## Barking and Dagenham Council
### Planning Committee

**Date:** 3 June 2019

<table>
<thead>
<tr>
<th>Application No.:</th>
<th>19/00318/REM</th>
<th>Ward: Gascoigne</th>
</tr>
</thead>
</table>

### 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 the approval of all reserved matters (relating to Phases 2B and 2C) following outline approval 15/01084/FUL - Details in relation to the development comprising 526 dwellings, 822 sqm of commercial floor space (Use Classes A1, A2, A3, and B1) in buildings ranging in height between 2 and 14-storeys, a public square, and associated access roads, car parking, and landscaping.

### 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 the prior grant of revised outline planning permission under ref. 19/00310/FUL) grant reserved matters planning permission for Phases 2B and 2C of the development, 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).

### Summary of Conditions

1. In accordance with approved drawings
2. External materials - submission of details for approval
3. Hard landscaping - in accordance with approved drawings
4. Soft landscaping - in accordance with approved drawings
5. Tree protection measures during construction for retained trees
6. External lighting scheme - in accordance with approved details
7. Cycle and refuse storage areas - in accordance with approved drawings
8. Electric Vehicle Charging Points to be installed
9. Accessible parking provision
SUMMARY

KEY PLANNING CONSIDERATIONS

Neighbour Consultation (see section 4.2)

- There has been 1 objection to the proposed development 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)

- 526 residential units.
- 822 sqm of commercial space (Use Classes A1, A2, A3, and D1).
- The principle of the development is considered to be acceptable and has already been established by the existing extant outline planning permission (15/01084/FUL).

Housing (see section 7.2)

Proposed Mix

<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>141</td>
<td>26%</td>
</tr>
<tr>
<td>2-bed units</td>
<td>267</td>
<td>51%</td>
</tr>
<tr>
<td>3-bed units</td>
<td>114</td>
<td>22%</td>
</tr>
<tr>
<td>4-bed units</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>526</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

- Tenure: 35% private sale and 65% sub-market housing.
- 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 the relevant planning policy.

Design (see section 7.3)

- Grid pattern street layout, buildings between 2 and 14-storeys, comprising mix of flat blocks, courtyard blocks, 4-storey maisonettes and houses. Previously approved indicative masterplan already sets development parameters.
- Proposed amendment to outline plans would create larger 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.
- Building design and floor plans provide for appropriate sunlight, daylight,
outlook and privacy to new units, and maintain amenity to existing neighbours.
- 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).
- A proposed 3,400 sqm public square is located in the centre of the site, and a public open space of 600 sqm at the junction of Ripple Road and St Pauls Road.
- Children’s play facilities are provided within the design in accordance with the London Plan SPG.

**Transport / Parking (see section 7.5)**

- Public transport accessibility level (PTAL) = 6a (excellent).
- 174 residential car parking spaces (ratio 0.35); accessible parking bays (30%); electric vehicle charging point bays (20% active and 80% passive) to be secured under conditions.
- 1,102 secure cycle parking spaces provided.
- Complies with relevant planning policy and parking standards.

**Energy (see section 7.6)**

- Minimum 40% reduction in carbon dioxide emissions through on-site combined heat and power network and renewables.
- Carbon neutral in accordance with current policy 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 site of Phases 2B and 2C of the Gascoigne East redevelopment scheme is approximately bound by St Pauls Road, Ripple Road, the completed Phase 1 (Weavers Quarter), and St Ann’s; to its respective north, east, south, and west boundaries. The northern end of the site is adjacent to the commercial part of Barking Town Centre.

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 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 The application seeks approval of the reserved matters (details of the appearance, layout, scale, means of access, and landscaping of the site) pursuant to the approved outline planning permission ref. 15/01084/FUL. The details submitted relate to Phases 2B and 2C only.

2.2 Concurrently, a Section 73 application has been submitted which seeks approval for minor material amendments to the existing outline consent, and this application (ref. 19/00310/FUL) is currently under consideration and is also due to be considered at the Planning Committee on 3 June 2019.

2.3 If the above application to amend the outline is approved the intention is to amend the description of this reserved matters application, such that it is pursuant to this new revised outline permission.

2.4 The reserved matters details which have been submitted with this application are designed to fit within these proposed revised parameters of the outline planning permission.

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

2.6 The principle of those proposed amendments will be considered under that Section 73 application. The purpose of this application is to assess and secure the reserved matters details of matters such as design, external materials, landscaping, and access.

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

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

4.2 Neighbouring Properties

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Date of consultation</td>
<td>23 March 2019</td>
</tr>
<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>Consultee response</td>
<td>Officer response</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Access Officer</td>
<td>Recommendations do not affect planning drawings - have been passed to applicant with request that these are addressed.</td>
</tr>
<tr>
<td>No objections. States that a meeting has been held with the architect. Sets out a number of recommended internal design specifications to maximise accessibility (e.g. colour contrasted handrails to stairs).</td>
<td></td>
</tr>
<tr>
<td>Arboricultural Officer</td>
<td>A planting schedule has been submitted demonstrating a significant increase in proposed tree cover as a result of the development.</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>
<tr>
<td>Designing Out Crime Officer</td>
<td>A condition is proposed in respect of the Section 73 application. The detailed design and layout creates active streets with passive surveillance.</td>
</tr>
<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>
<tr>
<td>London Fire and Emergency Planning Authority</td>
<td>Sprinkler systems proposed for all blocks, and LD1 fire detection.</td>
</tr>
<tr>
<td>Recommends the installation of sprinklers and fire detection alarms. Advises that appropriate storage facilities can help avoid clutter in communal corridors in respect of mobility</td>
<td>All M4 (3) units</td>
</tr>
</tbody>
</table>
scooters, bicycles etc. include designated storage/charging facility for wheelchairs/scooters. Cycle storage provided.

<table>
<thead>
<tr>
<th><strong>Transport Development Management Officer</strong></th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Urban Design Officer</strong></th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height, scale, massing – supported.</td>
<td></td>
</tr>
<tr>
<td>Redistribution of Phase 2 building heights supported – improves courtyards and visual appearance.</td>
<td></td>
</tr>
<tr>
<td>Appearance – delineation of building elements and varied materials/colours reduces apparent bulk, adds visual interest.</td>
<td></td>
</tr>
<tr>
<td>Phase 2 commercial units relocation supported.</td>
<td></td>
</tr>
<tr>
<td>Open spaces, good provision, effective management needed and clear strategy for use.</td>
<td></td>
</tr>
</tbody>
</table>

### 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.

#### 5.2
The Borough CIL (at a rate of £70 per square metre index linked from 2015) was not in place at the time of the original planning permission ref. 14/00703/OUT. The CIL Regulations state that in such circumstances CIL is payable only on any uplift in floor space since the original permission. In this case because the original consent was an outline in respect of Phase 2 there were no detailed floor plans setting out the quantum of floor space proposed. Consequently there is no additional floor space that can be calculated in relation to this application and therefore the liability in respect of the Borough CIL is nil.

#### 5.3
In relation to the Mayoral CIL, the full charge would be £869,075. 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.
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 the Development

7.1.1 The principle of the development is established by the extant outline planning permission. The current Section 73 application proposes amendments to the parameters of this outline consent. This reserved matters application proposes a scheme which would fit within those revised parameters.

7.2 Housing

7.2.1 The proposed amendments to the parameter plans in respect of Phase 2, and the detailed designs submitted with the reserved matters, 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 now be provided within Phase 2.
7.2.2 The provision of sub-market housing is secured through the Section 106 Agreement associated with the outline permission. Proposed amendments to the sub-market housing provision are being addressed within the current Section 73 application.

**ASSESSMENT AGAINST KEY POLICIES**

**Housing Mix**
The proposed proportion of family-sized units is 23% for this Phase. This is considered appropriate because the indicative masterplan is based upon providing more family housing within Phases 3 and 4 resulting in 35% family units on a site-wide basis as approved within the extant outline consent. Phase 2, due to its proximity to the town centre, is higher density and provides more appropriate location and building typology for smaller units. *(Local Plan policy BTCSSA6)*

**Space Standards**
All homes are designed to meet London Plan internal space standards, and provide private external amenity space in accordance with the Housing SPG. *(London Plan policy 3.5 and draft policy D4)*

**Residential Amenity**
The majority of units are dual aspect; maximum number of flat entrances on each level per stair core is 8; many units have attractive outlook over proposed main square; buildings are designed to provide visual interest and variety with welcoming main entrance doors to flat blocks. *(Local Plan policies BP8 and BP11 and London Plan policy 3.5 and draft policy D4)*

**Accessible Housing**
The layouts have been designed to provide 10% of the residential units that meet M4 (3) of the Building Regulations ‘wheelchair adaptable units’ with the remaining 90% meeting M4 (2) ‘accessible/adaptable units’ (this is also secured by a condition of the outline consent). *(London Plan policy 3.8 and draft policy D5)*

**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 and draft policy D6)*

**CONCLUSION**
The proposed housing mix, density and internal standard of design are acceptable.

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. Whilst these changes are both proposed and to be secured under the Section 73
application, they are also relevant to this reserved matters submission, which will fit within those parameters, and therefore are discussed below.

**Development Parcels**

7.3.2 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.

7.3.3 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**

7.3.4 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**

7.3.5 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.

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

**Vehicular and Pedestrian Circulation**

7.3.7 The proposed amendment to this parameter plan will be discussed at section 7.5 (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.

*(Local Plan policies BP4 and BP11 and London Plan policies 7.6 and 7.7 and draft policies D2 and D8)*
**Appearance and Materials**

The architectural design of the buildings includes the use of varied textures, colours, and features that serve to articulate the elevations, and to reduce the apparent bulk of the blocks.

Street frontages are ‘active’ with commercial units at street level and residential front doors onto the street. The ground floor entrances to flats are raised above ground by half a floor, with steps up from the pavement, which provides additional privacy (level access to these unit types is also available by lift from the rear).

The main material proposed is brick with some elements of cladding. A variety of brick colours and tones are proposed with the use of a light coloured brick proposed for internal courtyards in order to increase light reflectivity. The final details of the materials for each block would be secured by condition (proposed condition 2).

The varied materials would create visual interest and it is considered that the proposed buildings are attractively designed and well-proportioned.

*(Local Plan policy BP11 and London Plan policies 7.4, 7.5 and 7.6 and draft policies D1, D2 and D8)*

**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 have 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. That assessment compares the proposed height parameters with those previously approved. It concludes that there would be an improvement for the majority of affected neighbouring windows. Where the impact is greater than previously, predominantly this is not to a material degree.

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.
CONCLUSION
The proposed development would provide a high quality of urban design that will help to transform the character and appearance of the area in a positive fashion and provide a good quality living environment for future residents.

7.4 External Amenity Space and Playspace

ASSESSMENT AGAINST KEY POLICIES

Private Amenity Space
The submitted floor plans demonstrate that all proposed residential units would have private external amenity space in accordance with the Mayor’s Housing SPG. Some of the flat types have very generous external space that significantly exceeds the minimum standard.

The drawings show roughly half the flat types having private terraces of between 6 – 8 sqm for 1 and 2 bed units, with the other half having typical areas of between 10.5 – 14 sqm, with a maximum of approximately 20 sqm. The larger terraces are focused on the 2 and 3 bed units, although not exclusively. The London Plan policy requirement is a minimum area of 5 sqm per 1 or 2 person dwelling plus 1 sqm for each additional person for larger units.

Public Open Space
A proposed 3,400 sqm public square is located in the centre of the site, and a public open space of 600 sqm is located at the junction of Ripple Road and St Pauls Road.

Detailed hard and soft landscaping drawings have been submitted, including a tree planting schedule. The intention is to provide attractive spaces that encourage people to spend time within the space. Seating areas are provided, and the topography would be varied adding visual interest. The details are well-considered and appropriate and a condition is proposed to ensure implementation in accordance with the approved scheme.

A Wind Study Report has been submitted which 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.

(London Plan policies 3.7 and 7.5 and draft policies D4, D7 and S4)
### Children’s Playspace
The development would provide 4,740 sqm of children’s play space within the development parcels of Phases 2B and 2C. This exceeds the minimum policy requirement of 2,583.4 sqm based upon predicted child yield, as set out within the London Plan SPG.

The submitted landscaping drawings include details of proposed play equipment and natural features usable for play. The details are considered acceptable.

*(London Plan policy 3.6 and draft policy S4)*

### CONCLUSION
The proposed external space within the development is considered to be well-designed and would contribute to making the location an attractive place to live. Children’s playspace is to be provided in excess of the minimum standard. The details are therefore acceptable and are to be secured by condition (see conditions 3 and 4).

### 7.5 Transport / Parking

#### ASSESSMENT AGAINST KEY POLICIES

**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.

*(Local Plan policy BR10)*

**Parking**
The proposal includes 174 parking spaces for Phase 2 provided within basement car parks under Blocks E2 and F1, and on-street; a parking ratio of 0.33 spaces per dwelling. This is a reduction in the parking ratio relative to the previously consented scheme, based upon the indicative masterplan, of 0.44.

The Transport Officer is in agreement with the parking ratio, and given the very high PTAL rating and the census data for this ward indicating a car ownership rate per household of 0.39, it is considered acceptable. The proposal is in accordance with London Plan policy and draft London Plan policy which seeks further reductions in parking provision for new developments.

In addition, the Section 106 Agreement associated with the outline planning consent secures one year’s free car club membership to each new resident. The existing local provider is Zipcar which has car club parking bays in St Erkenwald Road and Axe Street, both within a short walk of this Phase. In future, an additional 2 car club bays are secured.
under the Section 106 Agreement for Phase 3 of the development.

The GLA in their transport comments on the associated application to amend the outline consent requested a further reduction in the parking ratio, in order to contribute to the objective of creating ‘Healthy Streets’ that encourage walking and cycling and provide an attractive environment, that is not dominated by cars.

In response to this, it is considered that the parking ratio is already low given the outer London location, and as mentioned above, it is slightly below the household car ownership rate for the ward. This will help disincentivise car ownership, and the site layout is not car dominated, with the majority of the parking being provided at basement level. Having regard to these circumstances, the parking ratio is considered appropriate.

Electric vehicle charging points will be provided within the basement car park (20% active, 80% passive); accessible car parking bays are shown on the plans (1 accessible space per wheelchair adaptable unit) resulting in 30% accessible spaces (exceeding the 10% policy requirement); 1,102 cycle parking spaces would be provided within integral storage rooms at ground or basement level for each building in accordance with London Plan standards.

(Local Plan policy BR10 and London Plan policies 6.9 and 6.13 and draft policies T5, T6 and T6.1)

CONCLUSION

The proposal is considered to be acceptable in terms of transport/parking matters and the required parking provision is secured by conditions 7, 8 and 9.

7.6 Energy / Sustainability / Biodiversity

7.6.1 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.

7.6.2 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. This has been assessed and can be secured under the Section 73 application.

7.6.3 The submitted roof plans for this reserved matters application indicate the roof mounted photovoltaic panels that are required for the implementation of the energy strategy.

7.6.4 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. Conditions to protect the limited existing ecological value of the site are secured under the Section 73 application.

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 proposed development refines and enhances the originally consented masterplan for Phase 2 of the development, to provide a well-designed and attractive living environment for future residents that is in compliance with the development plan.

10.0 PLANNING CONDITIONS

Approved drawings

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

ZZZ-XXX-DR-A-0101
ZZZ-XXX-DR-A-0102
ZZZ-XXX-DR-A-0103
C10-002-DR-A-1001
C10-010-DR-A-1001
C10-020-DR-A-1001
C10-030-DR-A-1001
C10-040-DR-A-1001
C10-050-DR-A-1001
C10-060-DR-A-1001
C10-070-DR-A-1001
E10-002-DR-A-1001
E10-010-DR-A-1001
E10-020-DR-A-1001
E10-030-DR-A-1001
E10-040-DR-A-1001
E10-050-DR-A-1001
E10-060-DR-A-1001
E10-070-DR-A-1001
E10-080-DR-A-1001
E10-090-DR-A-1001
E10-100-DR-A-1001
E10-110-DR-A-1001
E10-120-DR-A-1001
E10-130-DR-A-1001
E10-200-DR-A-1001
E20-001-DR-A-1001
Reason: For the avoidance of doubt and in the interests of proper planning

Details of materials

2. No above ground development of any building hereby approved shall take place until details/samples of all materials to be used in the construction of the external surfaces of that building have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

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

Hard landscaping

3. Each part of the hard landscaping scheme (including play facilities and equipment) shown on the hereby approved drawings (excluding the estate roads and pavements) shall be completed prior to the occupation of the part of the development it serves and shall thereafter be permanently retained. Minor variations may be agreed in writing by the Local Planning Authority.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document
Document. (Note: details of the materials for the estate roads is to be submitted pursuant to condition no. 11 of 19/00310/FUL).

Soft landscaping

4. The soft landscaping scheme, for each part of the development, shown on the hereby approved drawings (and in accordance with the submitted Planting list) shall be carried out in the first planting and seeding seasons following the occupation or the completion of that part of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. Minor variations may be agreed in writing by the Local Planning Authority.

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

Tree protection

5. Before any works hereby permitted are commenced and until all such works are completed:

a) all trees to be retained shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS.5837;

b) any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing. Any trees that are damaged or felled during construction work must be replaced with semi mature trees of the same or similar species.

Reason: To ensure that retained trees are identified prior to the commencement of development and adequately protected during the construction phase in accordance with policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

Lighting

6. Prior to the occupation of each hereby approved building the external lighting for that building shall be installed in accordance with the submitted ‘Skelly and Couch’ lighting report and shall thereafter be maintained.

Reason: In the interests of 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.
Refuse and cycle storage

7. Prior to the occupation of each hereby approved building the refuse and cycle storage enclosures for that building, as indicated on the hereby approved drawings, shall be constructed and thereafter permanently retained for the use of the occupiers of the development.

Reason: To provide satisfactory refuse and cycle storage provision in the interests of the appearance of the site and locality and in the interests of promoting cycling as a sustainable and non-polluting mode of transport in accordance with policies BP8, BP11 and BR11 of the Borough Wide Development Policies Development Plan Document.

Electric Vehicle Charging Points

8. Electric Vehicle Charging Points shall be installed (20% active, 80% passive) to serve each off-street car park within the development. The charging points shall be installed prior to the occupation of the building within which the basement car park is situated and thereafter retained permanently for the use of occupiers and visitors to the premises.

Reason: To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

Wheelchair accessible parking

9. The accessible parking bays indicated on the hereby approved drawings shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose, unless otherwise agreed in writing by the Local Planning Authority.