (Use Class B1).

2.3 The amendments include matters such as an increase in maximum building heights, the distribution of building height, alteration to street widths, and traffic circulation routes.

2.4 The purpose of the amendments is to maximise the delivery of residential units within Phase 2, to increase the proportion of sub-market housing to be
secured through the Section 106 legal agreement, and to improve the layout and design of this Phase.

2.5 The application is submitted in outline with matters of Access, Appearance, Landscaping, Layout, and Scale being reserved matters that will require the submission of separate reserved matters planning applications for approval.

2.6 The outline application sets certain parameters in terms of the proposed block and road layouts, building heights, number of units, and size of buildings.

2.7 A reserved matters application (19/00318/REM) is currently pending consideration in respect of the details of Phase 2 of the development and is also due to be considered at the Planning Committee on 3 June 2019. The details are set out within a separate Planning Committee report.

2.8 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 14/00703/OUT – hybrid (part full/part outline) application for comprehensive redevelopment of the site to provide 1,575 residential units, a new primary and secondary school, commercial floorspace and employment and community facilities.

3.2 15/01084/FUL - Application for variation of approved drawings in respect of above permission in order to allow for the retention of the existing medical centre within Phase 1B and associated alterations to Block A2.

4.0 CONSULTATIONS

4.1 **Publicity**

<table>
<thead>
<tr>
<th></th>
<th>Yes – 26 March 2019</th>
<th>Yes – 20 March 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Notice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Press Notice</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4.2 **Neighbouring Properties**

<table>
<thead>
<tr>
<th>Date of consultation</th>
<th>23 March 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total letters sent</td>
<td>647</td>
</tr>
<tr>
<td>Total responses received</td>
<td>1 (from local resident, not neighbour)</td>
</tr>
<tr>
<td>Number of objections</td>
<td>1</td>
</tr>
<tr>
<td>Number in support</td>
<td>0</td>
</tr>
<tr>
<td>Number of other representations (neither objecting or supporting)</td>
<td>0</td>
</tr>
</tbody>
</table>
The local resident (of Sandhurst Drive, Ilford) states that he is objecting on behalf of the Barking and Dagenham Heritage Conservation Group for the following reasons:

- increased building heights will result in greater density;
- additional residents will contribute to congestion adversely affecting local quality of life;
- additional population of the development will place a burden on local services.

**External and Internal Consultation**

4.3.1 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>&lt;br&gt;The GLA issued their Stage 1 Report on 29 April 2019. This concluded as follows:</td>
<td>Existing S106 includes affordability criteria in accordance with Mayor’s guidance, this clause to be retained.</td>
</tr>
<tr>
<td>- Net uplift in Phase 2 sub-market housing compared to original estate and consented scheme supported.</td>
<td>Parking ratio already low given outer London location, slightly below household car ownership rate for the ward, and would contribute to draft policy T2 ‘Healthy Streets’ objectives.</td>
</tr>
<tr>
<td>- Intermediate units must be ‘affordable’ in accordance with Mayoral guidance.</td>
<td>TP, CLP, DSP to be secured (conditions 6, 7 and 27)</td>
</tr>
<tr>
<td>- Play space provision in Phase 2 exceeds requirements and is supported.</td>
<td>Drainage strategy improves on existing situation (50% betterment) but greenfield run-off policy target not met. The strategy provides an improvement and complies with</td>
</tr>
<tr>
<td>- Urban design – redistribution of heights in Phase 2 relative to consented scheme improves day/sunlight and visual appearance.</td>
<td></td>
</tr>
<tr>
<td>- Housing space standards are met, and majority of units are dual aspect.</td>
<td></td>
</tr>
<tr>
<td>- Reduced Phase 2 parking ratio of 0.33 relative to consented scheme of 0.44 welcomed, but should be reduced further.</td>
<td></td>
</tr>
<tr>
<td>- Travel Plan (TP), Construction Logistics Plan (CLP), and Delivery and Servicing Plans (DSP) should be secured.</td>
<td></td>
</tr>
<tr>
<td>- Request for clarifications regarding energy strategy.</td>
<td></td>
</tr>
<tr>
<td>- Drainage strategy should be amended to comply with current policy.</td>
<td></td>
</tr>
<tr>
<td><strong>Arboricultural Officer</strong></td>
<td>Replacement tree planting to be secured under reserved matters application for each Phase.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>No objections. The tree removals proposed, whilst large in number, are generally of poor quality and where it is feasible good quality younger specimens are retained within the development. Replacement tree planting will be provided.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Designing Out Crime Officer</strong></th>
<th>Refer to condition 35.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Officer has met with the design team to discuss the scheme. The submitted Statement of Community Involvement demonstrates that many residents currently feel unsafe. Requests a Secured by Design condition.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environmental Health Officer</strong></th>
<th>Refer to conditions 5, 13-20, 23-26, 28, 41, 42.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The construction and operational air quality effects of the proposed development may reasonably be judged overall to be 'not significant'. The submitted noise assessment fully addresses the noise assessment/mitigation requirements. Requests that the environmental protection related conditions imposed on the extant planning permission should be re-imposed on the current amendment application. These include measures to minimise environmental impact and nuisance of construction, and securing appropriate air quality and noise standards for future residents.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Lead Local Flood Authority</strong></th>
<th>Finished floor levels are above fluvial flood risk levels. The design target run-off rate is 50% reduction over existing. SuDS is used where feasible without compromising use of open spaces.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finished floor levels should take account of fluvial flood risk. The design should target greenfield rate of run-off with greater use of sustainable drainage (SuDS) measures.</td>
<td></td>
</tr>
<tr>
<td>Consultee</td>
<td>Remarks</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>London City Airport</strong></td>
<td>No objections subject to a bird management strategy in respect of green living roofs in order to reduce the risk of aircraft bird strike.  See condition 44.</td>
</tr>
<tr>
<td><strong>London Fire and Emergency Planning Authority</strong></td>
<td>No objections to the revised parameter plans. Noted.</td>
</tr>
<tr>
<td><strong>Transport Development Management Officer</strong></td>
<td>Transport Officer has attended pre-application meetings and confirmed no objections to the revised parameter plans and detailed proposals for Phase 2 and supports the amendment to provide a left turn only vehicle route from the development into St Pauls Road. Noted.</td>
</tr>
<tr>
<td><strong>School Investment, Organisation and Admissions</strong></td>
<td>The submitted amendments to the scheme will not impact on school provision in the locality. Noted.</td>
</tr>
</tbody>
</table>
| **Urban Design Officer**                                                 | • Height, scale, massing – supported.  
• Redistribution of Phase 2 building heights supported – improves courtyards and visual appearance.  
• Appearance – delineation of building elements and varied materials/colours reduces apparent bulk, adds visual interest.  
• Phase 2 commercial units relocation supported.  
• Open spaces, good provision, effective management needed and clear strategy for use. Noted. |
| **Thames Water**                                                         | No objection from the above consultees. Noted. |
| **LBBD Street Lighting**                                                 |                                                         |
| **Environment Agency**                                                   | No objection from the above consultees. Noted. |
| **Essex and Suffolk Water**                                               | With regard to archaeology, a condition of the extant outline secures an archaeological investigation, this will be re-imposed, see condition 12. With regard to Employment and Skills, a Local Labour and |
| **Energy Manager**                                                       |                                                         |
| **Historic England (Archaeology)**                                       |                                                         |
| **National Grid / Cadent Gas**                                           |                                                         |
| **UK Power Networks**                                                    |                                                         |
| **LBBD Waste and Recycling Policy Manager**                              |                                                         |
| **LBBD Director of Public Health**                                      |                                                         |
| **LBBD Parking Manager**                                                 |                                                         |
| **LBBD Employment and Skills team**                                      |                                                         |
| **LBBD Heritage Commissioning Manager**                                  |                                                         |
5.0 LOCAL FINANCIAL CONSIDERATIONS

5.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £25 per square metre. However, 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.

5.2 The CIL payment is phased and is to be calculated under the applicable reserved matters planning applications for each Phase of the development.

5.3 With regard to the Borough CIL the original outline planning permission ref. 14/00703/OUT pre-dates its introduction. This means that in accordance with the CIL Regulations, CIL is payable only on any net increase in floorspace in comparison with the original permission. Given that the original consent was an outline permission and the amount of floor space was not specified, there can be no net increase, and therefore the Borough CIL liability is nil.

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)
7.0 ANALYSIS

7.1 Principle of the Development

7.1.1 Legislation set out within the Planning Act states that in respect of such minor material amendment applications, the Local Planning Authority should only consider the question of the conditions subject to which planning permission should be granted. It is not necessary therefore to reconsider the whole principle of the development which is already established by the existing outline planning permission.

7.1.2 The key issue therefore is the differences between the consented scheme and the proposed amendments and their acceptability in planning policy terms.

7.2 Housing

7.2.1 The proposed amendments to the parameter plans in respect of Phase 2 would result in a slight increase of 15 units in the number of homes delivered within this Phase in comparison with that envisaged by the indicative approved masterplan. A total of 526 units (subject to reserved matters approval) would be provided within Phase 2.

7.2.2 With regard to sub-market housing provision, Phase 1 has already been completed and the proposed amendments do not affect the agreed sub-market housing in respect of Phases 3 and 4. The proposed sub-market housing provision and tenure mix for Phase 2 would change from that previously approved and details are set out below.

Proposed Phase 2 Tenure

<table>
<thead>
<tr>
<th>Tenure</th>
<th>No. of Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Rent</td>
<td>191</td>
<td>36%</td>
</tr>
<tr>
<td>Intermediate</td>
<td>151</td>
<td>29%</td>
</tr>
<tr>
<td>Private</td>
<td>184</td>
<td>35%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>526</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

7.2.3 The proposed overall proportion of sub-market housing for the Phase would be 65% which compares with 41% in the approved outline consent.

Phase 2 Affordable Housing Tenure

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Approved sub-market units (2016)</th>
<th>Proposed sub-market units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A/R</td>
<td>INT</td>
</tr>
<tr>
<td>1-bedroom</td>
<td>32</td>
<td>14</td>
</tr>
</tbody>
</table>
7.2.4 The total approved sub-market housing units for Phase 2 is 189 (2016 outline planning permission) and the proposed amendment would result in the provision of 342 sub-market housing units, an increase of 153 (or 81%) relative to the consented scheme, and representing an increase of 192 units in comparison with the number of sub-market housing units existing within this part of the estate prior to decanting.

7.2.5 The above tables utilise the terminology of the existing Section 106 Agreement for ease of comparison. To be more specific the proposed Phase 2 sub-market housing mix is:

- 32% (108 units) London Affordable Rent (at social rent levels);
- 24% (83 units) Affordable Rent (at up to 80% of market rents);
- 44% (151 units) Intermediate (shared ownership).

### ASSESSMENT AGAINST KEY POLICIES

#### Housing Mix

The proposed proportion of family-sized units (35%) is considered acceptable and remains as per the previously approved scheme. The mix is designed to respond to an assessment of local housing need. The policy seeks 40% family units, but for reasons stated the deviation is considered acceptable. *(Local Plan policy BTCSSA6).*

#### Sub-market Housing

The Gascoigne Estate East site-wide development will deliver 67.2% sub-market housing on a unit basis exceeding the previously approved 57.5% and the minimum 50% policy requirement for publicly owned land. It also provides a policy compliant sub-market housing tenure mix (affordable rent 56% and intermediate 44%).

In respect of Phase 2 specifically, the development will deliver 65% sub-market housing on a unit basis. This exceeds that for the existing consent, and compared with this part of the original estate (prior to decanting) results in 1 for 1 replacement of sub-market housing units plus an additional 52 sub-market housing units.

The proposed Phase 2 amendment would increase the quantum of sub-market housing and improve affordability. The existing consent secures only affordable rent (up to 80% of market). The proposal also secures 108 units of social rented housing (London Affordable Rent).

The proposed location of the various housing tenures is appropriately mixed ('pepper potted') across Phase 2 in order to encourage the
creation of a mixed and balanced community.

The submitted Phase 2 Financial Viability Assessment demonstrates that sub-market housing provision has been maximised to the point considered financially viable and then increased further due to the applicant accepting a sub-market profit.

Phase 2 has now been fully decanted. The majority of former tenants were re-housed elsewhere within the Borough, through the Council’s ‘choice based lettings’ system at comparable rents.

(London Plan policies 3.9, 3.11 and 3.12, draft policies H5, H6, H7, and H10)

Space Standards
London Plan space standards for all units will be secured through the reserved matters applications for each Phase. (London Plan policy 3.5)

Accessible Housing
10% of the residential units will meet M4 (3) of the Building Regulations ‘wheelchair adaptable units’ and 90% will meet M4 (2) ’accessible / adaptable units’ (to be secured by conditions 9 and 10). (London Plan policy 3.8, draft policy D4)

Density
Proposed changes to Phase 2 parameters will result in the density remaining within the previously consented range which is policy compliant. (London Plan policy 3.4, draft policy D6)

CONCLUSION
The proposed housing mix, tenure, density and internal standard of design are acceptable. The sub-market housing provision has been optimised and will be secured by S106 Agreement, including a review mechanism. A condition will secure the provision of the M4 (2) and M4 (3) units.

7.3 Design

7.3.1 A number of changes are proposed to the approved parameter plans, the main aspects of which are described below. These alterations are intended to refine rather than change the concept of the approved masterplan.

Site-wide Phasing Plan

7.3.2 Approved Block C is within Phase 1 of the approved phasing plan, but has not been delivered within this Phase due to financial viability issues. It is proposed that this now be delivered within Phase 2. A number of other minor phasing changes are proposed to reflect the development programme including the delivery of the primary school within Phase 3.

Development Parcels
7.3.3 Slight changes to the proposed shape of the development parcels within Phase 2, making these squarer, will rationalise the layout providing larger courtyards for the flat blocks thereby improving day/sunlight to units.

7.3.4 This also enables a slight change to the shape (but not area) of the main square, making this somewhat wider and more usable, with the adjacent buildings set slightly further back.

Ground Floor Uses

7.3.5 The proposed location of commercial units within Phase 2 would change to reflect the revised development parcels and to seek to align such uses along the main ‘desire line’ between the residential development and the town centre. In addition, a community facility building is now proposed within the north part of Phase 2. (As approved, the only community facility is a building to the west of Greatfields School).

Building Heights

7.3.6 The maximum permitted height of Block E is proposed to increase from 12 storeys to 14-storeys at its north-eastern corner, with the maximum height of Block F rising from 12 to 13-storeys at its north-eastern corner. Heights are also re-distributed to reduce height at the south-west corner of courtyard blocks to maximise sunlight.

7.3.7 Block C is proposed to increase in height from 6-storeys as approved to 7-storeys.

Vehicular and Pedestrian Circulation

7.3.8 The proposed amendment to this parameter plan will be discussed at section 7.6 (Transport / Parking) below.

ASSESSMENT AGAINST KEY POLICIES

**Building Heights**
The tallest 13 and 14-storey elements of the scheme would be at the junction of Ripple Road and St Pauls Road, adjacent to the commercial core of the town centre. This is considered appropriate to its context and emerging town centre character which includes tall buildings, and sufficiently set back from surrounding lower rise development. High quality design and materials are required, and can be secured through the required reserved matters application.

*(Local Plan policies BP4 and BP11 and London Plan policies 7.6 and 7.7)*

**Daylight and Sunlight**
The design and layout of blocks has regard to the need to maximise day/sunlight distribution to proposed units, within the limitations of a relatively high-density development. A Daylight and Sunlight Assessment based upon Building Research Establishment (BRE) guidelines was submitted.
The amendments to the parameters of Phase 2 has resulted in some improvements in this respect relative to the previously consented scheme. The impact of the proposed buildings on existing neighbouring development has also been assessed.

The report demonstrates on balance, a suitable living environment for future residents, and an acceptable impact on existing neighbours which is not judged to cause any significant harm to amenity.

(Local Plan policies BP8 and BP11)

### Land Use

The proposed amendment to the location of commercial uses is rational, being on the main pedestrian route and facing the main square. This will contribute to the viability of businesses and help to create an active street scene, subject to detailed design to be secured under reserved matters.

(Local Plan policies BC8 and BP11 and London Plan policy 7.5 and draft policy D7)

### CONCLUSION

The proposed amendments to the approved parameter plans in respect of the residential part of Phase 2 would enable a high quality of urban design, subject to the details to be secured under the reserved matters application for this Phase.

7.4 **External Amenity Space and Playspace**

#### ASSESSMENT AGAINST KEY POLICIES

**Private Amenity Space**

Private amenity space for all residential units in accordance with the Mayor’s Housing SPG will be secured through the reserved matters applications for each Phase. *(London Plan policy 3.5 and draft policy D4)*

**Public Open Space**

The previously approved plans include two public squares within the site, the largest of which would be 3,400 sqm, and a public open space fronting St Pauls Road. The total area of open space within the development, including private rear gardens is 16,776 sqm.

No change is proposed and the detailed design and landscaping of the spaces will be secured through the reserved matters for each Phase.

*(London Plan policy 3.7 and draft policy D7)*

**Children’s Playspace**

The predicted child yield of the development indicates that 12,770 sqm of children’s playspace across the entire development is required. The public open spaces secured by the outline permission are more than adequate to provide the area required. The details of the design will be
CONCLUSION

The proposed external amenity space and playspace provision are considered to be acceptable in quantum. Details of the design of the spaces will be secured by the reserved matters applications for each Phase.

7.5 Amenity Issues

ASSESSMENT AGAINST KEY POLICIES

Noise Mitigation
The existing outline permission includes conditions to control noise sources, and to provide appropriate sound insulation to residential units and the schools. It is proposed that these condition requirements, in addition to those relating to air quality, are retained in relation to the current application. (Local Plan policy BR13)

Wind Study
A Wind Study Report has been submitted with the current application in order to assess the affect of the proposed changes to building heights within Phase 2. This demonstrates that the open spaces and streets surrounding the buildings would provide a comfortable environment for residents and visitors and would not be subject to any 'wind tunnel' affects. (Local Plan policies BP8 and BP11)

CONCLUSION

The proposed development would provide a good standard of amenity for future residents. Conditions will secure acceptable living standards in respect of matters including acoustic protection and air quality.

7.6 Transport / Parking

ASSESSMENT AGAINST KEY POLICIES

Transport Assessment
The transport impact of the development was assessed under the original application and considered acceptable. The proposed changes to the approved parameter plans do not affect this overall assessment. (Local Plan policy BR10 and London Plan policies 6.1, 6.3, 6.9 and 6.13 and draft policies T1, T2, T3, T4, T5, T6, and T6.1)

Transport - Section 106 Measures
The previously secured transport-related Section 106 mitigation including free car club membership for new residents, car club spaces, and the funding of new bus stops (in the event of re-routing of bus route No. 62) would be maintained.
Traffic Circulation
An amendment is proposed to the previously approved vehicular and pedestrian circulation plan, such that a north/south road within Phase 2 that was previously proposed as pedestrian only would now also be vehicular. This would form a junction with St Pauls Road with a left only exit onto the main road. This improves circulation within the site, particularly for refuse vehicles, reducing the need for turning facilities. The Transport Officer has confirmed his agreement to this amendment.

Parking
The indicative site-wide parking ratio in respect of the approved outline consent is 0.6 parking spaces per unit. Proposed changes to the parking provision within Phase 2 would reduce this to 0.57. This is not considered to be a material difference and the Transport Officer has no objections. With regard to the details of parking specifically for Phase 2, this will be assessed within the relevant reserved matters application report.

Electric Vehicle Charging Points, accessible car parking bays, and cycle parking will all be secured under the reserved matters applications for each Phase of the development in accordance with policy standards.

CONCLUSION
The proposal is considered to be acceptable in terms of transport/parking matters. The Section 106 Agreement and details to be approved under reserved matters will secure the required transport measures.

7.7 Energy and Sustainability

7.7.1 The previously approved Energy Strategy for the site achieves a 40% reduction in carbon emissions relative to Building Regulations through a site-wide Combined Heat and Power network (the plant for which is already completed within Phase 1) and the installation of photovoltaic panels. This is secured through a condition of the outline consent.

7.7.2 No changes to the overall strategy are proposed within this application, but the applicant has submitted an updated Energy Strategy that is specific to the residential part of Phase 2 to demonstrate how the existing target will be achieved.

7.7.3 The south part of the development site is within Flood Zone 3 (an area with a relatively higher risk of flooding) and the northern part of the site is within Flood Zone 1 (low risk).
### ASSESSMENT AGAINST KEY POLICIES

#### Energy

Whilst current London Plan policy seeks zero-carbon development (either through on-site design or Section 106 mitigation), given the existing consent is implemented and can be completed in accordance with the previously approved strategy and that the proposed scheme amendments do not directly affect energy issues, the proposal to continue to implement the existing energy strategy is considered acceptable.

*(London Plan policies 5.3, 5.6 and 5.7 and draft policies SI2 and SI3)*

#### Flood Risk

The development was previously assessed in relation to flood risk and found to be acceptable subject to the implementation of the measures set out within the approved site-wide Flood Risk Assessment (FRA), and the submission of drainage strategies for each Phase.

A Phase 2 specific FRA and Drainage Strategy has been submitted with the application, and the Environment Agency and Lead Local Flood Authority are in agreement with its proposals. It is proposed therefore that the existing flood risk condition be amended to also incorporate a requirement to implement the submitted Phase 2 strategy.

*(London Plan policy 5.12 and draft policy SI12)*

### CONCLUSION

The proposal is acceptable in relation to matters of environmental sustainability and conditions will secure the approved energy strategy and the approved flood mitigation and drainage measures.

#### 7.8 Biodiversity and Ecology

7.8.1 The site is of low ecological value and its biodiversity will be enhanced through the proposed tree planting and landscaping to be provided within the development. The extant outline consent includes a condition relating to the protection of nesting birds and a condition requiring a bat emergence survey in respect of the flat block at Nos. 31 – 75 St Margaret’s. The applicant has submitted an updated ecological appraisal which indicates that further blocks within Phase 2, in addition to the one identified above, have a low or moderate potential for bat roosting.

### ASSESSMENT AGAINST KEY POLICIES

#### Ecology

Potential bat roosts and bird nests will be protected through the imposition of a condition. The soft landscaping to be implemented throughout the development will be secured through the reserved matters applications for each Phase. *(Local Plan policy BR3)*
CONCLUSION
The proposal is acceptable in relation to potential ecological impact and proposed conditions will protect existing habitat (conditions 45 and 46).

7.9 S106 Developer Contributions

7.9.1 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 – to be secured at 32.8% Market; 33.7% Shared Ownership; and 33.5% Affordable Rent on a phased approach with a review phase by phase on sub-market housing levels depending on market values and viability of the development;
- Land to be safeguarded within land parcel G for a secondary school;
- Land to be safeguarded within land parcel K for a primary school;
- The provision of a combined heat and power plant within Phase 1A;
- One year free membership to Zipcar for residents – setting aside two spaces for the car club;
- Future monitoring of queuing/highway capacity of King Edwards Road and any subsequent highways improvement works as necessary;
- Cost of relocation and re-provision of bus stops and waiting facilities to enable the re-routing of the 62 London bus route and to allow a new junction to be formed with Ripple Road;
- Cost of traffic management orders;
- A local labour and suppliers agreement;
- Funding towards the provision of a new community facility;
- The repriorisation of CCTV cameras and provision of appropriate infrastructure to allow installation of cameras if required.

8.0 EQUALITIES

8.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions.

8.2 In this respect, the proposed development would secure accessible and adaptable housing and an accessible environment in general.

9.0 CONCLUSION

9.1 The development will contribute to the delivery of the Borough’s housing target by optimising the potential of the site. The majority of the new housing will be sub-market housing including social rented tenure, and a significant increase in the proportion of sub-market housing would be secured in comparison with that agreed under the existing outline consent, thereby helping to address local housing need.

9.2 The development would contribute to the achievement of the Borough priorities of encouraging civic pride and social responsibility, developing our aspirational and sub-market housing offer, and shaping great places and strong communities through regeneration, by providing improved urban
design, better quality housing, a mix of housing tenures, and helping to support Barking Town Centre’s economy.

9.3 The regenerated estate will be better designed, safer and more legible than that which it replaces, will improve the Borough’s image and become a more desirable place to live.

10.0 PLANNING CONDITIONS

Reserved Matters

1. Approval of details of the access, appearance, landscaping, layout and scale of the proposed development for each Phase/Sub-Phase within Phases 2, 3 and 4 as highlighted on Phasing Parameter Plan 9157050100-PP/01 or any subsequent update agreed - (hereinafter called the ‘reserved matters’) shall be obtained from the Local Planning Authority in writing before any development within that Phase (excluding demolition) is commenced.

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

Parameter plans / reserved matters time limit

2. Plans and particulars of the reserved matters referred to in Condition 1 for each Phase/Sub-Phase shall be submitted in writing to the Local Planning Authority for approval, but shall not materially depart from the following Parameter Plans, or the Allies & Morrison Design Guidelines approved under planning permission 14/00703/OUT unless otherwise agreed in writing by the Local Planning Authority: 9157050100-PP/01; 157050100-PP/02; 157050100-PP/03; 157050100-PP/04; 157050100-PP/05; 157050100-PP/06; 157050100-PP/07; 157050100-P8; 157050100-P9; 157050100-P10. The Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of seven years from the date of this outline permission.

Reason: In order to secure a good standard of development and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Commencement time limit

3. Each Phase/Sub-Phase of the development shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved for that Phase/Sub-Phase.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
Maximum quantum of development

4. The development hereby approved shall be limited to a maximum quantum of floorspace/unit numbers as follows:

- Housing (Use Class C3) 1,575 Residential Units
- Education (Use Class D1) 21,550 sqm
- Business (Use Class B1) 2,200 sqm
- Community Uses (Use Class D1) 2,400 sqm
- Flexible Retail/Business (Use Class A1/A2/A3/B1) 1,550 sqm

Reason: In order to ensure that the development causes no additional impact that has not been assessed as part of the planning application proposal and in accordance with policy CM1 of the Core Strategy.

Construction Method Statement

5. No development within any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 shall take place, including any works of demolition (except demolition the subject of a Prior Approval application under Part 31 of the General Permitted Development Order), until a Construction Method Statement for that Phase or Sub-Phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall comply 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; and shall provide for:

a) the parking of vehicles of site operatives and visitors;
b) details of access to the site;
c) loading and unloading and the storage of plant and materials used in constructing the development;
d) the erection and maintenance of security hoardings including decorative displays;
e) wheel washing facilities;
f) measures to control the emission of noise, vibration, dust and dirt during construction; including but not limited to non-road mobile machinery requirements (NRMM), are to be implemented throughout the works to which this permission relates;
g) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

Delivery and Servicing Plan (Use Class D1)

6. Prior to the commencement of the use of the primary school, secondary school or any permitted D1 use that is implemented a Delivery and Servicing Plan for the D1 use, to incorporate details of deliveries to the site, including size of vehicle, routing of deliveries, and times of deliveries shall be submitted to and approved in
writing by the Local Planning Authority. The Plans shall be adhered to thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

Construction Logistics Plan

7. Prior to the commencement of development (excluding demolition) within any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) a Construction Logistics Plan for that Phase/Sub-Phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In order to minimise the impact of the development 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.

Boundary details

8. The relevant Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) of the development shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected for that Phase or Sub-Phase of the development and the approved boundary treatment for that part of the development has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

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

M4 (2) 'Accessible and adaptable dwellings'

9. Ninety percent (90%) of the residential units hereby permitted shall be constructed to achieve Building Regulation M4 (2) 'Accessible and adaptable dwellings' standards and the final layout of all the units within any Phase or Sub-Phase (with the exception of Phases 2B and 2C) consistent with Drawing No.9157050100-PP/01 (or any subsequent update agreed) is to be approved in writing by the Local Planning Authority for that Phase/Sub-Phase prior to any above ground development within that Phase. The development shall then be carried out in accordance with the approved details. Minor variations may be agreed in writing by the Local Planning Authority.
Reason: To ensure that accessible housing is provided in accordance with policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the London Plan.

M4 (3) 'Accessible and adaptable dwellings'

10. Ten percent (10%) of the residential units hereby permitted (across the entire application site - Phases 1A; 1B; 2; 3 and 4 as an entirety) shall be constructed to achieve Building Regulation M4 (3) ‘Accessible and adaptable dwellings’ standards (wheelchair adaptable units) and shall be constructed or capable of easy adaptation to wheelchair housing standards. The final layout and location of all the wheelchair adaptable units within any Phase or Sub-Phase (with the exception of Phases 2B and 2C) consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) is to be approved in writing by the Local Planning Authority for that Phase/Sub-Phase prior to any above ground development within that Phase. The development shall then be carried out in accordance with the approved details. Minor variations may be agreed in writing by the Local Planning Authority.

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

Scheme of road adoption/ parking management

11. No development shall commence above ground level within any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) until a detailed scheme for the design and materials of the estate roads including details of those areas proposed for adoption, and for the management and enforcement of both on-street parking and off-street parking, and the allocation of parking spaces within that Phase or Sub-Phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also demonstrate that servicing and refuse vehicles would be able to access the relevant parts of the development in a safe manner. The development shall be carried out in accordance with the approved scheme and the approved parking strategy shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interest of good design, and to ensure adequate parking facilities for each part of the residential development and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, and in the interest of the residential amenity of the future occupants in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

Archaeological investigation

12. A) No development (‘development’ includes land remediation and ground works), with the exception of demolition down to existing ground level only or demolition including slab and foundations as approved under refs. 17/01262/PRIOR4 and 17/01364/PRIOR4 in respect of the sites of Barnes House, Rookwood House, 28-69, 70-98, 99-122, 124-159, 160-192, 193-219, 221-232 St. Marys & 117-125 Wheelers Cross (within Phase 2A and part of Phase 3A) shall take place in any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written
Scheme of Investigation for that Phase/Sub-Phase which has been submitted by the applicant and approved by the Local Planning Authority, unless otherwise approved in writing by the Local Planning Authority.

B) No development excluding the exceptions set out in Part A) shall take place other that in accordance with the Written Scheme of Investigation approved under Part A).

C) No Phase or Sub-Phase of the development shall be occupied until the site investigation and post investigation assessment has been completed for that Phase/Sub-Phase in accordance with the programme set out in the Written Scheme of Investigation approved under Part A) and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To safeguard the heritage of the Borough by providing an adequate opportunity to investigate and excavate archaeological remains on the site before development is carried out in accordance with policy BP3 of the Borough Wide Development Policies Development Plan Document.

Land contamination site investigation

13. An investigation and risk assessment for any phase or sub-phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) (with the exception of Sub-Phase B (Blocks B1 and B2) of Phase 1A), in addition to any assessment provided with the planning application for that Phase or Sub-Phase, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme for each phase or sub-phase 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 for that phase or sub-phase. The written report for each phase or sub-phase is subject to the approval in writing of the Local Planning Authority. The written report of the investigation and risk assessment in respect of Sub-Phase B (Blocks B1 and B2) of Phase 1A is approved under reference 15/01320/CDN. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:
   - human health,
   - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
   - adjoining land,
   - groundwaters and surface waters,
   - ecological systems,
   - archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Remediation scheme submission

14. Where indicated by the investigation and risk assessment, a detailed remediation scheme for the relevant phase or sub-phase of the site (with the exception of Sub-Phase B (Blocks B1 and B2) of Phase 1A) to bring it to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared for each phase or sub-phase, and is subject to the approval in writing of the Local Planning Authority. The scheme for each phase or sub-phase 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. (No remediation is required in respect of Sub-Phase B (Blocks B1 and B2) of Phase 1A).

Remediation scheme implementation

15. The approved remediation scheme for the relevant Phase or Sub-Phase must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, and excluding demolition to ground level only, 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 for the relevant phase or sub-phase. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced for the relevant phase or sub-phase, and is subject to the approval in writing of the Local Planning Authority.

Unexpected contamination

16. 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 for the relevant phase or sub-phase in accordance with the requirements of condition 13, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 14, 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 that demonstrates the effectiveness of the remediation carried out must be produced for the relevant phase or sub-phase, and is subject to the approval in writing of the Local Planning Authority in accordance with condition 15.

Reason for Conditions 13 to 16: 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.
Acoustic protection scheme

17. No above ground development within Phase 3 or 4 or any Sub-Phase within Phases 3 or 4, consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall take place until full details of a scheme of acoustic protection of habitable rooms within that Phase/Sub-Phase against road traffic noise has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, the scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms (07.00 hours to 23.00 hours) with windows closed. Additionally, where the internal noise levels will exceed 35 dB LAeq in bedrooms (23.00 hours to 07.00 hours) or 40 dB LAeq in living rooms (07.00 hours to 23.00 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 dwelling to which it relates and shall be maintained at all times thereafter.

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

Phase 2B/2C acoustic standards

18. Phase 2B and 2C of the development shall be carried out in accordance with the submitted Phase 2 acoustics report and the specified façade sound insulation requirements shall be installed to each building prior to its occupation.

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

External lighting scheme

19. No above ground development of any Phase/Sub-Phase (with the exception of Phases 2B and 2C) as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall commence above ground level until a scheme showing the provisions to be made for all external lighting (including street lighting and floodlighting for the sports facilities) for that Phase/Sub-Phase has been submitted to and approved in writing by the Local Planning Authority. The external lighting is to be designed, installed and maintained so as to fully comply with The Institution of Lighting Professionals publication, "Guidance Notes for the Reduction of Obtrusive Light", reference GN01:2011. The design shall satisfy criteria to limit obtrusive light presented in Table 2 of the document, relating to Environmental Zone E3 - Medium district brightness areas - small town centre or suburban locations. External lighting in respect of Phases 2B and 2C shall be installed and thereafter maintained, prior to the occupation of the part of the development it serves, in accordance with the submitted External Lighting report, 31 Jan. 2019.
Reason: In the interests of enhancing security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

**Construction hours**

20. No construction related deliveries, external running of plant and equipment or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

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

**Flood risk assessment**

21. A) The development (excluding demolition) of any Phase or Sub-Phase (with the exception of Phase 2B and 2C), each phase or sub-phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall not be commenced until a detailed surface water drainage scheme for that Phase/Sub-Phase, based on the agreed flood risk assessment (FRA), 11007 - Gascoigne Estate FRA Rev B, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy for that Phase or Sub-Phase shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed, and no discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

B) Phases 2B and 2C shall be implemented in accordance with the submitted Phase 2 Flood Risk Assessment (ref. 1012-01) and the stated mitigation measures shall be installed and thereafter maintained prior to the occupation of Phase 2B and 2C.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, to prevent sewage flooding, and to ensure that sufficient capacity is made available to cope with the new development, and in order to avoid adverse environmental impact upon the community and in accordance with policy CR4 of the Core Strategy.

**Levels**

22. Other than works of demolition, no development within any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall commence until details of the proposed finished external ground levels and finished levels of the lowest car park level for that Phase/Sub-Phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order that finished building heights comply with the approved plans and to protect the amenities of neighbouring residents and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Plant noise limit

23. The rating level of the noise from plant installed pursuant to this permission wherever it may be located shall not exceed the existing background noise level at any time at the outside of windows to noise sensitive buildings in the vicinity of the development hereby permitted. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

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

Opening hours

24. The A1, A2 and A3 uses hereby permitted shall only be permitted to be open to the public between the hours of 07.00 and 23.00 on any day.

Reason: To prevent the use causing undue disturbance to the occupants of adjoining properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Ventilation details – Class A3 use

25. In the event of seeking an A3 use within the commercial units, details of a ventilation system for the removal and treatment of cooking odours which include measures to mitigate system noise are to be submitted to the Local Planning Authority prior to the commencement of that use. The details shall have regard to guidance and recommendations in DEFRA publication 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. The approved details shall be fully implemented prior to the first use for that purpose and shall be maintained at all times so long the unit remains in A3 use. The measures shall have regard to and be commensurate with guidance and recommendations in:

- publication, “Control of odour and noise from commercial kitchen exhaust systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs”, Ricardo.com, 2018. Details shall have regard to guidance and recommendations in DEFRA publication 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'.

The approved details shall be fully implemented prior to the first use for that purpose and shall be maintained at all times so long the unit remains in A3 use.
Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells and odours in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Air quality assessment

26. No development within any Phase or Sub-Phase (with the exception of Phases 2B and 2C) consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall commence above ground level until the applicant has submitted to the Local Planning Authority for approval further details of an air quality assessment/air quality mitigation proposals for that Phase/Sub-Phase developed on the basis of a further Nitrogen Dioxide monitoring study, the details of which are to be provided to the Local Planning Authority.

If the air quality assessment identifies that dwellings/classrooms will be exposed to Nitrogen Dioxide (NO2) in excess of the relevant standards (as prescribed in the Quality Standards Regulations 2010), the assessment shall include details of a ventilation scheme for the mitigation of air quality in affected rooms. The ventilation scheme is to be fully implemented before the first use of the development to which it relates and is to be permanently retained thereafter. It is expected that the design of any ventilation scheme will include, but not necessarily be limited to:

a) The positioning or air intakes for buildings as high as possible and away from the direct influence of air pollution from the A13 road.

b) The location of air exhausts such that re-entry to a building, or ingestion into other nearby buildings, is minimised.

Reason: In order to protect the health and amenities of future occupiers and in accordance with policies BP8, BC10 and BR14 of the Borough Wide Development Policies Development Plan Document.

Travel plan

27. A) The development hereby permitted (with the exception of development within Phases 2B and 2C) shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a Framework Travel Plan, from which a detailed Travel Plan for each Phase/Sub-Phase as shown on Drawing No. 9157050100-PP/01 (or any subsequently agreed update) shall be submitted to and approved by the Local Planning Authority for the site, which shall include proposals for minimising car-borne travel and encouraging walking, cycling and the use of public transport. No Phase shall be occupied until the detailed Travel Plan for that Phase has been approved in writing. The Travel Plan Framework and subsequent detailed plans shall include details of funding, implementation, monitoring and review. The approved Travel Plans shall be implemented and monitored in accordance with the approved scheme.

B) Phases 2B and 2C shall not be occupied until the implementation of the Phase 2 Transport Statement and Framework Travel Plan (ref. 1012/01 Rev. P01) which shall thereafter be maintained.
Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

Noise control – accessible roofs

28. With the exception of development within Phases 2B and 2C where roof(s) are to be accessible for recreational purposes a scheme for protecting the proposed upper floor dwellings from structure borne noise through the roof(s) concerned shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant part of the development. The approved scheme shall be fully implemented before the first occupation of any of the applicable top floor dwellings in the building to which the scheme relates and shall be maintained at all times thereafter. Roof construction in respect of Phases 2B and 2C shall be in accordance with paragraph 4.8 of the submitted Phase 2 Acoustics report ref. 18410-R03-B.

Reason: In order to prevent noise nuisance to future occupiers and in accordance with policies BP8 and BR13 of the Borough Wide Development Policies Development Plan Document.

Satellite dish restriction

29. Prior to occupation of each part of the development within a Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) a communal television and satellite system shall be provided and be available to each occupier of that part, Phase or Sub-Phase of the development. No satellite dishes may be installed on the exterior of the buildings, with the exception of a roof mounted dish on a flat block (not visible from ground level) providing the communal system or a rear elevation of a single dwelling house.

Reason: To safeguard the external appearance of the buildings in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Bird/bat boxes

30. No Phase/Sub-Phase of the development (as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed)) shall be occupied until bird nesting and bat roosting boxes (where feasible incorporated into the structure of the buildings or roof spaces in accordance with Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build (Publ. by RIBA, March 2010)) have been installed for that Phase/Sub-Phase in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with policy CR2 of the Core Strategy and policy BR3 of the Borough Wide Development Policies Development Plan Document.
Energy efficiency

31. All buildings within the development shall, as a minimum, meet Part L 2010 of the Building Regulations through energy efficiency measures alone.

Reason: In order to ensure that fabric energy efficiency is prioritised in the interest of minimising carbon emissions and in accordance with policy 5.2 of the London Plan.

Energy Strategy

32. The development shall be carried out in accordance with the site-wide energy strategy (Project Ref: 29311, Rev: 3.4), and in respect of Phases 2B and 2C in accordance with the submitted Energy Statement (11 Feb 2019), including the timing of heat network connections and the installation and connection of photovoltaic panels, and the entirety of the site shall achieve the stated 40 per cent CO2 reduction beyond Part L 2010 (as a minimum). The onsite energy infrastructure and the approved energy strategy shall thereafter be maintained.

Reason: In order to minimise carbon emissions and to ensure that the development provides renewable energy in accordance with policy BR2 of the Borough Wide Development Policies Development Plan Document and policy 5.2 of the London Plan.

District Heat Network connections

33. Unless otherwise agreed in writing with the Local Planning Authority, no more than 60% of the total number of units that are to be connected to the District Heat Network, as highlighted in the PBA Energy Statement shall be occupied, until the Combined Heat & Power Plant has become fully operational.

Reason: To ensure that the energy strategy is implemented and to minimise carbon emissions arising from the development and in accordance with policy BR2 of the Borough Wide Development Policies Development Plan Document.

Estate roads implementation

34. None of the development within a Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) of the development hereby approved shall be occupied unless and until the estate roads and associated drainage, footways, cycleways, street lighting, and strategic landscaping granted planning permission consistent with the approved Parameter Plans and accompanying Allies & Morrison Design Guidelines have been implemented for that Phase/Sub-Phase in full, or with respect to landscaping, such other timescales as may be agreed in writing with the Local Planning Authority.

Reason: In order to ensure an acceptable standard of services and appearance for future occupiers of the development and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.
Crime prevention details

35. No development of any Phase/Sub-Phase as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall commence above ground level until a scheme showing the provisions to be made for access control, and any other measures to reduce the risk of crime for that Phase/Sub-Phase has been submitted to and approved in writing by the Local Planning Authority taking full account of the Access Statement prepared by Lord Consultants in support of the planning application ref. 14/00703/FUL. The relevant part of the development shall not be occupied until the approved scheme for that part of the development has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

Vehicular/pedestrian access details

36. With the exception of development within Phases 2B and 2C details of the vehicular and pedestrian accesses for any Phase or Sub-Phase consistent with Drawing No. 9157050100-PP/01 (or any subsequent update agreed) consistent with the siting, size, dimensions and other details shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant Phase/Sub-phase of the development. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the adjoining highway and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

School traffic management plan

37. Prior to occupation of either School facility identified in Phases 2A and 3A on approved Drawing No. 9157050100-PP/01 - or any subsequent amendment approved by the Local Planning Authority, a management plan must be submitted to and agreed with the Local Planning Authority and Transport for London in order to identify measures to spread arrival and departure times of pupils and staff in order to reduce overloading of buses and minimise on-street congestion. The development shall be carried out in accordance with the approved plan and thereafter maintained.

Reason: In order to minimise traffic congestion and in accordance with policies BR9, BR10 and BR11 of the Borough Wide Development Policies Development Plan Document.

Refuse storage details

38. No above ground development in any Phase or Sub-Phase within Phases 2 - 4 (with the exception of Phases 2B and 2C) as shown on Drawing No. 9157050100-
PP/01 (or any subsequent update agreed) shall be commenced until details of refuse enclosures for the relevant Phase or Sub-Phase of the development showing the design, location and external appearance in respect of dwellings and the permitted A1, A2, A3, B1, and D1 uses have been submitted to and approved in writing by the Local Planning Authority. The approved enclosures shall be provided before the occupation of any part of the development that they are designed to serve 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.

Car parking spaces details

39. Prior to the commencement of any above ground development (excluding demolition) within a Phase or Sub-Phase within Phases 2 - 4 (with the exception of Phases 2B and 2C) as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) details of the car parking spaces including the accessible parking bays for the relevant part of the development (within that Phase/Sub-Phase) shall be submitted to and approved in writing by the Local Planning Authority. The approved parking spaces shall be installed and the accessible parking bays shall be clearly marked with a British Standard disabled symbol prior to the occupation of the relevant part of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure and promote easier access for disabled persons to the development and to ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with policies BC2 and BR9 of the Borough Wide Development Policies Development Plan Document.

Cycle parking details

40. No development within Phases 2 - 4 of any Phase/Sub-Phase (with the exception of Phases 2B and 2C) as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) shall commence above ground level until details of the cycle parking facilities for that Phase/Sub-Phase 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, and in the case of non-residential elements of the proposed development provide details of changing and shower facilities. The relevant part of the development shall not be occupied until the approved details for that part of the development have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document.
School – acoustic protection scheme

41. No above ground development of the school buildings shall take place until a scheme of acoustic protection has been submitted to and approved in writing by the Local Planning Authority. The approved scheme for that relevant school shall be fully implemented prior to occupation and shall be maintained at all times thereafter.

Reason: In order to secure a suitable learning environment and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document.

Sports facilities hours of use

42. The sports facilities hereby permitted shall not be illuminated or open to the public outside the hours of 07.00 and 22.00 Mondays to Sundays. No variation to the above hours shall be permitted without the prior written approval of the Local Planning Authority.

Reason: To prevent the use causing undue disturbance to the occupants of adjoining properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Office use restriction

43. The permitted B1 uses shall be used for B1(b) or B1(c) purposes and for no other purpose (including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to ensure that the permitted B1 use is utilised for research or light industrial purposes and not as an 'out of centre' office that would be contrary to policy CE2 of the Core Strategy.

Green/living roofs

44. In respect of Phases 2 - 4 details of the proposed living roofs for that phase or sub-phase as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) including their type, location and specific purpose together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority (in consultation with London City Airport) prior to the construction of the parts of the building containing a living roof. The details shall include design measures to detract birds that could adversely affect the safety of operations at London City Airport, and shall include a bird management strategy in relation to ongoing maintenance of the roofs. The living roofs shall be constructed in accordance with the approved details and thereafter maintained in accordance with the approved maintenance schedule and bird management strategy.

Reason: In the interests of reducing the impact of the development on the mains drainage system, enhancing the insulation of the building, contributing to biodiversity, and to avoid harm to aircraft safety and in accordance with policy CR1 of the Core Strategy and policies BR3, BR4 and BP11 of the Borough Wide Development Policies Development Plan Document.
Bat survey

45. Prior to the commencement of the development of any part of either Phase 2B or 2C as shown on Drawing No. 9157050100-PP/01 (or any subsequent update agreed) a bat emergence survey of the existing buildings to be demolished shall be carried out between May and August by a qualified ecologist and the results shall be submitted to the Local Planning Authority. If there is evidence of bat roost(s) on the site no development, of the relevant part of the site, shall commence until the submission to and approval by the Local Planning Authority of a bat habitat mitigation strategy. The development shall then be carried out in accordance with the approved strategy.

Reason: In order to prevent harm to wildlife habitats and in accordance with Policy BR3 of the Borough Wide Development Policies Development Plan Document.

Bird nest protection

46. There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible, a nesting bird survey should be carried out by a qualified ecologist no more than 2 days prior to the works. If nesting birds are found:

i. works to that part of the site shall be delayed until the nesting season is over and the fledglings have left the area and a qualified ecologist’s report has been submitted to the Local Planning Authority to confirm this;

ii. a strategy shall be submitted to and approved in writing by the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

Reason: In order to prevent harm to wildlife habitats and in accordance with policy BR3 of the Borough Wide Development Policies Development Plan Document.

Fire Statement

47. No part of the approved development shall be constructed above ground level until a Fire Statement for that part, 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 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.