


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
14th March 2022
Application for Outline Planning Permission

Case Officer:	Grace Liu	Valid Date:	7th October 2021
Applicant:	Peabody Trust & Dagenham Dock Limited	Expiry Date:	6th January 2022
Application Number:	21/01808/OUTALL	Ward:	River
Address:	Former Dagenham Stamping and Tooling Operations Site, Chequers Lane, Dagenham, RM9 6SA		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below

Proposal:
Formal Application Description

Outline planning application (all matters reserved) for the demolition of existing buildings and structures, the erection of buildings comprising residential homes and non-residential floorspace, including: flexible industrial workspace; flexible employment, retail, community and leisure uses; a school, and associated infrastructure; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing, utilities and other works incidental to the proposed development.

Informative

The application as part of the public consultation has been described with further explanation (not forming part of the formal description of development set out above) as follows:

“Outline planning application (all matters reserved) for the demolition of existing buildings and structures and the redevelopment of the site to include the erection of buildings (ranging in heights from 1 to 19 storeys) to provide up to 3502 residential homes (Use Class C3), a secondary school, up to 4400sqm of flexible non-residential floorspace (Use Classes E and/or F1(f) and/or Sui Generis), up to 5000sqm of flexible industrial floorspace (Use Classes E(g) and/or B8 and/or B2) and associated infrastructure; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing, utilities and other works incidental to the proposed development. This application is an EIA development and is accompanied by an Environmental Statement”.

The formal description of development which omits the unit numbers and heights will allow for changes to occur in the future, if required by the applicant, in a streamlined and flexible manner.

Officer Recommendations:

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised Officer) to grant planning permission subject to any direction from the Mayor of London, and the completion of a S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 of this report and the Conditions listed in Appendix 5 of this report; and
3. That, if by 14th September 2022 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth (or other authorised Officer), in consultation with the Director of Law and Governance, be delegated authority to refuse planning permission, extend this timeframe to grant approval or refer the application back to the Planning Committee for determination.

Conditions Summary:**Site Wide Conditions Procedural**

1. Reserved Matters to be Submitted
2. Timing of Reserved Matters Submission
3. Timing of Reserved Matters Commencement
4. Approved Drawings and Documents
5. Phasing Strategy
6. Unit Numbers & Housing Mix
7. Office Use in the Development Plot for Employment Uses
8. Flexible Non-residential Uses
9. Car Parking
10. Building Heights
11. Public Park
12. Development Plots
13. Design Code
14. Accessible Housing
15. Reserved Matters Submissions

Prior to Commencement Conditions

16. Archaeology
17. Construction Logistics Plan
18. Construction Environmental Management Plan (CEMP)
19. Contamination
20. Surface Water Drainage
21. Flood Resilience
22. Circular Economy Statement
23. Air Quality
24. Site Wide Energy Strategy and Energy Centre Details
25. Energy Statement and District Heating Network Connection
26. Piling Method Statement
27. Boreholes
28. Kent Avenue Culvert
29. Whole Life Cycle Carbon
30. Aviation Safeguarding
31. Waste Water

Prior to Above Ground Works Conditions

32. Socio Economic
33. Transport and Air Quality Impacts
34. Detailed Heritage Strategy
35. Wind Microclimate Analysis

36. Access Arrangements
37. Child Playspace Strategy
38. Car Parking Design and Management Plan and Implementation
39. Highway Landscaping
40. Traffic Management Plan
41. Urban Greening Factor
42. Cycle Parking
43. Delivery and Servicing Plans
44. Refuse Strategy
45. Electric Vehicle infrastructure
46. Detailed Design and Materials Samples
47. Community Uses - School

Prior to First Occupation / Use Conditions

48. Wayfinding Overarching Strategy
49. Public Art
50. Acoustic Protection
51. Details of Any Commercial Kitchen Extract Ventilation System
52. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
53. Fixed and Mobile Equipment
54. Remediation and Verification
55. Whole Life Carbon - Post Construction Assessment
56. Circular Economy Post Construction Assessment
57. Water Efficiency
58. Biodiversity Enhancements
59. Restriction on lighting of outdoor sports facilities in school grounds
60. Secure by Design
61. Landscaping Management Plan

Monitoring and Management Conditions

62. Environmental Statement
63. BREEAM Final Certificate (above ground works)
64. Antenna
65. Considerate Constructors Scheme
66. Digital Connectivity
67. Biodiversity Net Gain
68. Impact on the Television Reception of Neighbouring Properties

Legal Agreement s106 – Summary of Heads of Terms:

1) Affordable housing and viability review:

- a) 1,550 affordable dwellings (minimum of 47% by habitable rooms)
- b) 50% of affordable dwellings (by unit) shall be London Shared Ownership/Intermediate
- c) 50% of affordable dwellings (by unit) shall be London Affordable Rent
- d) Early-stage viability review
- e) Mid-stage viability review – with increased nominations initially to seek to;
 - i) deliver an uplift within the later phases of the scheme up to 50% Affordable Housing by Habitable Room on the same split as the main permission as noted above in b) and c).
 - ii) Provide an additional contribution to TfL in relation to bus provision of £1.3m
- f) Late stage viability review

g) Council to have nomination rights for London Affordable Rent dwellings

2) Buy-to-let:

a) Buy-to-let purchasers of two or more units to provide the Council with details of managing agent and ensure agents is registered with Association of Rental Letting Agents or the National Association of Estate Agents

3) Build to Rent

- a) Build to Rent Housing Strategy
- b) Build to Rent Management Plan
- c) 15-year covenant period and clawback provision

4) Secondary education

- a) If required by the Council prior to a defined longstop date, transfer of a cleared and serviced site (with access) to the Council to enable delivery of 10 form entry secondary school by the Council/DfE (or nominated provider).
- b) Community Use Agreement for school facilities

5) Employment and Training

- a) Employment, Skills and Supply Chain Plan
- b) Employment and Training Contribution: (FTE construction workforce for the relevant phase x 25%) x £5,000
- c) Construction phase employment: developer to use reasonable endeavours to:
 - i) ensure minimum of 20 % of construction phase workforce are new jobs;
 - ii) ensure minimum of 25% of FTE construction phase employees are local residents within LBBD;
 - iii) advertise all construction phase job vacancies through the Council's job brokerage services;
 - iv) ensure any appointments/placements of unemployed local residents into FTE construction phase jobs are for a minimum period of 26 weeks;
 - v) ensure compliance with Unite Construction Charter;
 - vi) ensure all construction phase employees are paid no less than the London Living Wage; and
 - vii) work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service.
- d) Construction phase training: developer to use reasonable endeavours to:
 - i) provide at least one training opportunity for every 10 construction workers, at least half of which must be apprenticeships leading to a full recognised qualification;
 - ii) provide 10 weeks of work experience for every 6 months of the construction phase, with each placement lasting a minimum of 2 weeks; and
 - iii) provide at least one educational workshop/visit per educational term for the duration of the construction phase to support local schools and careers services.

- e) Local procurement of goods and services including reasonable endeavours to ensure at least 25% of the value of all goods and services are sourced from LBBB.
- f) Employment monitoring:
 - i) Regular employment monitoring reports
 - ii) Employment coordinator
 - iii) Employment and Training Monitoring Contribution of £1,500 prior to submission of each reserved matters application
- g) Contributions in the event of failure to comply with targets:
 - i) Shortfall against target number of jobs for LBBB residents x £5,000
 - ii) Shortfall against target number of apprenticeship starts x £8,000
- h) End user phase: developer to use reasonable endeavours to:
 - i) ensure minimum of 10% of newly created vacancies within employment floorspace are filled by local residents within LBBB;
 - ii) advertise all end user job vacancies through the Council's job brokerage service;
 - iii) ensure all employees within end user phase are paid no less than London Living Wage;
 - iv) work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service; and
 - v) include relevant commitments within tenancy documents.

6) TfL Contributions

The developer to pay a contribution of £500,000.00 towards buses prior to the commencement of Phase 2.

As per 1(e) A review of contributions for a further £1.3million at the mid stage review once monies towards Affordable Housing have been deducted.

7) Highways and Transport

- a) Section 278 agreement for off-site highway works (including road safety audit(s)).
 - Junction improvements to New Road/Chequers Lane
 - Junction improvement to New Road/Kent Avenue
 - Highways improvements to Chequers Lane from Messina Way to Merriellands
 - Active Travel Zones in and around Chequers Lane, New Road etc. including north-south and east-west connectivity
 - Chequers Lane & Messina Way junction works
- b) Section 38 agreement for construction and adoption of on-site highway works (including road safety audit(s)).
 - Upgrades to Kent Avenue (within DDL red line)
- c) Safeguarding of land for delivery of East-West Link with developer required to deliver link in the event that third party funding is made available by a defined longstop date.

- d) Delivery of the 'Primary pedestrian route' as labelled in the Hierarchy of Routes and Access Parameter Plan (Drawing number DDSP-PRP-ZZZZ-ZZ-DR-A-020223 Revision P01) between New Road and Chequers Lane, north of Dagenham Dock Station for use by public 24 hours a day (subject to necessary closures for maintenance or other matters agreed with the Council)
- e) All bus stops delivered in connection with the development shall comply with TfL's accessible bus stop design guidance.

8) Car Parking and Travel Plans

- a) Restrictions on parking permits
- b) Payment of Council's reasonable costs of implementing Car Parking Management Plan and Traffic Management/Regulation Orders.
- c) Car parking spaces to be leased on a short-term basis with a prohibition on sale of freehold/long-leasehold interest
- d) Car Club:
 - i) Delivery of a minimum of three car club spaces
 - ii) Funding car club membership for the first occupier of each future household for two calendar years
- e) Residential and Workspace Travel Plan(s)
- f) Travel Plan monitoring report
- g) Welcome packs for occupiers including details of Travel Plan, Car Park Management Plan, parking permit restrictions and Car Club.

9) Air quality

- a) Offsetting contribution payable at practical completion of relevant phases where they fail to meet Air Quality Neutral standards (£29,000 per tonne of NOx shortfall)

10) Energy and Sustainability

- a) Each phase/plot to achieve a minimum on-site reduction of at least 35% beyond Part L Building Regulations 2013.
- b) Submission of as-built energy performance reports prior to occupation of relevant phase/plot to demonstrate that the relevant phase/plot has met the minimum 35% target for on-site reduction, with payment of a carbon offsetting contribution to cover the shortfall between the actual on-site reductions and the 100% reductions required by London Plan Policy SI 2 calculated as £95 per tonne of CO2 shortfall multiplied by 30 years

11) Industrial Floorspace

Employment uses within the 'Employment Use Plot' as shown on drawing DDSP-PRP-ZZZZ-ZZ-DR-A-02020 rev P01 to be delivered prior to a defined point in the development.

12) Indexation

- b) All payments and contributions to be subject to appropriate indexation

13) Monitoring and Legal Fees

- a. Monitoring contributions (excluding Employment and Training and Travel Plan obligations for which separate payments are secured) of £8,000 per phase of the development to monitor and implement the HoT's secured in this deed relating to Affordable housing provision, highways works, CPZ restrictions, Car Club provision, travel plan reviews, air quality & energy (CO2 reduction)
- b. Payment of the Council's reasonable and proper legal fees in drafting, negotiating and completion s106 agreement.

OFFICER REPORT

Planning Designations:

- Locally significant industrial land
- London Riverside Opportunity Area
- Key Regeneration Area South Dagenham West and Chequers Corner (part)
- Tier 2 Archaeological Priority Area
- Flood Zone 3 and minor area benefiting from flood defences

Emerging Local Plan

- Strategic transformation area
- Site allocation "XJ- Stamping Plant" for comprehensive mixed-use development, comprising residential, commercial floorspace and community uses and supporting infrastructure, including a potential secondary school and cultural facilities.

Site, Situation and relevant background information:

The Site comprises 18.74 hectares and was the former Ford Stamping Plant located immediately north-east of Dagenham Dock station.

It is bounded to the east by Kent Avenue (and the Beam Park development beyond) and to the west by Chequers Lane. The Breedon Dagenham Cement Depot is to the south and runs along the width of the site.

The northern boundary adjoins private land which separates the majority of the Site from New Road. From west to east, there is the Premier Inn and associated car park, the potential redevelopment site of Transport House and the proposed Social, Emotional Mental Health ('SEMH') school which is currently being considered (app ref: 21/01959/FULL).

Historically the Site was primarily used as a press shop to produce vehicle panels for distribution to vehicle assembly operations. The Site was decommissioned by the Ford Motor Company in 2012 and subsequently vacated when manufacturing ceased in 2013. Between 2016 and 2021 the Site was subject to a programme of demolition and remediation works (planning ref:17/00232/FUL).

Currently, the only buildings or structures contained within the Site are a sub-station and utilities bridge over Chequers Lane. There are few trees and little vegetation within the Site. The Site includes the northern part of Kent Avenue and Link Road which links New Road to Kent Avenue.

The majority of the Site has a Public Transport Accessibility Level ('PTAL') of 2, with approximately a quarter of the Site scoring a PTAL 3. Dagenham Dock station is located on the southwestern edge of the Site and numerous local bus services with service frequencies of under 10 minutes are within walking distance.

Emerging Context

West of the Site the area holds a mix of functions with retail, industrial and warehousing uses. Works have also commenced on the Merriellands Crescent development which will provide c. 325 new homes and new retail floorspace and on the former Department of Employment site for 90 homes.

Beam Park is located immediately east of the Site, comprising a cross boundary (LBB and London Borough of Havering) residential-led development for up to 3,000 homes, two primary schools and nurseries, Beam Park Railway Station and up to 5,272sqm of mixed uses, including retail, healthcare, multi-faith worship space, leisure and community uses with open space and other supporting infrastructure.

On the GSR Self Storage site to the southwest of the Site, Inland Homes have recently obtained planning permission (21/01211/FULL) for 380 new homes in buildings rising to 19 storeys, alongside public realm and highway works along Chequers Lane and at Dagenham Dock station. A planning application for public realm works on the land to the north of Dagenham Dock station, including highways improvements to Chequers Lane, landscaping and public realm improvements has also been approved (21/01191/FULL).

Key issues:

1. Principle of Development
 - Introduction
 - Release of Locally Significant Industrial Land (LSIS)
 - Intensified Employment Space
 - Residential Use
 - Education Provision
 - Non-Residential Uses
2. Reserved Matters and Phasing
3. New Homes and Affordable Housing
 - Density
 - Housing Mix and Tenure
 - Affordable Housing
 - Viability
4. Environmental Impact Assessment
5. Design
 - Parameter Plans
 - Design Code
 - Scale and Massing
 - Layout
 - Appearance
 - Landscape, Public Open Space and Play
6. Impacts to Neighbouring Amenity
 - Agents of Change
 - Community Engagement
 - Third party representations
 - Noise
 - Health and Safety
 - Daylight, sunlight and overshadowing
7. Sustainable Transport
 - Wider Connectivity and Public Realm
 - East West Connection
 - Public transport and Accessibility levels
 - Vehicular access and internal road layout
 - Trip generation and modelling
 - Car parking and Electric Car parking
 - Car and cycle parking management plan
 - Car Club
 - Cycle Parking
 - Construction Logistics Plan and Servicing Plan

- Framework Travel Plan
- Highway Works
- Bus Route
- Bus Contributions
- Resident Permits
- Access Strategy
- Internal Road Network

8. Waste Management and Refuse Collection

9. Delivering Sustainable Development

- Sustainability
- Energy and Co2 Reduction
- Overheating
- Overarching Energy Strategy
- Whole Life Carbon
- Circular Economy
- Digital Connectivity
- Air Quality
- Wind

10. Meeting the Needs of Local Residents

- Employment and Skills
- New Community Uses

11. Biodiversity and Sustainable Drainage

- Biodiversity
- Urban Greening
- Trees
- Sustainable Drainage
- Contamination

12. Archaeology and Heritage

13. Aviation Safeguarding

Planning Assessment:

1.0 Principle of the development:	
<i>Existing use(s) of the site</i>	Former Industrial use
<i>Proposed use(s) of the site</i>	residential homes and non-residential floorspace, including: flexible industrial workspace; flexible employment, retail, community and leisure uses; a school
<i>Net increase of units</i>	Up 3502 units

Introduction

1.1 London Plan Policy SD1 states that Opportunity Areas should maximise the delivery of affordable housing and create mixed and inclusive communities, and also contribute to regeneration objectives through tackling social inequalities and barriers. Policy SD10 sets out Strategic Areas for Regeneration and states that development proposals should contribute to regeneration by tackling inequalities and the environmental, economic and social barriers that affect the lives of people in the area.

- 1.2 The site falls within the London Riverside Opportunity Area, which has an indicative capacity of 29,000 jobs and 44,000 homes. It also falls within a Strategic Area for Regeneration, and officers note that in 2019 Barking and Dagenham had the highest Index of Multiple Deprivation Score in London.
- 1.3 A small portion of the site to the north is allocated in the adopted plan as a Key Regeneration Area South Dagenham West and Chequers Corner and Site-Specific Allocation: Outside Barking Town Centre – South Dagenham West. The area comprises a regeneration area where mixed use schemes including residential, commercial, community, retail and leisure uses are encouraged.
- 1.4 In the emerging local plan, the site (ref XJ-E011) forms part of the strategic transformation area of Dagenham Dock and Freeport of Policy SPP3. The policy details the Council's aspiration in regenerating this part of Dagenham to create a new sustainable neighbourhood.
- 1.5 Within the emerging site allocations document, the site is identified as "XJ". The proposed use sought for this site is for "*a comprehensive residential-led mixed use development. Potential capacity of delivering circa 3000 new homes, flexible community/commercial floorspace and supported infrastructure including a 10-form secondary school to the north-western part of the site, cultural facilities and open spaces*".
- 1.6 The proposed mix of land uses on this strategic site has the potential to provide significant regenerative benefits, subject to securing appropriate obligations such as affordable housing, and so could be strongly supported in principle, subject to resolving the matters raised below.

Release of Locally Significant Industrial Land (LSIS)

- 1.7 In the adopted local plan, the site is designated as Locally Significant Industrial Land (LSIS). Historically the Site was primarily used as a press shop for Ford to produce vehicle panels for distribution to vehicle assembly operations. The Site was decommissioned by the Ford Motor Company in 2012 and subsequently vacated when manufacturing ceased in 2013. Between 2016 and 2021 the Site was subject to a programme of demolition and remediation works (planning ref:17/00232/FUL).
- 1.8 The London Riverside Opportunity Area Planning Framework was adopted in 2015 and provides a high-level planning framework for an area that runs along the southern areas of LBB and LBH along the River Thames. The site is identified for "Potential 'Locally Significant Industrial Land' release for housing".
- 1.9 As noted above, in the emerging local plan, the site (ref XJ-E011) as noted above forms part of the strategic transformation area of Dagenham Dock and Freeport of Policy SPP3. The policy details the Council's aspiration in regenerating this part of Dagenham to create a new sustainable neighbourhood.
- 1.10 London Plan Policy E7 (b) states:

"Development Plans and planning frameworks should be proactive and consider, in collaboration with the Mayor, whether certain logistics, industrial and related functions in selected parts of SIL or LSIS could be intensified to provide additional industrial capacity. Intensification can also be used to facilitate the consolidation of an identified SIL or LSIS to support the delivery of residential and other uses, such as social infrastructure, or to contribute to town centre renewal.... This approach should only be considered as part of a plan-led process of SIL or LSIS intensification and consolidation (and the areas affected clearly defined in Development Plan policies maps) or as part of a co-ordinated masterplanning process in collaboration with the GLA and relevant borough, and not through ad hoc planning applications. In LSIS (but not in SIL) the scope for co-locating industrial uses with residential and other uses may be considered. This should also be part of a plan-led or masterplanning process".

- 1.11** Emerging Policy DME 1 states *“The Council will support co-location of industrial and non-industrial land uses (including employment and residential uses) where appropriate and where this would meet the requirements of Policy E7 of the London Plan. This could involve a mix of industrial and residential and/or other uses on the same site, either side-by-side or through vertical stacking.*
- 1.12** The release of industrial land at this site is detailed in the Council’s evidence based Industrial Land Strategy (ILS) (July 2021). The site is designated as DD3 within the assessment and is acknowledged that the site is for redevelopment and has not been included in calculations for re-provision.
- 1.13** The Industrial Land Strategy details an additional capacity of 655,000sqm of industrial floorspace over the plan period to 2040 to support the intensification and release land for housing.
- 1.14** It is clear therefore that the Council wish to remove the site from this designation and sets out an emerging site allocation for residential development as part of a plan led approach which accords with policy and the objectives as set out in the London Riverside Opportunity Area Planning Framework (OAPF). Officers consider that the release of the site from LSIS to a strategic residential led development site is supported by policy.
- 1.15** The GLA have commented and acknowledged that *“The draft policy, site allocation and OAPF together carry material weight that provides an emerging plan-led approach for residential-led development in accordance with London Plan Policy E7 (part B)”*.

Intensified Employment Space

- 1.16** Notwithstanding the above the proposed development proposes up to 5000sq m of employment use floorspace within the outline scheme. This would include industrial and business uses and will support policies E4 and E6 of the London Plan in continuing to contribute towards the borough’s industrial capacity and will address GLA concerns on the loss of all LSIS at this location.
- 1.17** The applicant has submitted an Industrial Property Market Assessment Report which details the research undertaken to ensure that the amount and type of industrial and business floorspace results in viable units and mitigating the prospect of unlet units. The report concludes that small scale, flexible industrial floorspace responds to strong demand and limited supply in this location.
- 1.18** The type of space that the Market Assessment has concluded would be appropriate for this location and depending on configuration would be:
- Logistics, catering / food
 - production, trade counter,
 - engineering / small scale
 - manufacturing, equipment hire,
 - creative, professional services,
 - other business and personal services,
 - SMEs
- 1.19** The GLA consider that the potential of the site to provide industrial uses could be greater than that proposed by the applicant, noting the current LSIS designation and considering the emerging site allocation and OAPF identify the site as suitable for housing, officers consider that the development could appropriately provide sufficient industrial capacity in line with the plan-led approach set out in London Plan Policy E7.
- 1.20** The GLA have however sought additional clarity on the precise employment uses allowed and that Class E (i) office use should be limited to a maximum of 25% of the total amount of employment use proposed (up to 5000sqm). Ancillary office use to a main industrial use would however be acceptable. The permitted uses therefore would be as follows:

- Light industrial (E(g)(iii))
- Research and development of products or processes E(g)(ii)
- Manufacturing (B2)
- Warehouses (B8)

- 1.21** Officers also agree that potentially large concentrations of office uses should be restricted and focused towards the more sustainable location of Barking Town Centre as noted in the emerging local plan. Therefore, by restricting Class E office use at this location would not prejudice this local policy objective. A condition will be secured that the employment use phase as shown and submitted as part of the application shall only be limited to the above industrial and business uses only.
- 1.22** In terms of the delivery of the employment phase, Policy E7 states that *“the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied”*. In collaboration with the GLA, officers consider that the delivery of the employment uses can be delivered later than this policy requirement.
- 1.23** The reason for the relaxation is based on the viability of the scheme which currently offers little flexibility in delivering components unless part of a strategic timeline of delivering non-residential uses, public realm, new homes and highway works across a 17 year build period.
- 1.24** In discussion with the GLA and the applicant discussions will continue to finalise the trigger date for the delivery of the employment phase prior to the signing of a legal agreement. Indicatively, the estimated trigger point will be at the latest the completion of Phase 2 (1810 residential units). This trigger will be secured by legal obligation.
- 1.25** The release of LSIS at this location and the intensified industrial floorspace within the proposed scheme has been justified through a plan led approach and detailed in the Council’s evidence based Industrial Land Strategy and is supported by regional and local plan policy.

New Homes

- 1.26** The National Planning Policy Framework (NPPF) speaks of the need for delivering a wide choice of quality homes which meet identified local needs, in accordance with the evidence base, and to create sustainable, inclusive, and mixed communities. Paragraph 17 specifically states that it is a core planning principle to efficiently reuse land which has previously been developed.
- 1.27** London Plan Policy H1 sets Barking and Dagenham a housing completion target of 19,440 units between 2019/20 and 2028/29. The London Plan identifies the London Riverside Opportunity Area as having an identified development capacity for a minimum of 44,000 new homes. The London Riverside OAPF also supports new residential developments, including along the A1306 which runs just to the north of the site. The applicant is proposing 3,502 homes, which would constitute 8% of the indicative capacity of the Opportunity Area and 18% of Barking and Dagenham’s housing target for the next ten years.
- 1.28** London Plan Policies GG4, D2, D4, H1, H10 and H12 outlines that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures, in accordance with Local Development Frameworks. Residential development should enhance the quality of local places and take account of the physical context, character, density, tenure and mix of the neighbouring environment and as a minimum incorporate the space standards and more detailed requirements, as outlined in the Housing SPG.
- 1.29** The Core Strategy outlines through Policy CM1 that development should meet the needs of new and existing communities and deliver a sustainable balance between housing, jobs, and social infrastructure, with Policy CM2 further emphasising the specific housing growth targets of the Borough. Policies SPDG1 and SP3 of the emerging LP (at Reg 19 stage) outline similar objectives.
- 1.30** The proposed allocation proposes circa 3000 new homes across this strategic site allocation. Noting the *“presumption in the favour of sustainable development”* of new dwellings as noted in the NPPF the indicative figure of new homes on the site has increased to up to 3502 units

through a considered and successful design. The outline design as shown on the parameter plans and supported by the Design Code, which sets out the overarching design principles, has been scrutinised by the independent Design Review Panel and a lengthy and rigorous pre application process with officers.

- 1.31** This scheme would positively contribute to the Borough's housing stock, noting the demand for increased housing, and the principle of the new housing at this location is therefore supported. As above, there is an emerging plan-led approach for residential led development on this site. Noting the significant contribution, the development proposes to make towards meeting housing targets from one site, the principle of residential use is strongly supported in principle.

New Secondary School

- 1.32** The National Planning Policy Framework (NPPF) states in para 94:

"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted".

- 1.33** London Plan policy S3 states that the Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice. The policy seeks to ensure a sufficient supply of good quality education facilities to meet demand and offer educational choice. These should be in accessible locations, with good public transport accessibility and access by walking and cycling; entrances and playgrounds should be away from busy roads; link to existing footpath and cycle networks; maximise the extended or multiple use of educational facilities for community or recreational use through appropriate design measures; adopt an inclusive design approach; incorporate suitable, accessible outdoor space; and locate facilities next to parks or green spaces where possible.
- 1.34** These objectives are further reflected in Core Strategy CC2: Social infrastructure to meet community needs and Draft Local Plan policies SP8: Delivering Social Infrastructure, in the Right Locations and DM34: Planning for Social Infrastructure.
- 1.35** The proposed development will generate the need for 2x 3FE primary schools and 1x 6FE secondary school to support up to 3502 units. This is based on the Council's own child yield calculator rather than the generic GLA calculator. The Council has seen that the child yield of new homes, especially witnessed at Barking Riverside, exceeds the GLA estimations, due to larger and more multi-generational homes.
- 1.36** As noted above, within the emerging site allocations document of the Reg 19 local plan, the site is identified as "XJ". The proposed use sought for this site is to include "a 10-form secondary school to the north-western part of the site". The site is earmarked for a clear identified education need.
- 1.37** The applicant proposes to transfer a 5 acre education plot to the Council to accommodate the 10 form secondary school. The school will then be built out by the Council and the Department of Education. The provision of the secondary school land will equate to meeting the demand for both primary and secondary places as noted above. Whilst it is recognised that the scheme will not provide direct primary school provision the land take of the 5-acre site could accommodate both the primary and secondary need provision for this site.
- 1.38** The education plot within this site is unique in its size and location within the transformation area of Dagenham Dock and Freeport. Officers recognise that there is no other site identified that could accommodate a secondary school of this size. Officers are satisfied that primary school provision for the site can be met elsewhere in the locality.

- 1.39 As the secondary school site will meet demand for neighbouring sites also, primary school demand for this site can be met by neighbouring sites in the vicinity. Two x 3 FE primary schools have been approved on the site to the east at Beam Park (one which has been constructed). There is also a primary school emerging to the west of the site. Both these sites in turn will rely on this emerging school provision for their secondary school placement needs. There is capacity in the short term from existing primary schools.
- 1.40 The Council have strategic objectives to meet the shortfall of primary school places in this part of the borough. Whilst the information is commercially sensitive officers are comfortable that the provision of primary school will be delivered in the future, so the needs of this site are met.
- 1.41 Officers recognise that the delivery of primary school provision generated by this scheme is not conventional as opposed to direct provision or providing a financial contribution. However, officers acknowledge that the land transfer does have a monetary cost to the applicant and that the strategic need to provide a large secondary school is fundamental within this part of the borough.
- 1.42 On balance, officers consider that the applicant has met the requirements in education provision as generated by this site, through the land transfer. It will not only benefit future residents of the site but also have wider public benefit to the surrounding locality.
- 1.43 Whilst the allocation states the school could be located potentially in the north west corner of the site during design development it has been relocated to the south east corner. It is considered the relocation provides an optimal location for improved access via the new internal bus route and away from the busy New Road to the north. The school use will also encourage movement through the site to provide vitality to the overall development. Chapter 5 discusses the design of the school in more detail.
- 1.44 The school plot measures 5 acres, and the applicant has worked with LBBD Education and the Department of Education to bring forward the site to deliver much needed school places. The school plot will be transferred over to the Council in 2028. The Council will then with the Department of Education deliver the school so that it is operational in 2030.
- 1.45 The School will be connected by the east west connection route that runs along the southern part of the Masterplan site. This key route will provide direct access to Dagenham Dock Station and eventually buses will run along this route from Kent Avenue. This route will be delivered in full by 2032 by the applicant and this has been secured by the legal agreement. From the time the school is operational in 2030 the school will be facilitated by a temporary access to provide safe access to the school until such time the permanent route becomes operational.
- 1.46 The Council's education department have accepted this approach to delivery and note that the school will be occupied by pupils gradually and that the school will not open at full capacity.
- 1.47 Until such time the school is operational in 2030 it is likely that Phase 1 will be partly occupied as Phase 1 is anticipated to be completed by 2029. Education officers have confirmed that secondary spaces can be accommodated in the meantime from capacity in existing schools.
- 1.48 The school will be delivered via a transfer of the land to the Council from the developer. This will be secured by legal agreement. The school will be developed and built by LBBD Education and the Department of Education. The design of the school will adhere to the Design Code which sets out the design principles.
- 1.49 It is considered that the provision of the secondary school is vital to support the delivery of the significant numbers of units coming forward not only from this site but across the regeneration area of Dagenham Dock and is strongly supported in line with London Plan Policies S1 and S3.
- 1.50 To maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures a community use agreement will be secured within the S106 agreement prior to the occupation of the school to accord with London Plan Policy S3 and details are contained in Chapter 8 of this report.

New non- residential uses

- 1.51 The NPPF states strategic and non-strategic policies should set out an overall strategy for the pattern, scale, and quality of development, and make sufficient provision for community facilities (such as health, education and cultural infrastructure. In promoting healthy and safe communities, Paragraphs 91 to 95 specifically discusses how planning policies and decisions should aim to achieve healthy, inclusive, and safe places.
- 1.52 Paragraph 93 of the NPPF states that an objective is *“to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*
- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
 - b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
 - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;*
 - d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*
 - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services”.*
- 1.53 London Plan Objective GG1 emphasises the need for access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities in order to engender active participation and social integration and tackle social isolation. London Plan Policy S1 supports development proposals that provide high quality, inclusive social infrastructure that address need and support service delivery strategies should be supported
- 1.54 Core Strategy Policy CC2 seeks to maintain and improve community wellbeing and support will be given to proposals and activities that protect, retain, or enhance existing community facilities, or lead to the provision of additional community facilities.
- 1.55 The current proposal could potentially provide up to 4400sqm of non-residential uses proposed on the site. The applicant proposes the following amounts of flexible uses as follows;
- Up to 3,000sqm of flexible Use Class E floorspace and / or Use Class F1(f) floorspace and / or Use Class F2(b) and/or Sui Generis floorspace (drinking establishment with or without expanded food provision);
 - Up to 700sqm of Use Class E(d) floorspace (indoor sport, recreation or fitness); and
 - Up to 700sqm of Use Class E(e) floorspace (provision of medical or health services.
- 1.56 The applicant has submitted a Commercial Strategy Statement which indicatively maps out the types of commercial uses proposed through the delivery of phases. The amount and type of uses is appropriate in accordance with the emerging development coming forward in this transformation area.
- 1.57 The applicant has also submitted a Retail Impact Assessment. The assessment has demonstrated that the site is the most sequentially preferable to accommodate the Proposed development and the proposed uses will not generate ‘significant adverse impact’ on the vitality and viability of any defined Centre”. The proposed development will not generate any significant adverse impacts on the realisation of any planned investments or adopted or emerging policy objectives in the terms of existing or new centres.
- 1.58 The Assessment concludes that the non-residential floorpace will meet a substantial need for retail, service, leisure and other uses generated by the new residential and business community created as part of the Proposed Development. The proposed retail and leisure floorspace will help to serve a localised and unique catchment area, complementing the established and emerging network of centres within the Borough.

- 1.59 The amounts and uses will be conditioned which will ensure a balanced community is created throughout the site. The sui generis uses will also be subject to conditions to ensure that the use will not detrimentally impact on the amenity of the immediate locality.
- 1.60 Notwithstanding the above, officers are satisfied that the uses proposed provides flexibility so that the scheme can adapt in the future to the market but whilst creating a vibrant neighbourhood.

2.0 Reserved Matters and Phasing

Reserved Matters

- 2.1 This proposed application has been submitted in outline. An application for outline planning permission allows for a decision on the general principles of how a site can be developed. Outline planning permission is granted subject to conditions requiring the subsequent approval of one or more 'reserved matters'.
- 2.2 Reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (ie they can be 'reserved' for later determination).
- 2.3 The proposed application seeks that **all** matters are reserved. These matters include the following:
- 'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
 - 'Appearance' – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
 - 'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
 - 'Layout' – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
 - 'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings.
- 2.4 The rest of the report will not go into specific detail of these five matters as they will be subject to separate reserved matters applications for each phase of the proposed development post decision of the outline application. This report will however consider all other aspects of the development outside of the reserved matters and the appropriate conditions attached to these aspects if further details are required. The majority of conditions will be seeking details of these matters to be submitted and approved by the Local Planning Authority prior to the submission of a reserved matters application and prior to the commencement of any works. However, some of the conditions allow some works to occur after the commencement of development of each phase or plot and until the reserved matters have been approved. Officers have structured the conditions to allow flexibility for the applicant to accelerate the build where reasonably possible.

Phasing

- 2.5 The proposed conditions have been structured in such a way that the applicant must firstly submit a Phasing Strategy which will include the following:
- A layout plan indicating the proposed Phases of the development across the site, including confirmation of the Plots to be delivered in each Phase;
 - A programme for the sequencing and an indication of the anticipated timing of works to be undertaken across the different Phases of the development;
 - Location of the energy centre and the timing of its delivery
 - Details of the proposed phasing of the development for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).
- 2.6 The strategy will identify the Phases (and Plots within) coming forward for development and will allow officers to consider the development of each phase in the context of the whole Masterplan. This will ensure that the delivery of highway and social infrastructure, tenure and mix of homes, open space, public realm etc is brought forward in a cohesive and holistic way.
- 2.7 The submission of this strategy is secured by condition alongside other outline conditions for further details to be submitted for other key matters that have been agreed in principle. This overarching strategic approach to the structure and mechanism of the conditions will allow the applicant to develop the Masterplan flexibly and as noted above will accelerate the delivery of much needed homes.
- 2.8 The proposed Masterplan is currently defined by the Parameter Plans and Design Code which will form the key approved documents/plans of this outline. Given the scale and duration of the project, it is almost certain that there will be many factors that will influence future decision making around the location, number of homes and timing of different parts of the scheme coming forward. As such the applicant is seeking significant flexibility in terms of the phasing and delivery.
- 2.9 A few of these moving factors could be for example:
- Disruption to the construction materials or labour market
 - Housing market cycle, including values and purchaser demand
 - Major regulation and funding changes
- 2.10 The core principles to secure delivery of the physical and social infrastructure elements are already captured within the Outline element through the parameter plans and the Design Code (discussed further in Chapter 5 of this report).

Section 106

- 2.11 The accompanying Section 106 legal agreement, alongside the conditions and the reserved matters applications, will also secure fundamental elements of the proposal alongside the phased delivery.
- 2.12 The S106 will also secure aspects of the scheme that will ensure a holistic delivery of the Masterplan through appropriate timed triggers. These are summarised below and noted in detailed in the Heads of Terms found in appendix 6 of this report. The timed triggers are for:
- the delivery of the school so that it is operational alongside the provision of key highway infrastructure and until such time the school is operational any shortfall of school spaces can be adequately accommodated within existing schools.
 - the delivery of highway improvements to junctions, new infrastructure and public realm.
 - The delivery of the industrial floorspace.

3.0 New Homes and Affordable Housing

Overall % of Affordable Housing:

47% (hab room basis)

Density

- 3.1 The NPPF emphasises the importance of delivering a wide choice of high-quality homes and, as part of significantly boosting the supply of housing, advises that Local Planning Authorities should set their own approach to housing density to reflect local circumstances.
- 3.2 London Plan Policy D3 encourages the optimisation of sites, having regard to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, including transport. It also states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2. Policy D3 also states that the higher the density of a development, the greater the level of design scrutiny that is required. Policy D4 states that proposals that exceed 350 units per hectare or include a tall building should be subject to a greater level of design scrutiny.
- 3.3 Policy D6 of the London Plan seeks to ensure that development proposals make the most efficient use of land and states that sites must be developed at the optimum density, with a design-led approach to optimising density.
- 3.4 Core Strategy and Borough Wide Policies CM2 and BP10 seek to ensure that housing densities are considerate to local context and accessibility, design, sustainability, and infrastructure requirements, whilst ensuring optimum use of all suitable sites in the Borough in light of the high levels of identified housing need. Additionally, Policy SP2 of the emerging local plan (at Reg 19 stage) advocates a design-led approach to optimise density and site potential.
- 3.5 The site allocation for the site anticipates circa 3000 new homes. The outline application proposes up to 3502 new homes which exceeds the allocation estimation. However, the estimated figure was not a result of any detailed design analysis. The development would have a density of 187 units per hectare.
- 3.6 The Masterplan has however undergone a lengthy and rigorous pre application process which has included testing the density in terms of the overall design. The Scheme has been presented to the independent quality review panel twice where in principle the density was considered to be appropriate for this site.
- 3.7 Noting the site's PTAL, its location in outer London and in an Opportunity and its proximity to a railway station and the strategic road network, the proposed density is considered to optimise the development of the site. As such, the development effectively optimises development capacity and residential density through a design-led approach, which is strongly supported in line with London Plan Policies D2, D3 and D4.

Housing Size Mix and Tenure

- 3.8 Policy H4 of the London Plan requires 50% of the strategic number of homes built over the plan period to be affordable. Policy H5 part b (3) states that sites that were previous non designated industrial land has a 50% threshold for affordable housing. The application was subject to a viability assessment.
- 3.9 Policy H7 of the London Plan, also reflecting the targets previously set out in the SPG, further details the Mayor's preferred affordable tenure split, which consists of a minimum of 30% low-cost rented homes (including Social Rent and London Affordable Rent), a minimum of 30% intermediate products (including London Living Rent and London Shared Ownership) and the remaining 40% to be determined by the Local Authority based on identified need, provided they are consistent with the definition of affordable housing. The policy also indicates that this preferred split, established on a habitable room basis, should not be applied so strictly where the overall affordable housing provision exceeds 75%.

- 3.10 Similar affordable housing requirements, as well as the preferred tenure split set out in draft London Plan policy, are echoed by emerging Local Plan (Reg 19 stage) Policy DMH1.
- 3.11 As noted in Chapter 2 of this report, the outline will secure the submission of a Phasing Strategy prior to the submission of the reserved matters application. The strategy will identify the Phases (and Plots within) coming forward for development and will allow officers to consider the development of each phase/plot in the context of the whole Masterplan. This will ensure that the delivery of highway and social infrastructure, tenure and mix of homes, open space, public realm etc is brought forward in a cohesive and holistic way.
- 3.12 This will mitigate against high concentrations or overprovision of any tenure at any one time unless agreed by officers as part of a strategic approach as noted in the approved phasing strategy.
- 3.13 The applicant has provided an illustrative indication (see below) of how the number of homes could translate into mix and tenure. The mix and tenure of the units cannot be fixed at this stage as the application is at outline but will be used for reference as the Masterplan emerges.

	Studios	1 Bed	2 Bed	3 Bed	4 Bed	Total
Private Sale*	39	794	882	237	0	1,952
London Affordable Rent	0	195	270	247	63	775
Intermediate**	0	291	337	147	0	775
Total	39	1,280	1,489	631	63	3,502

*May include Build to Rent housing

**Assumed as Shared Ownership

- 3.14 The scheme seeks to deliver 7-10% of 4 bed units of which all will be dedicated for London Affordable Rent. This would equate to a range of 245 to 350 4x bed properties. Officers highly support this provision as there is a recognised need for larger homes in the Social Rent tenure and addresses the housing need overall in the borough in accordance with emerging policy DMH2.
- 3.15 A condition will secure that the development does not comprise no more than 3502 residential units. The condition will also secure those applications for the approval of reserved matters submitted pursuant to this permission relating to layout and scale, shall be accompanied by a Housing Accommodation Schedule. This will ensure that the development delivers an appropriate range of units sizes. This document shall explain and include:
- a) The mix (size by bedroom, and tenure) of residential units proposed on that part of the Site; and
 - b) A cumulative position statement on the provision of housing, having regard to any residential development approved in previous reserved matters and the indicative housing proposals for the remaining parts of the development.
- 3.16 The Housing Accommodation Schedule shall demonstrate how the proposed development as a whole accords with the housing mix ranges as noted in the table below:

Dwelling Size	Private Sale	Intermediate	London Affordable Rent
Studios	Less than or equal to 5%	-	-
1 bed unit	35 – 50%	35 - 45%	20 – 35%
2 bed unit	35 – 50%	40 – 50%	30 - 45%

3 bed unit	10 – 15%	15 – 20%	At least 30%
4 bed unit	-	-	7 – 10%

Buy to Let

- 3.17 Officers have secured through the legal agreement where an individual or organisation (except a Registered Provider) has purchased more than two market housing units and intends to let those units to persons other than immediate family members that individual or organisation shall provide LBBB with the name, address and contact details of the managing agent and ensure the agent is registered with the Association of Rental Letting Agents or the National Association of Estate Agents.

Build to Rent

- 3.18 Where the Developer proposes to provide any of the market housing units as Build to Rent (BTR) housing the Developer shall, prior to Occupation, submit to LBBB for approval a BTR Housing Strategy and BTR Management Plan. Any market housing units occupied as BTR housing shall be occupied in accordance with the approved BTR Housing Strategy and BTR Management Plan that must be submitted and secured through the legal agreement.

Affordable Housing

- 3.19 The Proposed Development will deliver a minimum of 1,550 affordable homes, equating to approximately 44% of the total housing delivery by unit number or, based on the illustrative masterplan, approximately 47% on a habitable room basis. The affordable homes will comprise a balance of affordable housing tenures, including London Affordable Rent and intermediate homes to meet a variety of needs. The affordable housing will be located throughout the masterplan in order to ensure the creation of a mixed and sustainable community. The housing mix indicates that 50% of the affordable units provided will be London Affordable Rent tenure with the remaining 50% relating to Intermediate housing, which is currently assumed as shared ownership. The affordable housing mix and the amount of affordable housing by habitable room will be secured by legal agreement.
- 3.20 All homes (including affordable) are to be designed so that they meet the London Plan minimum internal space standards for new dwellings and other design standards, and the relevant Building Regulation standards.
- 3.21 Officers will secure a condition that each Reserved Matters application will require an affordable housing statement that will demonstrate how each of the units delivered in each phase seeks to address and meet the targets of emerging Policy DMH2. The Affordable housing statement shall also detail how the proposed phase takes into consideration previous phases and the cumulative delivery. This will ensure that tenure mix and especially affordable housing is delivered cohesively across the site.
- 3.22 To ensure a comprehensive and strategic delivery of affordable housing throughout the delivery of the Masterplan the legal agreement will ensure a percentage of affordable housing is delivered prior to the occupation of market units. The legal triggers will ensure that affordable housing is delivered alongside private housing to ensure an integrated and cohesive development and that the 47% affordable housing target is delivered cumulatively as phases are brought forward.
- 3.23 Policy H12 of the London Plan states that residential development should offer genuine housing choice with regard to the range of housing size and type.
- 3.24 The Council have also secured nomination rights through the legal agreement for London Affordable Rent Units as follows:
- 90% of units for first lets
 - 75% of units for re-lets.
- 3.25 In terms of tenure and mix, emerging local policy DMH2 which is based on recent evidence dated March 2020 sets out the housing mix for both private and affordable housing tenures to meet a recognised need to which the proposed development seeks to achieve. The scheme therefore

meets policy as noted above and the delivery of affordable housing in accordance with the proposed mix set out above will be secured by S106 Agreement.

Viability

- 3.26 The scheme proposes 47% affordable housing (on a habitable room basis) which is below the 50% threshold for schemes on previous industrial land. Schemes meeting the 50% threshold would qualify for the fast-track route assessment route however in this case the scheme was subject to be viability tracked.
- 3.27 The applicant has submitted a viability assessment. The applicant concluded that the proposed Development with 44.26% affordable housing (by units) generates a deficit of -£80,479,941 against the viability benchmark. An independent financial review was carried out by the Council and initially concluded that of the proposed Development with 44.26% affordable housing (by units), generates a surplus of £1,900,000 against the viability benchmark when assuming a 12% IRR.
- 3.28 The applicant has provided further justification/evidence in support of their viability conclusion. The Council have undertaken an additional review on the following points:
- private residential values:
 - Sales rate and off plan reservations
 - Build to rent units
 - London Affordable rent values
 - Construction costs
 - Construction costs- site wide infrastructure.
 - Disposal fees
 - Financial rates
 - Developer profit
 - Benchmark land value.
- 3.29 The updated appraisal of the proposed Development taking into account the amendments identified above has concluded that the scheme with 44.26% affordable housing (by units) / 47% affordable housing (by habitable room) generates a 11.29% IRR against a target IRR of 12%.
- 3.30 The Council therefore consider that the proposal of 44.26% affordable housing (by units) / 47% affordable housing (by habitable room) is the maximum to be reasonably asked of this site based on the Council's appraisal.
- 3.31 Whilst the Council and the applicant agree there is a deficit, the applicant remains respectfully in disagreement with the findings of the independent viability appraisal results. Officers therefore wish to make clear that whilst the LPA are satisfied the scheme is delivering the maximum reasonable amount of Affordable Housing (at the time of assessment) that the viability position is not agreed.
- 3.32 Further the GLA viability team have also not confirmed their agreement to the position on viability. The GLA review is ongoing and will form part of discussion at the stage 2 referral.
- 3.33 Despite the deficit demonstrated at this stage, Officers are cognisant that the delivery of this permission will run for over 15 years. Noting the current shortfall against policy targets to deliver 50% Affordable Housing on former industrial land, the LPA wish to capture any additional affordable housing after the permission is implemented through early, mid and late-stage reviews as recommended by the independent review and also by the GLA. This will be secured within the

legal agreement. It is proposed there is one mid stage review linked to the disposition of the 1750th unit with an adjustment to the policy standard 60/40 split (in favour of the Council) of additional profit to secure an uplift of affordable housing up to 50% AH by Habitual room on the same split as the main permission of 50% London Affordable Rent tenure and 50% Intermediate housing.

- 3.34 The LPA consider it reasonable to add such mechanisms to help meet the 50% delivery of affordable housing on this site in accordance with planning policy and the strategic objectives of this site. It is also considered reasonable and appropriate due to the size and phased nature of the scheme.
- 3.35 Further discussion on the viability in relation to TFL contributions can be found in Chapter 7 of this report.

Quality of Accommodation

- 3.36 At national level, the 'Technical Housing Standards – Nationally Described Space Standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor-to-ceiling heights. London Plan Policy D4 seeks for new housing to achieve the space standards in line with those set at national level. The Core Strategy and Borough Wide Policy Document and emerging local plan (Reg 19 stage) also reiterate the need for housing developments to conform to these requirements.
- 3.37 Policy D4 of the London Plan also sets out the importance for homes across London to be designed to a high quality – 'New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners over their lifetimes. Particular account should be taken of the needs of children, disabled and older people'.
- 3.38 All new build dwellings shall be constructed to comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) as a minimum. A minimum of ten percent of all new build dwellings shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: Wheelchair user dwellings (2015 edition). The scheme would deliver a minimum of 350 x M4(3) units across the delivery of the Masterplan. This approach is in accordance with London Plan Policy D7 (Accessible housing) and emerging Local Plan Policy DMH 3 (Specialist housing). A condition will secure that the scheme will deliver the minimum requirement as noted above.
- 3.39 All proposed dwellings would meet the minimum required internal space standards as set out in the nationally described space standard and generally ensure that all future occupants benefit from good standards of daylight/sunlight provision. Details of compliance will be assessed at reserved matters.
- 3.40 The applicant has submitted a Design Code which sets out overarching design principles which will improve the detailed design of the phases as they are brought forward. One of the topics of the Design Code includes Accessibility and considers the needs of all occupiers or visitors. As the Design Code will be an approved document, officers are confident that these agreed principles will form the backbone of the detailed design when they are brought forward at reserved matters stage. Further details of the Design Code are discussed in Chapter 5 of this report.

4.0 Environmental Impact Assessment

- 4.1 The Proposed Development is considered an 'EIA development' as it falls within the description and thresholds in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations. Regulation 3 of the EIA Regulations prohibits granting planning permission unless prior to doing so, the relevant planning authority has first taken the 'environmental information' into consideration and stated in their decision that they have done so.
- 4.2 The 'environmental information' comprises the applicant's Environmental Statement, including any further information and any other information, and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 4.3 An EIA Scoping request was submitted on 17th May 2021 (ref: 21/00891/SCOPE), to seek a formal Scoping Opinion. The EIA Scoping Report included a description of the proposed development and was accompanied by a location plan of the site and a list of the cumulative schemes to be assessed within the ES.
- 4.4 The Scoping Report was reviewed on behalf of the Council by Temple Consultants and a formal EIA Scoping Opinion was issued on 22nd June 2021 which informed the formal submission.
- 4.5 An Environmental Statement (ES) was submitted by the applicant with the outline planning application. The ES assessed the effects on the following environmental receptors as follows:
- Climate change and greenhouse gases
 - Cultural heritage, townscape and visual
 - daylight, sunlight and overshadowing
 - ground condition and contamination
 - human health
 - hydrology and flood risk
 - noise and vibration
 - socio-economics
 - Traffic and Transport
 - Air Quality
 - Wind Microclimate
- 4.6 To ensure the reliability of the ES, the Council appointed independent EIA consultants, Temple, to review the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Where appropriate reference was made to other relevant documents submitted with the planning application.
- 4.7 Temple's initial review identified a number of clarifications and potential requests for 'further information' under Regulation 25 of the EIA Regulations. The Applicant was issued with a copy of Temple's Interim Review Report ("IRR"). The applicant responded to the IRR with an addendum and a Final Review Report was prepared by Temple.
- 4.8 Temple concluded that all outstanding clarifications and request for further information had been addressed by the applicant.
- 4.9 Officers have considered the reviews and reports and are satisfied the ES has been appropriately reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations). The 'environmental information', including all responses has been examined by the Council and have been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed development, which forms the basis of the assessment presented in this report.

- 4.10 Officers have secured a condition to ensure that the development shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the submitted Environmental Statement and Environmental Statement Addendum and associated appendices unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents.

5.0 Design

- 5.1 The NPPF, London Plan Policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 19 stage).
- 5.2 Specifically, Policy D1 of the London Plan requires development to have regard to the form, function and structure of the local context and scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, that new development should build on the positive elements that can contribute to establishing an enhanced character for future function of the area.
- 5.3 London Plan Policy D9 (Tall buildings) requires a development plan-led approach to identifying suitable locations for tall buildings. Emerging Policy SPP3 sets out a broad spatial planning framework for the provision of tall buildings at the application site. It states, “the areas along the A1306 and the railway line, which are primarily higher density plots and frame vistas from this transport infrastructure into the site and areas in this location are particularly appropriate to building significantly taller than prevailing heights, subject to design”.
- 5.4 The design rationale for the proposal is detailed within the supporting Design and Access Statement and supplemented by the Illustrative Masterplan. The masterplan proposals have been informed by the Council’s aspirations for the Site as laid out in the emerging Local Plan for example improving pedestrian, cycling and transport connections and utilising opportunity for higher density-built form around Dagenham Dock Station.
- 5.5 The applicant has stated that The National Design Guide and National Model Design Code have also shaped the design of the proposals with regard to site identity and movement, as well creating beautiful public spaces and built form.
- 5.6 Extensive consultation has taken place with officers and the GLA, as well as the Council’s independent Quality Review Panel in accordance with draft Local Plan Policy DMD 1 and London Plan Policy D4, key stakeholders and the local community. The outline design seeks to respond appropriately to the context of the Site and its surroundings, inclusive of the Site’s rich industrial history, to create a residential-led, mixed use balanced community where people live, work, learn and play in a new vibrant neighbourhood that offers substantial areas of new green open spaces, tree planting and high-quality public realm
- 5.7 The applicant has submitted an Illustrative Masterplan which demonstrates one way in which the parameters and Design Code can be implemented to create a high quality, beautiful and sustainable place. As this application is at outline stage as the design is delivered in phases/plots there may be variations to this indicative vision but the conditions, obligations and approved documents of this outline application will ultimately ensure a high quality development of a new community neighbourhood at this location.
- 5.8 The detailed design of the Masterplan will come forward in the Reserved Matters applications for the relevant plot(s). As part of the outline the design principles have been secured by parameters and the Design code (which are discussed below).
- 5.9 It is envisaged that the Masterplan will be delivered in phases containing plots. The applicant could develop by plot or plots. The names of the plots are as follows as shown on the parameter plans.

- Plot A; Plot B; Plot C; Plot D; Plot E; Plot F; Plot G; Plot H; Plot I; Plot K; Plot L; Plot M; Plot N; Plot O; Plot P; Plot Q; Plot R; Plot S; Development plot for Education plot and Development plot for Employment uses.

Parameter Plans

- 5.10 The outline application has presented the following parameter plans which show the following:
- Maximum Development Plots- shows the maximum areas of each plot within the Masterplan.
 - Building Heights Parameter- shows the plots adhering to a maximum height AOD. The AOD heights ranges from +7.620m to +68.840m.
 - Ground Floor Land Uses- shows the primary and secondary location for non-residential uses at ground floor level of the plots.
 - Open Space and Public Realm- shows the location of the public park, primary open space, public realm and streets, semi-private amenity area within development plots, and buffer to street from employment use area.
 - Hierarchy of Routes and Access- shows the primary pedestrian route, pedestrian route, secondary vehicular route, vehicular route and access for the employment use area, designated cycle route and bus route.

Design Code

- 5.11 London Plan Policy D4 states that maximum detail appropriate for the design stage is provided at application stage to avoid the need for later amendments and to avoid deferring the assessment of design quality to planning conditions or Reserved Matters.
- 5.12 As this is an outline application, the applicant has prepared a Design Code that sets out the overarching design principles of the Masterplan through mandatory and advisory codes to inform the design of later Reserved Matters applications.
- 5.13 The Design Code has been rigorously scrutinised at pre application and application determination stage by officers at the Council and the GLA.
- 5.14 Notwithstanding the above further clarification was sought by officers and the applicant has revised the Design Code accordingly. The applicant has provided further clarity and revisions, updated codes, changed advisory codes to mandatory codes, added new advisory codes to the following areas of the Design Code:
- Overarching principles
 - Character Areas
 - Urban Park
 - Gateway Squares
 - Central Green
 - Urban Streets
 - Northern Quarter
 - Glossary
- 5.15 Officers have welcomed the proactive response by the applicant to address outstanding points. In general, the Design Code provides an appropriate level of detail and shows a good level of ambition to achieve a high quality of design.

Scale and Massing

- 5.16 The proposed scale and massing of the Masterplan is broadly accepted. The proposed building heights range between 1 and 19 storeys, distributed between 18 plots labelled A to S on the parameter plans.

- 5.17 The applicant states that the location of taller buildings has been derived from analysis of long, mid-range and immediate views which are drawn from the journey through the Site and along surrounding roads, including New Road and Chequers Lane. This approach is also supported by Local Plan Policy BP4 and Policy DMD2 of the draft Local Plan and reinforces the spatial hierarchy of the local and wider context with particular focus on legibility and wayfinding.
- 5.18 Tall buildings are supported through London Plan Policy D9 and the emerging local plan in managing growth and optimising site capacity. They are permitted in suitable places, such as street junctions and places close to public transport connections, as identified within the LBBD Development Plan. Tall buildings should make a significant contribution to the character and identity of a place and should consider visual, functional, environmental and cumulative impacts.
- 5.19 Emerging Local Policy DMD2 defines tall buildings as those 'significantly taller than the prevailing building height or have a significant impact on the skyline.' Tall buildings will be supported within Transformation Areas, subject to design.
- 5.20 The tallest plots marked A and B are located in the southwest corner of the site closest to Dagenham Dock and will sufficiently mark this transport hub in this transformation area and is in accordance with the objectives as set out in Policy D9 Tall Buildings of the London Plan.
- 5.21 The environmental impacts of the Proposed Development including tall buildings have informed the masterplan, as detailed in the ES chapters on Wind Microclimate, Daylight, Sunlight and Overshadowing and Noise and Vibration and the Energy Strategy (which provides consideration of overheating).
- 5.22 Functionally, the proposed development will mark new public realm and will support the delivery of new taller buildings and will create well-used open space and integrate the Site into the existing network of pedestrian routes, contribute to local distinctiveness and establish safe and welcoming routes.
- 5.23 Whilst the application is at outline with no fixed design of plots being presented, officers have worked with the applicant to ensure that the Design Code sets out that scale and massing of the plots will have a variety of heights to ensure that the overall design is not overly dominating.
- 5.24 The Design and Access Statement provides a comprehensive description of the massing and building heights strategy which has been developed alongside the applicant's townscape consultants. The height and scale of the Proposed Development has been fully assessed within the Townscape and Visual chapter of the Environmental Impact Assessment and is accepted by officers.
- 5.25 In summary, the assessment concludes that the Proposed Development would represent significant urban design and townscape improvements to the area, including its character and function. It would help deliver transformative change to the Site and wider area, in accordance with the aspirations of the draft Local Plan. This has been accepted by officers.
- 5.26 Overall the applicant has worked with officers to deliver a design led proposal that will create a new and exciting landscape which will mark this transformation area but whilst also providing the density to create much needed homes in the borough and accords with planning policy.

Layout

- 5.27 The approach to the masterplan takes the general form of a series of perimeter blocks laid out along the proposed network of streets and open spaces. The perimeter blocks allow for well-overlooked and active streets and public amenity with communal amenity space to the rear, creating clearly defined public and private spaces in accordance with London Plan Policy D3. The submitted parameter plans that accompany the outline secure the principle layout.
- 5.28 In accordance with Policy D3 of the London Plan and Policy DMD 1 of the draft Local Plan, the masterplan enables active lifestyles by designing for walkable neighbourhoods with attractive public realm and cycling infrastructure. There are two key routes:
- The Diagonal Route is mainly pedestrian and will act as a spine for the Site, connecting Dagenham Dock Station to New Road and providing an alternative route to New Road and Chequers Lane. The route will be linked to key open spaces and will create a journey along the Site through a series of open spaces and high-quality public realm. The route

will be activated by non-residential uses. At each end, framed by non-residential frontages, two gateway public squares close to at Dagenham Dock Station and at New Road will mark the entrance to the Diagonal Route and the Proposed Development.

- East-west routes will improve accessibility through the Site to and from adjacent emerging developments. The routes will create a clear hierarchy of legible streets and layouts. A new green pedestrian and cycle only route (along the Linear Park) will link the Proposed Development to the proposed 'green street' within the Beam Park development, in turn connecting to the wider network of open spaces along Beam River. Officers have made it clear in informed the reserved matters application that communication with adjacent sites is maintained to ensure development is strategically cohesive within the transformation area.

5.29 The Urban Park will be positioned at the heart of the masterplan, providing over 5 acres of public open space, overlooked by the surrounding development. The Urban Park will become a destination for Dagenham, linked to Beam Park by a new Linear Park and the wider network of open spaces and pedestrian / cycle friendly routes. The NPPF identifies the important contribution to the character and quality of urban environments trees can make and the Proposed Development provides significant opportunities for tree-lined streets and incorporation of trees within the network of open spaces.

5.30 The development plot for education uses is proposed at the southern end of the masterplan with a new Piazza to its frontage providing prominence and bringing the plot into the local open space network. The applicant has liaised with LBBD Education and the Department of Education to bring forward this site for transfer. The Design Code also includes principles to the design of the school so that it fits in cohesively with the rest of the Masterplan.

5.31 The location of the education plot was amended during the design development of the masterplan, shifted from the north to the south. The proposed location to the south will deliver a number of placemaking benefits for the future school and wider masterplan, including:

- Access and connectivity: Proximity to existing and emerging neighbourhoods and important transport nodes, including less than 3 minutes' walk to Dagenham Dock station and from the Beam Park development and 5 minutes' walk from New Road. In addition, the Proposed Development will benefit from a new bus route along the east-west route to the north of the education plot, thus promoting sustainable modes of transport to/from the school.
- Secure boundaries: The plot's location provides active frontage to the street and avoids high inactive fences onto public realm, or existing roads. A common design approach to inactive boundaries can also be taken between the education and employment plots. The proposed land use of the northern plot where the education plot was previously proposed now allows strong active frontages along Chequers Lane, better massing and a strong placemaking approach to the emerging developments along Chequers Lane.
- Lighting: Any proposed floodlighting of the sports pitches would have a lesser impact on the surrounding residential streets.
- Future proof pedestrian links: The proposed residential development to the north offers opportunities to future proof potential pedestrian links to New Road, increasing the Site's permeability. This was not previously possible.

5.32 Officers look forward to seeing how the applicant seeks to address the relationship of the school and to Plot A as shown on the Masterplan. Officers will work closely with the applicant in ensuring a suitable design is proposed at the time of the reserved matters application for this part of this site.

5.33 Plot A will also need to address the relationship with the concrete plant to the south and its relationship to the school. Officers are confident that this issue can be resolved at reserved matters through detailed design.

5.34 The non-residential uses at ground floor level will complement new open spaces and key pedestrian routes, promoting active frontages and activity throughout the day. The amount and

location of these uses have been carefully considered so that the right amount is delivered without compromising the local District Centre at Merrielands.

- 5.35 The employment plot in the southeast corner of the site has been informed by market information and testing in the type and amount of industrial space proposed. Officers have made it clear that employment space should be viable and that unoccupied spaces should be avoided where possible. The employment plot will take advantage of Kent Avenue as its access point and will aim to not conflict with the traffic at Chequers Lane where this thorough will serve users of Dagenham Dock Station and emerging residential development in the immediate locality.
- 5.36 The layout has also taken into consideration of surrounding emerging development and existing uses.
- 5.37 The principle of the proposed layout has been successful in generally mitigating environmental concerns from the A13 and the railway line whilst providing high density development that is set within meaningful sized plots of open and playspace. The layout design is supported by officers and accords with policy.

Appearance

- 5.38 London Plan Policy D3 also requires developments to *“respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character”*. This is echoed in emerging Local Plan Strategic Policy SP 2 (Delivering a well designed, high quality and resilient built environment) which requires developments to recognise and celebrate local character and respond positively to local distinctiveness and site context.
- 5.39 The application is at outline stage and there are no detailed proposals for appearance to consider at this stage. Appearance will form part of the considerations at reserved matters as the plots/phases are delivered.
- 5.40 The reserved matter proposals will be designed to be of high architectural quality through the application of the design principles set out in the Design Code. Full details regarding the architectural approach, materiality and the character areas are provided in the accompanying Design and Access Statement and Design Code. The Design Code sets out the principles to be followed in the next stages of design which will ensure that the Proposed Development is developed in accordance with London Plan Policy D3 and D8, Borough Wide Development Policy BP4 and draft Local Plan Policy DMD 1.
- 5.41 The buildings will be carefully proportioned with consideration given to set-backs, articulation of roofscapes and façade and balcony detailing. High quality, durable and easily maintainable materials will be used on the building facades and the building design will form part of a coherent and coordinated appearance, whilst variety across character areas should be achieved.
- 5.42 The masterplan is divided into 10 character areas as originally submitted, each a combination of landscaped spaces, built form and uses providing distinctive but coordinated environments. A comprehensive description of the character areas has been provided in the Design Code. However both Council officers and the GLA had raised concerns and found the number of character areas excessive and further refinement required in their characterisation. It was also considered that there was limited variation in typologies between the different character areas.
- 5.43 The applicant has reduced the number of character areas to 8 and provided further clarity in the revised Design Code as noted below which has been supported by officers.
- 5.44 Officers visited a new development scheme delivered by the applicant in a neighbouring borough. It was clear that the applicant’s design strategy in delivering high quality buildings and neighbourhoods was evident and impressive. It was acknowledged that whilst buildings were unique and individually designed, they formed part of an overall cohesive design where variety in massing, appearance and typologies produced an exceptional design.
- 5.45 The applicant has confirmed that the same approach will be undertaken to deliver the Masterplan together with incorporating the heritage aspect of the site into the design. The applicant has taken the approach to embrace the opportunity to celebrate the industrial heritage of South Dagenham and seeks to reimagine a robust and gritty identity, character and feel of this area

within the design. The use of bold colours in intermittent locations supports this objective, juxtaposing with a pale grid being applied to the book-end buildings. The central building has a more subtle approach, with two soft brick tones used to divide the forms. This extra layer of design, officers consider will make for an outstanding scheme.

- 5.46 Officers will secure a compliance condition that no satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the side or roof of any buildings unless and until details of their size and location have previously been submitted to and approved by the Local Planning Authority. The reason is to protect visual amenity.

Landscape, Public Open space and Play

- 5.47 A comprehensive landscape, public open space and play strategy has informed the Proposed Development and the outline application has been submitted with a detailed Design and Access Statement, Open Space and Public Realm Parameter Plan and a Design Code which sets out the overarching design principles of the Masterplan.
- 5.48 The Design Code details the principles to ensure consideration at this outline stage will be delivered cohesively across the Masterplan. Consideration has included the following:
- Public realm and open space
 - Streetscapes
 - Private amenity and defensible space
 - Communal courtyards
 - Play, fitness and recreation
 - Material and street furniture.
- 5.49 The landscape strategy places green infrastructure at the heart of the Proposed Development, introducing a wide range of green spaces throughout the masterplan offering residents a wide range of opportunities to connect with nature. The strategy is based upon three key principles:
- A People's Landscape: To create a bold, attractive and inclusive pedestrian environment;
 - An Automotive Landscape: Drawing upon the Site's rich and unique history through an education heritage trail within the public realm; and
 - A Riparian Landscape: To relate to the Lower Thames Floodplain that used to extend to the site, through incorporating a rich biodiverse landscape which responds to flood mitigation.
- 5.50 The landscape strategy will see the delivery of an Urban Park, Central Green, Linear Park, Piazza, Squares, Pocket Gardens, Communal Courtyards, potential Green Corridor and landscaped public realm and streets which will provide opportunities for play for various ages and general amenity space for all. In total, at least 10 acres of public open space is proposed across the masterplan, including the Urban Park which is approx. 5 acres in size and includes a mix of play and general amenity space within a hard and soft landscaped environment.
- 5.51 The proposal would provide 15,000 sq.m of dedicated play space and the applicant has noted that this figure would exceed the 14,979 sq.m calculated requirement. However, officers calculate that the provision would be 16,473 sq.m based on the indicative mix reported above and the development's child yield from the Shaping Neighbourhoods: Play and Informal Recreation SPG for this PTAL 3 site in 'Outer London' and not 'London'.
- 5.52 Officers in collaboration with the GLA consider that on balance that the quantity of playspace in this instance is justified as being acceptable provided that the details of the child play equipment

is high quality and inclusive to all. Officers have added a playspace strategy to secure that prior to above ground works (other than demolition) within each Phase must be submitted to and approved by the Local Planning Authority to demonstrate that the delivery of each Plot within the Phase is supported by adequate playspace. The playspace strategy shall include inclusive play features to ensure children of all abilities have access to play.

- 5.53 The Council Parks department commented that the masterplan illustration shows a good proportion of parkland of different types, and of tree planting and that it would make a significant addition to tree canopy as it matures. It could be improved further also with more shrub level vegetation, as this provides an important addition to green cover. Shrubs provides an essential cover for various insect and wild bird populations.
- 5.54 Officers consider that these details can be explored and secured at reserved matters as landscaping is one of the 5 key reserved matters. Details secured by condition include the submission of the following:
- plans, drawings and sections to explain details of the hard and soft landscaping, including site levels, finished floor levels, proposed drainage arrangements, children's playspace, private and communal amenity areas, and planting (including trees, brown/green roofs, planters)
 - a statement (including accompanying design material) to demonstrate that the landscaping proposals accord with the design code principles
- 5.55 The Council's Park Department also sought clarity on play and recreation provision. The applicant has clarified that the submission is providing the following:
- The scheme fully delivers child playspace to meet all age ranges in line with London Plan Guidance on site. Officers therefore consider that no financial obligation is required for additional provision of child playspace off site.
 - The mix of planting will introduce a diverse habitat and promote biodiversity. Page 176-186 of the Design and Access Statement provide an indicative palette of planting.
 - The play strategy seeks to accommodate all required play (as per GLAs Population Yield Calculator) and include destination play space and doorstep play areas – see page 174 of the Design and Access Statement.
 - Engagement with Sport England has been undertaken to discuss sports provision. Page 46-47 of the Design and Access Statement includes an open space analysis demonstrating an oversupply of a number of sports pitch types.
 - It is not intended that the Urban Park would include large prescribed areas for specific sports. This is because the spaces need to be adaptable and able to host a range of activities for as many people as possible. Notwithstanding this, the Urban Park and other amenity spaces will be of sufficient size to accommodate use for informal sports.
 - The Proposed Development will also provide dedicated sports facilities within the development plot for education uses and it is anticipated that these facilities will be made available for use by the community outside of school hours, as encouraged by London Plan Policy S3, Sport England guidance, and supported through pre-application discussions with the education providers. The Design and Access Statement indicates that the education plot can provide two mini football pitches (7v7) and one 35x60m Multi-Use Games Area ('MUGA'). The school is also likely to include indoor facilities, such as sports hall / courts, and the flexible mix of non-residential uses allows for provision of a gym.
- 5.56 Officers would expect that as each phase is brought forward that the appropriate amount of open space and play space is delivered to support each stage of occupiers and visitors. This will be achieved through the Child play space strategy condition.

- 5.57 Officers are confident that the applicant through the comprehensive design principles as set in the Code the applicant can and will deliver a high-quality sustainable neighbourhood.
- 5.58 On balance, the site proposes significant improvements in terms of playspace, openspace and public realm that is not currently provided on the existing site. To secure delivery, conditions will be added for an overall landscape strategy and maintenance plan is provided per phase that is brought forward at reserved matters stage.

6.0 Impacts to neighbouring amenity:

- 6.1 Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.
- 6.2 Policies D13 and D6 of the London Plan states that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking. Policy BP8 of the Borough Wide Policies and Policy DMD1 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall take into account and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.
- 6.3 The site is bounded by no significant existing residential development. The closest residential properties are those on the northern part of Chequers Lane and there would be no significant impact or conflict.
- 6.4. Officers do acknowledge emerging development coming forward which bounds the application site. Officers have had regard to these proposed residential led schemes so that there is a level of continuity and cohesiveness in this transformation area to create a well considered community and neighbourhood.
- 6.5 In terms of commercial neighbours, the applicant has liaised with c2c who manages the Dagenham Dock Station, developers of adjoining sites to the west, north and east and Breedons Concrete plant to the south of the site. Officers welcome the applicant's proactive approach to continued engagement to ensure that development within the transformation area is cohesive and collaborative between all stakeholders.

Agents of Change

- 6.6 The NPPF at Paragraph 182 seeks to ensure new development can be integrated effectively with existing businesses and uses. This is carried through to policy D13 of the London Plan and Policy DMD 1 of the new Local Plan (reg 19 version). London Plan Policy D13 requires applicants to take account of the Agent of Change principles and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. London Plan Policy D13 sets out the agent of change principle, whereby the responsibility for mitigating the impact of noise and nuisances falls on new development. London Plan Policy D14 states that noise impacts should be reduced, managed and mitigated. In particular it notes that developments should use distance and layout, as well as other design measures, to separate noise sensitive development from major noise sources.
- 6.7 London Plan Policy E7 (part D) states that industrial activities should not be compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation. It further states that appropriate design mitigation should be designed into any residential element, particularly in relation to safety and security, minimising conflict, design quality and amenity, agent of change principles, vibration and noise and air quality and contamination.
- 6.8 Officer and The GLA have commented and asked for further clarity on the potential conflict between the industrial use and residential use. In particular the Design Code does not include mention of managing the relationship between residential and the industrial uses through acoustic design measures. As such, it is unclear how the Design Code responds to London Plan

Policy E7 in this regard. The surrounding residential uses could come forward indicatively in Phase 5 (circa 2034-2039); it would be expected that the obligation to deliver the industrial uses would be triggered well before this and so the agent of change would be the residential uses in Phase 5.

- 6.9 Officers continue to consider that a mandatory code should therefore be added for the relevant residential character area(s) to ensure appropriate design mitigation is incorporated to meet the requirements of Policy E7 part D(3). The applicant in response has added a mandatory code within the Design Code to ensure appropriate mitigation of relevant residential character area(s) is incorporated to meet the requirements of Policy E7 part D(3).
- 6.10 Officers are confident that The Agent of Change principle can be adequately controlled throughout the delivery of the Masterplan. Officers have attached relevant conditions to the outline consent to ensure that prior to occupation and operation of specific uses to ensure the agent of change principle will be adhered to.
- 6.11 These conditions include the following:
- **Acoustic protection** -details to be submitted prior to first occupation of any residential unit within building.
 - **Commercial Kitchen Extract Ventilation System**- Details to be submitted prior to first occupation of any non-residential with a commercial kitchen
 - **Noise from Non-residential uses and Plant and Structure Borne Noise Emissions**- details to be submitted prior to the occupation of non-residential uses in each plot
 - **Fixed and mobile equipment**- details to be submitted prior to the first operation of any proposed commercial/leisure units.
 - **Construction Environment Management plan**- Prior to commencement of development of each plot details of noise vibration control.
- 6.12 A condition for the reserved matters application also secures a noise and vibration strategy providing confirmation of conformity of the following matters to the relevant conditions. This strategy will be considered as part of the assessing any reserved matters application for each plot/phase.
- 6.13 The Design Code includes design restrictions on ventilation, servicing or air extract grilles and states that the ventilation of podium parking should avoid impacts on communal open space. These principles are supported for their effect in reducing the impacts of dust, poor air quality and noise on residential units.

Community Engagement

- 6.14 Despite the challenges presented by the Covid-19 Pandemic and associated restrictions on public meetings, the applicant has conducted a community engagement exercise. The strategy comprised of two rounds of consultation.
- 6.15 The first round of consultation on the initial proposals for the redevelopment of the site took place in March and April 2021. This first round involved the following:
- Meetings with key community stakeholders
 - Webinar events
 - Consultation website open for feedback via surveys between 30th March to 16th April 2021
 - Door to door knocking in the neighbouring residential streets in May 2021.
- 6.16 Following this first stage the application the applicant undertook the following:
- 5,761 flyers distributed
 - Emails informing stakeholders and local businesses of the consultation and proposals.
 - Social Media adverts
 - The applicant (Peabody) wrote to all their tenants informing them of the consultation.

- Focus group with young people.
- 6.17 As summary of the responses found the following:
- Good quality affordable homes
 - A public park with playspace
 - Local shops and restaurants
 - Places to meet friends and family
 - A secondary school
 - Meanwhile uses
 - Celebrating Dagenham's heritage
 - A sustainable and environmentally friendly development.
- 6.18 A second round of consultation then took place in the summer of 2021. The applicant's aim was to show the local community how they had incorporated and considered their comments in the plans ahead of the formal submission. As part of this stage of consultation the applicant updated their website, conducted an online survey and organised two pop up consultation events. This was advertised through the distribution of 5761 flyers distributed to local residents and businesses and social media adverts.
- 6.19 The outcome of this final round concluded in the following community requests:
- Good quality, affordable homes
 - A public park that anyone in the community can use
 - Cafes and restaurants to meet with friends and relatives locally
 - A sustainable development, recognising the climate challenge we face
 - The new development should not be separate from the existing community of Dagenham
 - School provision for the children who will live in this and other new developments in Dagenham
 - The history of Dagenham to be celebrated.
- 6.20 Officers support the robust and thoroughly public consultation that the applicant has taken and are satisfied that they have reached out to a large number of the local community in the process.
- 6.21 The response received from the local community was generally positive. The applicant has submitted a Statement of Community Involvement which concludes that the majority of the respondents were positive of the proposal.

Third Party Representations

- 6.22 One representation was received from a neighbour as part of the Council's public consultation process.
- 6.23 The neighbour has not disclosed their address so officers will consider the comments on a general basis and respond as follows to their following grounds of concern:
- Loss of light or overshadowing- *Please see Chapter 6 of this report.*
 - Overlooking/loss of privacy- *This is application is at outline and no design details have been submitted as a result. As phases and plots come forward at reserved matters stage, officers will seek to ensure that no adverse overlooking or loss of privacy occurs as a result.*
 - Visual amenity (but not loss of private view)- *The site is a cleared brownfield site. It is a strategic allocation for residential led development. Officers consider that the new proposed neighbourhood will regenerate this area and will improve the visual amenity as is currently experienced. The applicant has assessed indicative views which form part of*

this submission. Officers are confident that the design will be high quality and exceptional.

- Adequacy of parking/loading/turning -*These details will come forward with each reserved matters application where appropriate.*
- Highway safety- *Officers have ensured that highway safety is a key consideration and numerous conditions have been added to the outline permission. Please see Chapter 7 for further details.*
- Traffic generation- *Please Chapter 7 of this report*
- Noise and disturbance resulting from use- Please see Chapter 6 of this report.
- Hazardous materials- Please see Chapter 11 of this report ref Noise.
- Inadequate hospital- *The applicant will need to pay the Community Infrastructure Levy. The levy will be used to support development by funding infrastructure that the council, local community and neighbourhoods need.*
- Lack of GP surgery- *4400 sqm of non-residential space is proposed of which the applicant has indicatively stated that 700sqm could be dedicated to medical uses.*
- Lack of road infrastructure, turning Dagenham into concrete jungle- *The transport section of this report details the proposed highway improvements to facilitate a scheme of this size. The proposed improvements have been formed of formal assessment as agreed by officers and TFL. The works will be secured by way of the legal agreement.*
- Lack of food supermarkets- *Up to 3000 sqm of Class E use is proposed as part of the application as part of non – residential floorspace. Class E would allow for food retailers to potentially occupy the site to serve the new neighbourhood.*

- 6.24 A letter of representation was also received from John Cruddas MP. The representation seeks to acknowledge and consider the implications of the Department for Transport's decision to cancel Beam Park station which was to come forward on the neighbouring site to the east. The MP wishes to clarify that should the government not reverse this decision the residents of the 3000 plus new homes on the Beam Park development and the other housing schemes under construction along New Road needing to use c2c services will access Dagenham Dock and Rainham stations. Mr Cruddas continues to note his concern about the capacity for the Dagenham Dock station to cope with the inevitable demand that will be generated from the Dagenham Green development in conjunction the other housing schemes.
- 6.25 Officers acknowledge the current situation and the desire by key stakeholders for the continued delivery of Beam Park Station. Officers and the Council are aware of the potential impacts on neighbouring developments and stations resulting from the DfT's decision to cancel Beam Park station (decision still pending) and will review and assess any future proposals for Beam Park accordingly. In the case of this application, the masterplan has been developed alongside the extant permission at Beam Park to ensure key east-west connectivity between the schemes across Kent Avenue is maintained and sought to present a planning obligation to ensure an east-west transit route can be opened up (subject to all reasonable costs of the developer being met) to facilitate better access to Dagenham Dock Station at an earlier phase, if necessary.

Noise

- 6.26 London Plan Policies D13 and D14 and draft Local Plan Policy BR13 identify residential and school development as a noise-sensitive receptor, and advocate for sufficient mitigation to ensure that end users of the development are not unduly impacted in this regard.
- 6.27 As part of the Environmental Impact Assessment, the applicant has undertaken a comprehensive assessment of the effects of the Proposed Development in respect of noise and vibration during the construction and operational phases. The assessment has been carried out having regard to the Control of Pollution Act (1974), the Environmental Protection Act (1990) and the applicable British Standards.
- 6.28 In respect of the construction phase effect from noise and vibration, the nature of the impact is expected to be direct but short-term and will fall away following completion of all phases of the Proposed Development. In the interim a series of mitigation measures which will offset the impact

as far as practicably possible. The residual significance of effect following all mitigation is expected to be moderate to major adverse in respect of construction noise and vibration and neutral to minor adverse in respect of construction traffic. It is considered that this is an acceptable significance of effect when taking into account the urban context within which the Site lies, the temporary duration of the effect, and the significant level of regeneration that is taking place within the Site's immediate vicinity. Noise impacts arising during construction can be managed and mitigated through best practice measures to be secured in a Construction Management Plan (CMP), a framework of which has been submitted with the planning application.

- 6.29 In terms of operational impacts, the assessment, undertaken by the applicant concludes that as the proposals are for a predominantly residential development, which is not a noise generating use, the noise impacts of the development (both residential and non-residential) can be sufficiently controlled through the imposition of planning conditions to secure sound insulation and address potential noise impacts that could arise from fixed plant and machinery.
- 6.30 The assessment confirms that no additional mitigation beyond standard controls to noise created by plant would be required in respect of the operational phase of the development, with the residual significance of effect being minor beneficial to minor adverse. The assessment identifies a worst-case minor adverse effect in respect to development-related road traffic noise and no further mitigation measures have been considered necessary at this stage.
- 6.31 In accordance with Policy E7(D) of the London Plan, consideration has been given to the effect of noise and vibration from the Breedon's depot on the Proposed Development within the ES Chapter and this has informed design of the masterplan. The chapter concludes that the acoustic design of Plot A will consider noise from Breedon's and the detailed design at reserved matters stage can meet relevant planning policy and guidance requirements in terms of internal and external noise levels. The location for the school building is yet to be finalised. The noise levels included within the ES Chapter assume a worst-case when the building is close to the southern site boundary, levels will therefore be lower if the building is located in the northern area of the education plot and / or screened from the railway and road noise. Nevertheless, on a worst-case basis, mechanical ventilation would ensure that internal noise criteria are achieved. The school will be subject to a detailed planning application, at which time the exact glazing specifications and ventilation strategy will be confirmed.
- 6.32 Officers sought clarification from the applicant to explain how the outline layout has informed the site suitability assessment, and any other assumptions that have been taken regarding the layout or the nature of the commercial space.
- 6.33 The applicant provided clarification and conditions are proposed to ensure there is no detrimental impact:
- Detailed site suitability assessment considering all facades to be undertaken for reserved matters applications.
 - demonstrate that overheating and acoustic mitigation measures are fully compatible and provide acceptable internal conditions for both noise and thermal comfort. This should be undertaken with reference to the ANC's Avo Guide
 - noise emission targets
- 6.34 Officers also sought clarity with regards to how the train and train station noise has been considered in the assessment. The applicant clarified and stated that there was a noise monitoring location in the south-western corner of the Site, at the closest point to the train station. Due to acceleration/deceleration this is likely to be the noisiest point for trains. The results were reviewed and considered acceptable in addressing this clarification.
- 6.35 The Council's Environmental Health department has no objection to the development and in summary have recommended the following conditions which will reduce the impact and protect potential occupiers and the surrounding neighbouring amenity during and after construction:
- **Acoustic protection** -details to be submitted prior to first occupation of any residential unit within building.

- **Commercial Kitchen Extract Ventilation System-** Details to be submitted prior to first occupation of any non-residential with a commercial kitchen
- **Noise from Non-residential uses and Plant and Structure Borne Noise Emissions-** details to be submitted prior to the occupation of non-residential uses in each plot
- **Fixed and mobile equipment-** details to be submitted prior to the first operation of any proposed commercial/leisure units.
- **Construction Environment Management plan-** Prior to commencement of development of each plot details of noise vibration control.

6.36 Officers therefore consider for this outline application that the applicant has considered the impact of noise and vibration of the proposed development and there is no adverse environmental impact and accords with planning policy.

Health and Safety

6.37 Officers consider that the new development will improve the sense of security in the area. Currently, the site and the surrounding area is an uninviting and harsh environment especially for those accessing the Station due to the previous industrial uses. The proposed development seeks to maximise the site to create a welcoming new community and associated uses and facilities. This would result in outward and inward facing natural surveillance and safer pedestrian routes to Dagenham Dock Station.

6.38 Notwithstanding this, a compliance condition will be added to ensure that the development accords where appropriate to Secure by Design Principles. A security statement will also be secured to be submitted as part of each reserved matters application.

6.39 The London Fire Brigade provided comments and in general have no objection to the outline proposal subject to the comments made within the Fire Safety Statement being fully applied and that they are satisfied with the Fire Appliance Access Requirements.

6.40 The GLA commented that the Fire Safety Statement does not address several of the requirements of Policy D12. The applicant has since submitted an updated Outline Fire Statement which now includes a Statement of Compliance. This has now been accepted by officers.

6.41 Officers have secured that as part of any reserved matters application the applicant must submit a fire statement and details of fire evacuation lifts. This is to fully consider and ensure that fire safety is fully considered into the design of the buildings.

Daylight, Sunlight and Overshadowing

6.42 A chapter of the ES statement considered an assessment on the above and the assessment followed the guidelines and calculation methodology from the BRE guidance (the BRE Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice) which is referenced in the London Plan and relevant for this assessment to show the predicted impacts of the development on the surrounding area.

6.43 The Mayor's 'Housing' SPG states that an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in accessible locations, and should consider local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.

6.44 The initial review of this chapter, officers sought further clarification/ information on the following:

- Clarification on some of the results
- Further receptors identified to be assessed 166-178 White Barn Lane

6.45 Generally, the conclusions of the chapter are considered accurate and a true representation of the results.

- 6.46 To conclude the effects of the proposed development on the daylight, sunlight and overshadowing to the existing neighbouring receptors have been considered and overall will be of negligible to moderate adverse significant which will be permanent (long term) and at a local level.
- 6.47 The daylight and sunlight and overshadowing effects to the future receptors at Merrielands, Former Department of Employment site and Beam Park, will be of negligible to moderate significance which will be permanent (long term) and at a local scale.
- 6.48 The solar glare assessment confirms that there will be potential for solar glare to occur at a number of points around the site.
- 6.49 Notwithstanding the above, the residual effects of the proposed development are considered acceptable on balance given the location of the site within an urban environment on a site allocated for housing.
- 6.50 Overall, the proposed development meets the BRE Guidelines and is acceptable in daylight, sunlight and overshadowing terms. It is therefore considered on balance that the proposed development would have an overall acceptable impact on daylight and sunlight received by neighbouring and future occupiers and generally achieves a satisfactory level of compliance.
- 6.51 Officers will secure a full sunlight and daylight and overshadowing assessment is submitted at reserved matters for phases/plot being brought forward.

7.0 Sustainable Transport:

- 7.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 7.2 London Plan Policies T1 and T6 seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 7.3 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 7.4 A Transport Assessment (TA) has been submitted by the applicant in support of this outline planning application (all matters reserved) with other supporting documents to assess the transport considerations of the Proposed Development in the context of national, regional, and local planning policy and guidance and in accordance with the Transport for London (TfL) Healthy Streets Best Practice Guidance (February 2019). In agreement with LBB and TfL a further Transport Assessment Addendum (TAA) has been prepared by the applicant's transport consultant.
- 7.5 This TA and TAA has been prepared to assess the transport considerations of the Proposed Development on the local pedestrian, cycle, public transport and highway infrastructure with the results of the local and strategic modelling and any proposed mitigation.
- 7.6 The Site is located within the boundary of the London Riverside Opportunity Area Planning Framework as adopted by the GLA as strategic planning guidance in September 2015.

Wider Connectivity and Public Realm

- 7.7 The application site is a cleared brownfield site that was once part of the Ford estate within this part of Dagenham. The site was once located within a highly industrious area within the borough. Chapter 1 of this report details the changing context of the site of the surrounding locality to more

residential led redevelopment to transform this part of the borough to create new sustainable neighbourhoods and more importantly deliver much needed homes.

- 7.8 The site is primarily connected by Dagenham Dock Station located next to the southeast corner of the red line boundary as its closet transport hub. As new development is coming forward in line with the Council's aspirations and objectives as noted in planning policy, the context in how Dagenham Dock was used and the people who it served will need to align with the evolving context.
- 7.9 Dagenham Dock Station is currently one of the most underused station in East London. The people to who it primarily served, i.e., industrial workers has also decreased as surrounding land is slowly being redeveloped.
- 7.10 The current links to and from the station (pedestrian, cycles, bus and cars) are limited and set within a very harsh and uninviting environment. As developments come forward it is the Council's objectives as noted in emerging policy SPP3 to improve the links to and from the station so that they can adequately and fittingly serve the new residential led neighbourhoods proposed in this area.
- 7.11 The site connects Dagenham Dock Station to New Road to the north due to its sheer size and runs between two key thoroughfares of Kent Avenue and Chequers Lane which link to New Road. The Council considers that the application site is a key site in delivering this Council objective and will not only connect the site (and any sites to the south of New Road) to Dagenham Dock and beyond but also residents in the neighbourhoods to the north of New Road.
- 7.12 The application seeks to:
- Create key landscaped access routes through the site for pedestrians, cycles and buses- The two key internal routes being the diagonal route and the east west connection to the south of the site. These can be noted on the parameter plan- Hierarchy of Routes and Access. These routes connect the site in all four directions.
 - Make improvements to key highway junctions along New Road to improve accessibility
 - create public realm within the site to support a quicker and more pleasurable route to the station
 - make public realm improvements outside of the site to support wider connectivity as part of a cohesive design for the transformation area as a whole.
- 7.13 TFL has commented that the Council should secure an appropriate financial contribution towards improvements to support walking and cycling on key routes that will be used by residents of the development. If such a contribution does not address all the issues identified in the revised Active Travel Zone assessment in the TAA, TFL would expect the Council to seek funding through other sources, such as its own Community Infrastructure Levy or a LIP funding bid. TFL have stated that this should go towards the creation of formal crossing(s) along New Road between the Chequers Lane and Kent Avenue junctions. TFL state that given that the development will create desire lines across New Road away from these junctions, there is a clear road safety imperative to make suitable provision. In order to improve connections between the proposed development and the residential area to the north, it is recommended that at least one new formal crossing is introduced for those walking and cycling. This is to ensure the development connects well to local walking and cycling networks and public transport (specifically bus stops on New Road) in line with Policy T2 part D(3).
- 7.14 The applicant has responded that the design code has secured a framework that promotes permeability and sought integration with existing neighbourhoods and emerging developments wherever possible. Key examples of these are; Kent Avenue crossing and continuation of green link with Beam Park; the primary diagonal route which provides a high quality public realm route with pedestrian and cycling priority through to Dagenham Dock station from the North East with junction and crossing improvements at the Kent Avenue / New road junction; a replaced crossing to Merriellands crescent; futureproofing a pedestrian route with the emerging scheme of Transport House; and junction and crossing improvements at the Chequers Lane / New Road junction.

- 7.15 Officers acknowledge the provision of appropriate formal crossing(s) along New Road between the Chequers Lane and Kent Avenue junctions are important to enable active and safe travel. A combination of improvements will be secured to existing infrastructure with any other justified location by means of funding through other sources to address and ensure the development connects well to local walking and cycling networks and public transport. Officers therefore consider that a further contribution is not justified in this case.

East West Connection

- 7.16 Officers acknowledge that the east-west link, as recognised by TFL above, will connect sites to the east to Dagenham Dock Station. This east west link is not anticipated to be delivered until 2032 which will align with the operation of the school to a degree (a temporary link for the school will be facilitated for the first two years of the school's operation as it builds up to full capacity), will not be hampered by construction traffic and will also align with the operation of buses through the site.
- 7.17 Officers have secured that the developer shall ensure that the land marked on an indicative highway plan DDSP-PRP-ZZZZ-ZZ-DR-A-SK031 denoted as the East-West Link shall, subject to conditions contained within the legal agreement being met, be retained to provide an east-west connection for busses, cyclists & pedestrians in either permanent or temporary form from (September 2026) until September 2032.
- 7.18 Based on the cost of the proposed highway works, public realm and the obligation to allow the potential for the quicker delivery of key links, officers consider it would be unreasonable to ask for any more monetary contributions. Officers welcome the proposals which will improve connectivity in this part of the borough. The emphasis of pedestrian and cyclists will promote safe and active forms of transport that currently do not exist. The scheme's benefits go beyond the red line boundary and this is welcomed by officers.

Public Transport Accessibility Levels (PTAL)

- 7.19 Most of the site falls into a PTAL rating of 2 (poor), with approximately 25% of the site within PTAL 3 (moderate) but the proposal enhances the PTAL to 3 throughout the masterplan.
- 7.20 Accessibility to local public transport services nearby consist of Dagenham Dock Railway Station, located immediately to the southwest of the Site with four C2C services in the peak hour (Southend – London Fenchurch Street). Several bus services with frequency of less than 10 minutes at stops located on Chequers Lane and A1306 New Road i.e., bus routes 145, 175 (Ballards Road) and 174 (New Road). It's stated in the TA a new bus route is offered through the site as part of the development proposals with additional bus stops to serve future residents.

Vehicular access strategy and internal road layout.

- 7.21 Vehicular access is from the A1306 via Chequers Lane and Kent Avenue. There are two vehicular routes proposed on eastern boundary (Kent Avenue) and four on the western boundary (Chequers Lane). Design proposals for the main existing access points have been produced in collaboration with neighbouring developers and LBBB whilst reflecting TfL comments and aspirations, in principle are considered acceptable.
- 7.22 The site links into in the surrounding area through an existing public and private network of footways/cycleway infrastructure which is of a poor quality and is acknowledged by officers.
- 7.23 The internal road layout is proposed to have high-quality safe routes for pedestrians and cyclists throughout and these will connect to the proposed pedestrian and cycle network on Chequers Lane, Kent Avenue and the existing A1306 New Road link. Officers welcome the new areas of public realm within the site which will be designed to be accessible and attractive, encouraging sustainable travel on foot and by bicycle.
- 7.24 In addition, there will be a proposed bus gate in operation on the proposed adopted highway (primary route), controlled and enforced (excluding emergency vehicles) via CCTV and

appropriate signage to prevent private vehicles rat running between Kent Avenue and Chequers Lane. This is welcomed by officers.

Trip Generation and Modelling

- 7.25 A trip generation analysis has been carried out to determine the likely AM peak (08:00-09:00), PM peak (17:00-18:00) and daily vehicular trip rates and trip generation for all proposed land uses.
- 7.26 Highway and public transport modelling have been used to determine the development impact on the surrounding networks. The TAA considers the latest information on neighbouring developments particularly in terms of the locations of where the associated highway trips load onto the highway network to represent the committed development scenario. The transport modelling assessments focuses on a future year of 2041 and considers the following scenarios
- 2041 Future Baseline without the Proposed development ('Do-Minimum'); and
 - 2041 Future Baseline with the Proposed development ('Do-Something
- 7.27 The suite of strategic transport and Micro-simulation modelling models relevant to this application are as follows.
- 7.28 Strategic highway modelling, Railplan, Linsig and VISSIM. (The VISSIM modelling will be completed and should be signed off in mid-May 2022). The scope and approach to the strategic public transport modelling was discussed and agreed with TfL's Strategic Analysis and Transport Modelling team and comprises two key models: LTS & Railplan strategic modelling to determine the development's effects on the London-wide public transport network (Underground, Rail and Bus services).
- 7.29 The modelling presented within the document is sufficiently robust with an objective methodology. A review of the outputs for actual and demand flows demonstrates that the impact of the development on the strategic road network is modest during the peak periods. Modest impacts are observed on Chequers Lane and Kent Avenue, as the model predicts these roads become over-capacity due to the development traffic.
- 7.30 In terms of public transport, the proposal has minimal impact on the national rail and LUL networks and are largely unaffected. The largest effects are predicted on the bus network. The proposed routing of bus services through the site, along with new bus stops and stands accommodate the additional demand.
- 7.31 The full results and conclusions are contained in the TAA and show the proposed mitigation measures.

Car Parking and Electric Car Parking

- 7.32 The on-site residential car parking provision considers a range of relevant factors, including Outer London location, PTAL of the site, the type and size of residential units proposed, and the sustainable travel measures proposed. The proposed car lite ratio of approximately 0.3 spaces per unit in accordance with London Plan (2021) including 3% active and 7% passive accessible bays is acceptable. A condition on the outline consent will secure a maximum of 1051 spaces for the Masterplan. Officers also note that no standard car parking bays will be provided for the non-residential uses (excluding the school) and this is welcomed to promote sustainable modes of transport.
- 7.33 TFL have commented that "whilst acknowledging that while within the maximum standards set out in Policy T6.1, the proposed quantum of car parking at 0.3 spaces per unit (a 30% ratio) remains unjustified in the context of Policy T6 part B".

- 7.34 Officers and the applicant consider that the Car parking is being provided in line with London Plan Policy T6.1 which states Outer London Opportunity Areas permits up to a maximum 0.5 spaces per dwelling, whereas Dagenham Green proposes a maximum of 0.3 space per dwelling. The parking ratio is considered to be appropriate given the high car ownership levels (0.83) and high car travel to work census data (76%) for the local output areas as detailed within Chapter 7 of the Transport Assessment.
- 7.35 Parking will be being provided with flexibility of design in mind (a principle promoted in the Design Code) whilst active travel mode enhancements are being maximised throughout the development to change attitudes and behaviours of residents and visitors. This will be encouraged through high quality pedestrian and cycle routes, London Plan complaint cycle parking, provision of car club bays, and an active Travel Plan. The parking ratio also reflects the high cycle parking provision and improved PTAL which will be inherent from the bus route proposed as part of the development. 0.3 is the proposed maximum parking ratio and therefore there is flexibility to reduce the level of parking should parking demand reduce (a principle secured through the flexible example typologies included within the Design Code). This will be reviewed through Travel Plan monitoring. It should be noted that the majority of the homes at Dagenham Green will also be car free. Officers are satisfied that the 0.3 car parking ratio is acceptable.
- 7.36 As part of the reserved matters, details must include the layout of the roads, parking, vehicle standing and servicing areas or landscaping associated with the Plot or Plots to be submitted.

Car and Cycle Parking Management Plan

- 7.37 An outline car and cycle management plan has been prepared for this application. This sets out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking.
- 7.38 A condition will secure the submission and approval of a car parking design and management plan (CPDMP) prior to ground floor works of each plot. The CPDMP shall set out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking including parking for podium level, blue badge and electric vehicles. Once the CPDMP is approved the car parking areas shall be constructed and marked out prior to the first occupation of plots (s) to which they relate, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The above aligns with TFL's comments with regards to parking provision.
- 7.39 Podium parking spaces should be leased rather than sold in line with the London Plan except for those within a freehold plot with a drive or garage. A legal obligation has been secured in this respect. In terms of accessible spaces these must not be allocated to specific dwellings, unless provided within the curtilage of the dwelling. On street parking bays on site for blue badge users, visitors (pay and display parking via phone) and car club bays must be Traffic Signs Regulations and General Directions (TSRGD) compliant both in term of the accompanying signage and highways marking for enforcement purposes. This is supported by TFL in their comments.
- 7.40 In accordance with London Plan standards 20% active and 80% passive electric vehicle charging bays with the infrastructure and power supply necessary so that at a future date a socket or equivalent can be added. A condition has been added Prior to above ground works within any each Plot(s) details of and location of Electric Vehicle charging infrastructure for the provision of electric vehicles associated with the for each Plot(s) shall be submitted to and agreed in writing with the Council.
- 7.41 A condition is also proposed that prior to above ground works within any Plot, details and samples of all finishes/specifications of highway materials/surfaces associated with that Plot shall be submitted and approved in writing by the Local Planning Authority. This will include landscaping measures to prevent unauthorised parking.

Car Club

- 7.42 A minimum of three car club's bays will be provided on street to maximise exposure and ensure the bays are conveniently located regardless of which block future residents reside in. This provision for spaces and the use of a car club, for which each resident should be provided with two years of premium membership and marketed in a welcome pack should also be operational on the first occupation of Phase 1 and will be secured in the s106.
- 7.43 It is noted the Applicant is committed to the provision of a car club space and the location of the car club bays will be finalised as part of the phased development applications. The use of the car club should not be restricted and made available to existing residents near the development subject to obtaining a membership.

Cycle parking

- 7.44 Cycle parking provision will be provided in accordance with London Plan standards and London Cycle Design Standards (LCDS) and this will be conditioned that prior to above ground works within each Plot details of cycle space provision for the proposed uses and associated visitor spaces must be submitted to and approved in writing by the Local Planning Authority. Then prior to the first occupation or use of each building the applicant must make the necessary provisions that cycle parking provision is in accordance with the London Plan (as relevant to the building) to determine an appropriate level of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking will be designed and laid out in accordance with the minimum recommendations and guidance contained in the London Cycling Design Standards and installed prior to first occupation / use within each building and permanently retained thereafter.
- 7.45 Notwithstanding the above, TFL have concerns with regards to referencing cycle storage as 'active frontages' and the safety aspect of cycle stores.
- 7.46 The applicant has responded and stated that the design of the cycle stores will be considered at reserved matters stage, taking into account feedback from various stakeholders. Consideration will be given to design, accessibility and secure by design issues as part of this process.
- 7.47 The definition of "Active Frontage" within the Glossary of the Design Code has been re-worded to strengthen the definition of "Active Frontage". The principles of Active Frontages are robustly secured under sections 2.2.5 and 2.2.6 of the Design Code to promote natural surveillance, safe public spaces and interesting streetscapes. The Design Code sets out how these principles must be achieved through a number of means which are mandated to all future designs under Codes M/041, M/042, M/043, M/044 and M/045. The Design Code also proposes how design could explore how communal cycle storage (provided it meets the specified coding criteria) could contribute to these mandatory active frontage principles being achieved through an advisory code.
- 7.48 The applicant has also noted and acknowledged the GLA's comment relating to safety and security of direct entrances to cycle storage off the street. This important observation would be reviewed alongside the internal layouts and other material considerations such as Secure by Design principles (in consultation with the Secure by Design Officers) and the promotion of active travel modes, through the future reserved matters stage.
- 7.49 TFL have also stated that it their preference that all cycle storage should be communal, but if individual stores are proposed they must have sufficient capacity for one cycle per resident, or clear space for additional stores to be installed to the front of the property to offer this capacity. There should never be a requirement to take a cycle through the property.
- 7.50 The applicant has responded that the masterplan proposals allow for a number of typologies and in some instances, homes could be provided with individual cycle storage. This will therefore be reasonably detailed in individual reserved matter applications. There is no policy requirement that stipulates that all spaces must be provided in communal storage.
- 7.51 The design code also says that cycle parking "should be usable for everyone". As you know, TfL is not persuaded that two-tier racks are suitable for children's cycles, nor that it is appropriate for

children to use them independently. They also present difficulties to those with disabilities or otherwise reduced mobility or strength. Our recommendation is that a minimum of 20% of all cycle storage is on Sheffield stands, which are proven to be suitable and accessible for all users, plus at least 5% should be suitable for wider cycles. Elsewhere across London, councils have considered it suitable to include these requirements (alongside others) in planning conditions. This is proposed in order to meet the requirements of Policy T5 part B as well as ensuring inclusive design.

- 7.52 The applicant has responded that The type of cycle storage and wider cycles will be specified at RMA and be in line with LCDS as per London Plan policy T5 a minimum of 5% of cycle parking spaces will be designed for larger cycles, including adapted cycles for disabled cycles. Policy T5 does not stipulate a requirement for a specific proportion of Sheffield stands or wider cycles

Construction Logistics Plan and Delivery and Servicing Plan

- 7.53 An outline Construction Logistics Plan and Delivery and Servicing Plan has been prepared for this application condition. Officers and TFL have commented that condition will be secured for both Plans respectively. A Construction Logistics plan and Construction environmental management plan will be submitted and approved prior to commencement of development of each Plot. A Delivery and Servicing Plan will be required to be submitted prior to ground works for each plot (s)

Framework Travel Plan

- 7.54 A Framework Travel Plan has been prepared for the application site as a standalone document to ensure sustainable modes of transport; walking, cycling and public transport. Officers and TFL request that a Residential and Workspace Travel Plan to be submitted for each Phase for approval prior to Occupation, with each Plan to assess the Development cumulatively. The approved Plans shall be implemented from Occupation of the relevant Phase. The Developer will need to pay the Travel Plan Monitoring Fee prior to occupation on a phased basis. On the second anniversary of first Occupation of the Residential Units the Developer shall submit a Travel Plan Monitoring Report to LBBD. This will be secured by legal agreement and is noted in appendix 6.

Highway Works

- 7.55 This area requires an expansion to both public and sustainable forms of transport. To realise this proposal and the initiatives across the masterplan as submitted it will require alterations and mitigation measures to the highway network which will go beyond the extent of the red line boundary of the application. These offsite works will be required at the following locations shown on the indicative plans listed below.

1. A1306 junction with Kent Avenue

A three lane W/B option without Link Road with the introduction of direct left turn from the A1306 into Kent Avenue to remove traffic access from Link Road. Cycle stop lines on all approaches to the junction, as well as toucan crossings for onwards journeys for pedestrians and cyclists. As shown on the indicative plan drawing number DDSP-WSP-XXXX-XX-SK-C-00118.

2. A1306 junction with Chequers Lane and Heathway

This arrangement maintains the two laned approach on Chequers Lane. Cycle stop lines are proposed at all approaches to the junction, as well as toucan crossings for onwards journeys for pedestrians and cyclists. In addition, the approaches on the A1306 and Heathway are amended to provide an additional south bound lane on the Heathway and on the A1306 W/B right turn lane increased in length. The advisory cycle lanes along Heathway for journeys to and from development site Dagenham Heathway Underground station will be remarked as shown on the indicative plan drawing number DDSP-WSP-XXXX-XX-SK-C-00113

3. Chequers Lane and Messina Way

A new junction alignment which can accommodate all bus manoeuvres, allowing flexibility in bus route configuration as shown on the indicative plan drawing number DDSP-WSP-XXXX-XX-SK-C-00106

4. Kent Avenue

Improvements on Kent Avenue to the Council's adoptable standards along with new bus stops i.e., improved carriageway, footways, cycleways, street lighting, ped crossings, servicing bays and re-configuration of its junction with A1306 New Road to allow left turning buses/HGV's. As shown on the indicative plan drawing number DDSP-WSP-XXXX-XX-SK-C-00104

- 7.56 TFL have raised issue with the cumulative impact of schemes such as the application proposal on general traffic conditions dispersed across the local and strategic road network.
- 7.57 The applicant has responded and stated that very locally, the scheme does require mitigation works to the junctions of the A1306 New Road with Chequers Lane and with Kent Avenue (as noted above). Further modelling is due to be finalised in May 2022 of the VISSIM modelling. Officers consider that any revisions can be adequately incorporated and secured through the legal agreement of the indicative in principle plans. It would be appropriate to secure improvements of the general form proposed, but with the final design to be confirmed through a Section 278 agreement following completion of the modelling and approval by TfL (as traffic authority for all signal installations in London).
- 7.58 Also based on the modelling being completed in May (noting requirements for separate GLA and Secretary of State referrals) the timings of the works will also need to be agreed with officers prior to the signing of the legal agreement. Due to the outstanding modelling information, this principle would be acceptable to officers provided there is an obligation by the applicant to deliver the findings of the modelling, and this would be subject to the Council's acceptance based on integration of the findings of modelling results at the applicant's cost.
- 7.59 To avoid any ambiguity the works will be secured by legal agreement. Indicative plans have been produced but can be open to revisions as found appropriate by the local highway authority as the delivery of the phases are underway.

Bus Route

- 7.60 A local bus route will be routed through the Site via Kent Avenue to improve accessibility. The bus service and route is yet to be confirmed by TfL buses, however, pre-application discussions have been held and indicate that bus service 145 could route via Kent Avenue into the Site and to Messina Way. The outputs of the ongoing strategic public transport analysis will determine if more than one bus route is required to meet capacity requirements and the proposed parameters offer flexibility for this.
- 7.61 The location of the bus stops on Kent Avenue will be carefully considered to ensure they can be within 400- 500m distance of each other to meet TfL's Bus Stop Design Guidance. The location of the bus stops has also taken into account LBBD's aspirations for improvements to Dagenham Dock Station and Chequers Lane with visibility to the bus stop from within the Site provided by those alighting from Dagenham Dock Station.
- 7.62 Officers consider it is essential to the development and a key element of the masterplan that bus accessibility of the site is achieved with a service through the new neighbourhood with sufficient space to accommodate bus infrastructure i.e., TfL's accessible bus stop design guidance and this will be secured by legal agreement.

Bus Contributions

- 7.63 TFL have provided comments with regards to the impact of the scheme on the bus network and have stated the following:

- The Railplan work indicates a demand arising from this scheme that would fill eight buses in the peak hour. The initial trip generation work indicates over 18. The final answer is most likely between these two figures and confirmation will only be known when the scheme is fully built and occupied.
 - There is some spare capacity on the network at the moment that can carry some of these passengers generated from the scheme.
 - The scheme will be built out over many years. Concerns of noted existing capacity may not exist in the future. There could also be a case of reduced service levels, but it may also mean bus services cut short to provide operational savings and therefore the existing bus services, with their spare capacity, may not all serve this site in future. Officers note that these scenarios are hypothetical.
 - The bus services near the site might change to some extent before the development is complete. Officers again note this is hypothetical.
 - TFL considers other developments in the area will fund some improvements in bus services. Generally these are merely to meet their own capacity demands, and so will not provide any additional spare capacity for this application.
 - TFL acknowledges existing bus services which may have capacity to serve the site but have concerns that current funding does not allow for it to go all the way to Romford.
- 7.64 Noting the above, TFL state the provision of an additional 1.5 buses per hour would add three to the peak vehicle requirement for any of the existing routes on Heathway. Three buses on the road will cost £900,000 per year and, as a standard across London, and that they seek to secure five years' funding, which takes the total to £4.5M.
- 7.65 TFL do acknowledge that with potential route changes, they may be able to deliver these improvements at a reduced cost. TFL do recognise that they are cognisant of the viability considerations applying to this site (please see Chapter 3 of this report). For this reason, TFL have requested a financial contribution towards buses at a rate of £1000 per residential unit, which will equate to marginally more than £3.5M. This would be the entirety of funding request related to public transport under the direct responsibility of TfL (i.e., not including anything that might be required for Dagenham Dock station or c2c services).
- 7.66 Officers acknowledge the comments from TFL and that there is a need to fund bus services serving the site and its future residents. However, officers do acknowledge that the evidence presented to justify the financial contribution is not based on documental evidence or figures. The evidence presented has been based on possible scenarios that may or may not occur and was provided to officers at an extremely late stage of the application.
- 7.67 The applicant has undertaken lengthy and costly traffic modelling at the request of TFL (the scope of which was signed off by the TFL). As noted at the start of this Chapter, officers have found that the modelling presented within the document is sufficiently robust with an objective methodology. A review of the outputs for actual and demand flows demonstrates that the impact of the development on the strategic road network is modest during the peak periods. Modest impacts are observed on Chequers Lane and Kent Avenue, as the model predicts these roads become over-capacity due to the development traffic. The applicant as noted in the above paragraphs that they are proposing to undertake highway improvements at these locations as a result of the modelling. These works will be secured by legal agreement.
- 7.68 It should be noted that the proposed scheme will deliver wider connectivity of a significant part of the transformation area with landscaped and direct routes moving north to south and east to west through the site. Further explanation is detail in para 7.7 of this Chapter. Officers consider that this wider connectivity may also result in less use of buses especially accessing Dagenham Dock Station.

- 7.69 In terms of public transport, the modelling has found that the proposal has minimal impact on the national rail and LUL networks and are largely unaffected. The largest effects are predicted on the bus network. The proposed routing of bus services through the site, along with new bus stops and stands accommodate the additional demand.
- 7.70 Officers are therefore of the opinion that the requested contribution of £1000 per unit has not been fully justified in this instance. Whilst TFL have stated that the contribution reflects similar asks on neighbouring and other sites in the borough this does not provide officers with the understanding based on factual findings of the modelling for example.
- 7.71 Whilst officers do acknowledge a need for additional buses as noted by the modelling to facilitate the development, officers consider it would be reasonable to request a contribution of the cost of the provision of additional 3 buses per hour which would add six to the peak vehicle requirement for any of the existing routes on Heathway. Six buses on the road will cost £1.8 million per year or it could be three buses on the road at the cost of £1.8 million for two years.
- 7.72 Given the uncertainties noted above by TFL, the contribution could be flexible to ensure that Tfl can apply it as is appropriate to provide the necessary capacity to meet demand arising from the site. TFL have noted that the application of funds potentially elsewhere would allow TFL to meet this site's demand in a way that provides the best bus services for the area as a whole.
- 7.73 The applicant has confirmed that they had accounted for in their viability a S106 allowance and the Infrastructure Cost Plan. There was a mistake in the viability where the Kent Avenue works referred to as S278 should be listed as S38 (i.e. as these are the works within their red line including Kent Avenue and Link Road but not including the junction works), and the applicant has shown the £500,000 allowance for the East-West Messina Way new junction in the Infrastructure Cost Plan rather than in the highways budget – again this should have been included in the £3.5m budget for S106 works.
- 7.74 Of the £3.5m S106 allowance the applicant has identified approximately £2,400,000 in budget allowances from initial review but this does not include Commuted Sums. The commuted sums can range from 20%-40% of the construction value and the applicant will undertake further review as part of the detailed modelling and cost planning post-committee, but the applicant has suggested as a minimum this could equate to £600,000.
- 7.75 In terms of highway related items that will attract commuted sums which will be required are:
- In connection with the adoption of the internal estate roads including Kent Avenue required by LBBD
 - New traffic signal equipment required by Tfl.
 - SW and FOUL drainage required by TWA

Officers consider that the estimated commuted sums are reasonable.

- 7.76 The applicant is then left with a remainder of £500,000 for TFL Bus Contributions from the £3.5 million budget for s106 obligations. Officers will accept this initial contribution and that it must be paid prior to the commencement of Phase 2 and that it will be secured in the legal agreement.
- 7.77 Notwithstanding the above, Officers have considered that the following approach is appropriate to potentially claw back contributions to fund bus services for the outstanding £1.3m of the overall total of £1.8 million through the provision of a mid-stage review (this being 50% of units disposed of) that the review mechanism be amended from the standard mechanism to protect costs and reasonable developer profit as per the standard calculation but to change the standard nominations split. This would then in turn ensure any surplus at this stage is recycled into the latter stage of the development as follows:
- First to fund Affordable housing (to increase on site units) up to a cap of 50% by Habitable room on a tenure split commensurate to the outline permission.

- Second to fund contributions to TfL for increased bus services up to a maximum cap of £1.3 million (minus £500k of the £1.8 million total) subject to further modelling and agreement and
- For and further surplus beyond this to return to the standard nominations split at 0.6.

7.78 The late-stage review would remain unchanged at the standard 0.6 split to ensure an attractiveness for the development to complete. The mid stage review as noted above will be secured by legal agreement.

7.79 Officers consider this to be a fair and proportionate figure based on the findings of the traffic modelling. Chapter 3 of this report discusses the viability of the scheme in more detail.

Residential Permits.

7.80 The proposal is to promote a car lite development so to mitigate the potential over spill of on-street car parking from the development new residents at this address should be excluded from eligibility for resident parking permits outside the red line boundary for this scheme or other arrangements that may be implemented. This restriction has been secured in the legal agreement.

7.81 Approximately 30 residential visitor parking bays will be provided on street which will double up as servicing bays. No justification has been given for this number and having a dual-purpose serving bay is not acceptable. It is considered this might not be TSRGD compliant and for enforcement purposes not very efficient. Further details are required as the delivery of the plot(s) come forward. A condition will secure the submission and approval of a car parking design and management plan (CPDMP) prior to ground floor works of each plot and is noted above. The applicant will also need to implement the scheme and to cover the required Permanent Traffic Management Orders will also be secured by the legal agreement.

Access Strategy

7.82 Prior to above ground works (other than demolition) within each Phase details of access to plot(s) during works and upon completion of works in the Phase; and any temporary access works must be submitted to and approved in writing by the Local Planning Authority. Provisions for pedestrians shall be fully accessible to all including people with disabilities. This will be in the interests of health and safety as the Masterplan is delivered.

7.83 The strategy shall include and be implemented in line with the approved details and shall be maintained thereafter.

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

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

Internal Road Network

7.84 The internal road layout is proposed to have high-quality safe routes for pedestrians and cyclists throughout and to accommodate a bus route with location for bus stops.

7.85 Crossing points with shared pedestrian and cycle facilities or 'tiger crossings' are also provided to allow east-west linkages to be attained safely and priority given to such modes at junctions with 'Copenhagen' crossings where feasible.

7.86 It's noted the internal road layout will be designed in accordance with Manual for Streets and will be designed to reduce vehicle dominance and give priority to active modes. Removing vehicle dominance on street is welcomed but to deliver an acceptable highway geometry and safe road layout, Manual for Streets should not be relied upon as the stand-alone design guidance. The one-way servicing routes with a shared surface having a 3.8m wide road and 1.2m shared cyclist and pedestrian access to allow for contra-flow cycling is considered not acceptable and doesn't demonstrate an inclusive approach or provide any comfort for peds and cyclists.

- 7.87 It's proposed in the street hierarchy and typologies several primary vehicular routes in the new development will be designed to LBBB highway adoption standards. It states in TA the minimum road width to be 4.8m roads we would recommend on primary roads this increased to 5.5 – 6.4m. It's also suggested the footways will all be a minimum of 2m throughout any adopted road across the site but where footfall is predicted to be high numbers for example near the new secondary school widths are increased to a minimum 2.5m to provide a more comfortable and safer environment for pedestrians.
- 7.88 It is understood that a 20mph limit throughout the masterplan area is proposed and this would be acceptable depending on the type of self-enforcing measures that are proposed to be installed. These measures and designs will be subject to road safety audits and will be secured in the legal agreement to reduce conflict and in the interests of health and safety.
- 7.89 Officers recommend all primary and secondary roads should be constructed to the Council's adoptable standards, specification and designs for roads, controlled crossings, street lighting, design speeds and/or speed limits to and to be agreed with the local highway authority. This will be secured in the section 106.
- 7.90 The Council, as the highway authority, will also require an independent highway stage 2 and 3 safety audits for the proposed junction improvements and internal layout to adoptable standards in the interests of highway safety and this will be secured with the applicant separately in a section 278 agreement. We suggest that in the interest of highway safety, a section 278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site and again will be secured by condition.
- 7.91 The Council will also add another layer to ensure health and safety by securing that prior to above ground works within each Phase, a Traffic Management Plan will also be required to be submitted to and approved in writing by the Local Planning Authority. The Traffic Management Plan shall set out the proposed management arrangements for vehicles movement within the relevant Phase and shall include:
- (a) any internal shared access.
 - (b) details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians.
- 7.92 TFL have commented with concerns about the potential for car traffic associated with pupil drop-off and pick-up at the secondary school traffic causing congestion to buses and road safety risk to pedestrians and cyclists using Kent Avenue and the route past the school. They have also noted that the likely reliance of residents of much of the western part of the neighbouring Beam Park development on that route for access to Dagenham Dock railway station, with or without the delivery of Beam Park station, exacerbates these concerns. TFL believe that it would be appropriate to apply "Low Traffic Neighbourhood" or "School Street" restrictions to address this. While not necessarily removing the school traffic totally they consider, if well-designed the restrictions would displace it sufficiently to address the potential problem outside the school. This would ensure the safe and efficient operation of buses through the site and good road safety and a more commodious environment for those walking and cycling, and thereby support and encourage the use of sustainable modes of travel.
- 7.93 The applicant has responded and stated that the school will be served by the southern east-west bus route proposed through the development, which as noted will have a bus gate installed within it stopping any through traffic. With north south routes designated as servicing only, very little traffic is expected along this street whilst allowing greater permeability of the public transport to Dagenham Green and neighbouring developments.
- 7.94 The Masterplan provides a genuine car free route through the middle of the masterplan to achieve this, where active travel modes benefit from a landscaped setting, with this route's use further encouraged through appropriately located proposed crossing points allowing easy access by walking and cycling modes to the school. The high-quality walking and cycling environment within the site and on Kent Avenue and Chequers Lane will encourage this active travel, whilst the bus route through the site and location of bus stops within a maximum distance of 120m from

proposed school will ensure the use of public transport. It is therefore considered road safety would certainly be satisfied and the associated restrictions of School Street or low traffic neighbourhood is not appropriate with its necessary use for buses and servicing vehicles for the area.

- 7.95 A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times in, effect, it becomes a pedestrian and cycle only zone. The aim of a school street scheme is to offer a proactive solution for school and local communities to tackle air pollution, poor health, and road danger reduction in line with other Council policies.
- 7.96 The local Council apply a traffic management order to the street(s) around a school, temporarily restricting access to motorised vehicles. The times for the restrictions are determined in agreement with the school which are normally between 30-45 minutes and only on weekdays and term times.
- 7.97 Overall, based on the information that has been provided, within the TA and TAA having considered the merits of this application, it seems that there are no significant impacts on the transport network or apparent adverse highway safety implications to suggest that there are any substantial reasons that this should not be approved because of issues relating to the highway.

8.0 Meeting the needs of local residents:

Employment and Skills

- 8.1 The proposed development will contribute to employment for residents within the borough. Officers will secure the following by legal obligation:
- Employment, Skills and Supply Chain Plan- Developer to submit an Employment, Skills and Supply Chain Plan for each Phase to LBBDD for approval six months prior to implementation of the relevant Phase.
 - Construction phase employment- Developer to use reasonable endeavours to:
 - Ensure a minimum of 20% of construction phase workforce are new jobs;
 - Ensure a minimum of 25% of FTE construction phase employees are local residents (local residents being those who live in the borough);
 - Construction phase training
 - Supply chain development during construction
 - Employment and Training Monitoring
 - Contribution in the event of failure to comply with employment and training targets
 - End-Use Phase- Developer to use reasonable endeavours to- Ensure a minimum of 10% of newly created vacancies within the employer uses are filled by local residents;
- 8.2 It is therefore considered by officers that on balance that the proposal will provide far reaching benefits beyond the description of development and that the proposal accords with London Plan Policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to affordable housing and building inclusive communities.

New Community Uses

- 8.3 Notwithstanding the community uses as detailed in Chapter 1 of this report London Plan Policy S1 states "*Development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. This includes the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities*". London Plan Policy S3

continues to state that education facilities should “*maximise the extended or multiple use of educational facilities for community or recreational use*”.

- 8.4 Officers have a secured condition requiring a community use statement to be submitted prior to ground floor works which details the school facilities to be provided for community use outside of school hours.
- 8.5 The legal agreement also secures a School Community Use Agreement to be entered into prior to occupation of the school.

9.0 Waste Management and Refuse Collection

- 9.1 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Reg 19 stage) through Strategic Policy SP7 and Policy DMSI9. Policy SI7 of the London Plan seeks a wider goal for all development proposals in London.
- 9.2 The applicant has indicated as part of the transport strategy that dedicated servicing bays to accommodate HGV and LGVs and refuse bays for waste and recycling collection will be provided. The parameters provide two way and one way servicing routes. The one way routes will comprise passing areas which would avoid causing disruption to other vehicles using these routes.
- 9.3 These details will be assessed as each plot/phase is brought forward at reserved matters. However, these details must be presented not only specific to the phase/plot but also cumulatively in the context of the whole overall network within the Masterplan. Officers will be conditioning the submission of a servicing and delivering plan for each plot/phase and a waste management strategy at reserved matters.
- 9.4 Notwithstanding the above, prior to above ground works within each Plot, a Refuse Strategy comprising full details of the refuse and recycling storage must be submitted to and approved in writing by the Local Planning Authority. This is to avoid harm to the character and appearance of the street scene and local area and to ensure adequate provision of refuse and recycling facilities in the interests of amenity for future and neighbouring occupiers.
- 9.5 On balance, officers consider that the site can be adequately serviced subject to the submission of further details.

10.0 Delivering Sustainable Development

Sustainability

- 10.1 The Sustainability Statement prepared by the applicant sets out the various sustainable measures and standards to be incorporated in the Proposed Development, including sustainable approaches to energy generation, efficient use of water, BREEAM standards, proposed materiality, waste (both construction and operational phase), sustainable modes of transport, control of pollution, biodiversity and ecology enhancement and protection, flood risk and sustainable urban drainage systems, climate resilience, daylight and sunlight, wind microclimate, and health impacts. The Sustainability Statement confirms that, through a combination of these measures / enhancements, the scheme represents a sustainable development in respect of the 3 strands of the Sustainable Development objective set out at paragraph 8 of the NPPF (economic, social and environmental), which form the golden thread of planning policy at a regional and local level.

Energy and CO2 Reduction (includes Overheating)

- 10.2 Policy SI2 of the Draft London Plan set out the energy hierarchy development should follow – ‘1. Be Lean; 2. Be Clean; 3. Be Green’. The policies require major residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough’s carbon offset fund and / or off-site, provided that an alternative proposal is identified

and delivery is certain. These objectives and targets are also outlined in Policy DMSI of the emerging local plan (Reg 19 stage).

- 10.3 An Energy Strategy has been submitted by the applicant, in accordance with the Mayor's energy hierarchy and carbon dioxide emissions and energy consumption targets set out at London Plan Policy SI 2, the GLA Energy Assessment Guidance (2020), the LBBD Core Strategy, BWDP DPD and draft Local Plan policies and is submitted in support of this Application.
- 10.4 The Energy Strategy demonstrates that the proposals would achieve greater reductions than the London Plan Policy SI 2 carbon dioxide emissions target which requires a minimum 35% improvement on-site from regulated carbon dioxide emissions against Part L of the Building Regulations 2013 and the GLA's carbon dioxide emission reporting carbon factors through the combination of 'Be Lean', 'Be Clean' and 'Be Green' measures.
- 10.5 The energy strategy follows the energy hierarchy set out at Policy SI2 of the London Plan and Policy DMSI2 of the draft Local Plan with a focus on 'Be Lean' design measures - a range of measures proposed to reduce the energy consumption and carbon dioxide emissions for the Proposed Development to enable it to achieve a substantial reduction beyond Building Regulations Part L 2013, without reliance on 'Be Clean' and 'Be Green' measures. These 'Be Lean' measures include U-values, glazing g-values and air permeability rates exceeding compliance with Part L1A 2013 (2016 amendments). These provisions result in Part L1A compliance without the need for 'Be Clean' or 'Be Green' technologies and will exceed the London Plan Policy SI2 requirements for residential and non-residential to achieve a minimum of 10% and 15% reductions respectively through energy efficiency measures.
- 10.6 'Be Clean' technologies have been explored and include an air source heat-pump and electrode boiler energy centre to be located in the south-east corner of the Site, within the development plot for employment uses. The proposed network will have the facility to connect to a larger district heat network ('DHN') or existing DHN should this be viable in the future, as supported by London Plan Policy SI3, LBBD BWDP DPD Policy BR2 and draft Local Plan Policy DMSI2. A range of 'Be Green' renewables have also been considered to identify the most adequate renewable energy generation system for the Proposed Development. Of the technologies considered, solar photovoltaics were found to be the most suitable and the arrays will be incorporated into the roof design at detailed design stage (to be set out in relevant reserved matters applications) where they will operate at their maximum potential, whilst not restricting other plant space or roof access required.
- 10.7 Through the incorporation of the measures outlined in the Energy Strategy, the carbon dioxide emissions arising from the Proposed Development has potential to be reduced by a total of 67% revised by addendum beyond a compliant Part L 2013 Baseline. The London Plan requires development to meet the 'zero carbon' standard but a 100% carbon reduction is not expected to be feasible or viable at this stage. A legal obligation will be secured so that a minimum on-site reduction within each Phase or Plot of at least 35% beyond Building Regulations 2013, Part L required to achieve the target of zero carbon emissions as set out in the London Plan 2021 (or the equivalent policy requirement set out in the London Plan at the date of the relevant reserved matters application). The developer to submit as-built energy performance reports prior to Occupation of the relevant Phase or Plot and where the relevant Phase fails to meet carbon emission standards, a carbon off-setting contribution to be paid at a rate of £95 per tonne of CO₂ over a 30-year period prior to Occupation.

Overheating

- 10.8 The Energy Strategy outlines criteria which will be considered as part of the overheating analysis as detailed design is progressed through relevant future reserved matters applications. The overheating analysis will seek to restrict the amount of heat entering the building, heat generation within the proposed homes and to passively and mechanically ventilate in line with the London Plan cooling hierarchy and relevant guidance. A series of measures are set out within the Energy Strategy which will be considered and applied as required for all homes within the Proposed Development. The Energy Strategy demonstrates compliance with relevant regional and local planning policies, including London Plan Policies D6 and SI4 and draft Local Plan Policy SP7 which seek to mitigate overheating risk and reduce reliance on mechanical cooling systems at this outline planning application stage. The Proposed Development will also be developed with

consideration of the Good Homes Alliance ('GHA') Early Stage Overheating Risk Tool, as referenced in the GLA Energy Assessment Guidance.

- 10.9 Notwithstanding the above, officers and the GLA commented that Policy D6 states that applications should also maximise the provision of dual aspect units, avoiding north facing single aspect units. It states that single-aspect dwellings should only be provided where it is considered a more appropriate design solution to optimise the site capacity and where it is demonstrated that the units will have adequate passive ventilation, daylight and privacy and will avoid overheating.
- 10.10 Officers have requested that the applicant to be more ambitious and set out a minimum proportion of dual aspect units, to be delivered. Officers consider that whilst the aspiration should be set to a high standard there is no policy justification to hold the applicant to a set figure. As such officers have accepted changes within the Design Code that were "advisory" to "mandatory". Officers consider that this compromise in securing dual aspect units is acceptable on balance and is supported.

Overarching Energy Strategy

- 10.11 In term of ensuring that the Masterplan meets the objectives London Plan policy a condition will be secured for the submission of an overarching Site Wide Energy Strategy and Energy Centre (and includes overheating)Details prior to the commencement of the first Phase of development (other than demolition, land remediation or enabling works) and details of the detailed specification and layout of the energy centre, including the provisions made for interconnecting pipework to link the Plots within the site into the proposed District Heating Network.
- 10.12 Further to this a condition will secure that prior to the commencement of development of each Plot (other than demolition, land remediation or enabling works) an Energy Statement demonstrating how the Plot will conform with the Site Wide Energy Strategy to be approved pursuant to the overarching energy condition above must be submitted to and approved by the Local Planning Authority. The strategy shall include the following:
- (a) evidence of how energy efficiency targets would be met;
 - (b) information on how estimated energy costs to occupants have been minimised;
 - (c) a Dynamic Overheating Analysis for the domestic and non-domestic elements, undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs. The design, materials, construction and operation of the development must demonstrate compliance with the Mayor's cooling hierarchy and the GLA's Overheating Checklist set out in the Mayor's guidance on Preparing Energy Assessments as amended;
 - (d) demonstration that the development is designed to allow for future connection to a District Heating Network;
 - (e) evidence of how the strategy has maximised the provision of renewable energy technologies, and details of the technologies proposed; and
 - (f) details of the on-site reduction in carbon emissions, and any tonnage to be off-set via financial contributions.
- 10.13 The conditions will ensure measures are implemented to reduce any detrimental environmental impacts and deliver an energy efficient and sustainable development. Each reserved matters application must also require the need to submit an energy statement that provides conformity to the conditions noted.
- 10.14 In terms of water efficiency, a condition will be secured that prior to first occupation of the last building within each Phase, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will meet a target water use of 110 litres per person per day (l/p/d) based on the Government's national calculation method for water efficiency for the purposes of Part G of the Building Regulations.

- 10.15 In respect of reserved matters applications which include the provision of non-residential unit(s) over 500sq.m, a BREEAM pre assessment demonstrating how the unit(s) is designed to achieve an 'Excellent' Building Research Establishment Environmental Assessment Methodology (BREEAM 2018) rating or equivalent must be submitted.
- 10.16 To ensure the requirement of BREEAM has been met a BREEAM Final Certificate must be submitted within 3 months of the first occupation of each unit for non-residential development over 500sq.m, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to demonstrate that an 'Excellent' rating has been achieved. This will be secured by condition.

Whole Life Carbon

- 10.17 London Plan Policy SI2 part F requires applicants to calculate whole life-cycle carbon (WLC) emissions and demonstrate actions to reduce these emissions. The applicant has undertaken a whole life embodied carbon assessment of the carbon impacts of the Proposed Development, in accordance with London Plan Policy SI2 and with regard to the Mayor's Whole Life-Cycle Carbon Assessments Guidance (Consultation Draft, 2020). As this is an outline planning application, a representative sample (Plot C3) was selected to be assessed. The assessment indicates a range of performance across the Proposed Development, with some areas already performing at best practice. The assessment recommends next steps and strategies for future phases of the project, including:
- Further consideration of concrete specification;
 - Optimising servicing strategies;
 - Favour bio-based materials; and
 - More accurately quantify the benefit of off-Site manufacture.
- 10.18 Due to the outline nature of this application a detailed Whole life carbon statement must be submitted prior to the commencement of development of each phase or plot (other than demolition, land remediation or enabling works). At reserved matters stage the applicant must submit a Whole Life Carbon statement advising of conformity of the above noted condition.
- 10.19 The development then must submit a post-construction monitoring assessment must be submitted prior to the first occupation of the last building within each Phase. These elements will be secured by condition.

Circular Economy

- 10.20 In accordance with London Plan Policy SI7 and draft Circular Economy Statement Guidance (Consultation Draft, 2020), the applicant has prepared a Draft Circular Economy Statement in support of the Application. The Draft Circular Economy Statement demonstrates that high level strategic opportunities to implement circular economy principles have been explored from the outset of the project, before considering specific strategies for adding value over the lifetime of the Proposed Development.
- 10.21 Due to the outline nature of the application a detailed Circular Economy Statement must be submitted prior to commencement of development of each Plot (other than demolition, land remediation or enabling works). At reserved matters stage the applicant must submit a Circular economy statement advising of conformity of the above noted condition.
- 10.22 The developer must prior to the first occupation of the last building within each Phase, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement. This will be secured by condition.

Digital Connectivity

- 10.23 London Plan Policy SI6 requires development proposals to ensure sufficient digital connectivity, including full fibre connections and mobile connectivity, and provide space for mobile digital connectivity infrastructure. It that development proposals should ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all

end users. The Design Code should set out how such connectivity could be achieved within the design.

- 10.24 Officers have secured a compliance condition that ducting shall be provided to all dwellings for full fibre or equivalent broadband connectivity infrastructure to meet the London Plan policy objectives.

Air Quality

- 10.25 Policy SI1 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Policy SI1 also states that all development should be air quality neutral as a minimum.
- 10.26 An air quality assessment has been undertaken as part of the accompanying ES. The assessment concludes that the Site is suitable for residential development, subject to suitable mitigation measures. The air quality assessment provided in the Air Quality chapter of the ES assesses the potential effects of the Proposed Development on local air quality during both the construction and operational phases of the Proposed Development. The assessment concludes that the cumulative effects of the Proposed Development and locally committed developments will be negligible for both construction and operational phases. The development as a whole is air quality neutral.
- 10.27 The air quality assessment has also considered the potential impacts of the Breedon's cement depot on the Proposed Development. Breedon's is subject to an Environmental Permit which details the nature of operations undertaken and the mitigation and monitoring measures that are in place to minimise dust releases, including "no visible particulate matter shall be emitted beyond the installation boundary." It is not considered that the other processes permitted at Breedon's will have any influence on air quality within the Site.
- 10.28 A potential green corridor is also recommended along the southern boundary of the Site which would provide additional buffer.
- 10.29 The assessment concludes that the design of the Proposed Development includes a number of measures that will be beneficial to air quality by encouraging the use of electric vehicles and use of sustainable transport modes to travel to and from the site. Therefore the Site is considered suitable for 'high sensitivity' receptors, including residential development and a school, without the need for further mitigation.
- 10.30 Additional design measures, such as avoidance of bus stop and drop-off points immediately outside of the education plot are also recommended to avoid exposing children to emissions associated with transport. The Application is also accompanied by an Air Quality Positive Statement, compliant with the requirements of London Plan Policy SI1 and draft Air Quality Positive Guidance (Pre-consultation draft, March 2021). The statement confirms that the Proposed Development successfully integrates a range of measures which once implemented will ensure compliance with GLA guidance. The statement also confirms that no measures are proposed under the Innovation and Future-proofing theme, given that the energy strategy for the Proposed Development excludes any plant that produces emissions to air, the high level of EV charging infrastructure that will be provided, plus the opening year of 2041.
- 10.31 As such, the Proposed Development satisfies local, regional and national planning policies. Further details on the design measures proposed to minimise air quality impacts through the lifetime of the Proposed Development will come forward as part of future reserved matters application and will meet requirements of London Plan Policy SI1 and draft Local Plan Policy DMSI4
- 10.32 To ensure the objectives of the above are met through the delivery of the Masterplan, officers will secure the following:
- The submission of a Construction environmental management plan which requires measures to control the emission of dust, dirt and emissions to air during construction prior to the commencement of each phase.

- The submission of an Air Quality Assessment (AQA), including an Air Quality Neutral assessment detailing how the development has been designed to achieve air quality neutral standards, together with any necessary mitigation prior to commencement of development of each Plot.
- The submission of an Air Quality Neutral assessment showing that if the development proposed will not be air quality neutral, it should confirm the excess tonnage that would need to be offset and any payments will be secured by a legal obligation.
- Future reserved matters applications will need to demonstrate that each phase coming forward in detail conforms to being air quality neutral. If a phase is not air quality then the applicant will be subject to an offset payment which will be secured by legal agreement as noted above.
- Encouragement of electrical vehicles and sustainable transport modes that prior to above ground works within each Plot details of and location of Electric Vehicle charging infrastructure for the provision of electric vehicles associated with the Plot shall be submitted to and agreed in writing with the Local Planning Authority.
- Prior to above ground works (other than demolition) within each Plot an assessment of trip generation must be undertaken to demonstrate that the proposed housing mix would result in the same level of residual effect, in respect of transport and air quality impacts, as shown in the Environment Assessment and Addendum submitted with the outline planning application, when taken in the context of the development as a whole.

10.33 As noted above a legal obligation will ensure that if the proposed development is not expected to meet the Air Quality Neutral Standards as noted in the submitted air quality report, a marginal abatement cost of £29,000 per tonne of NOx over the established benchmark figure shall be paid to the Local Planning Authority. This payment shall be used for air quality improvement projects in the area and will be secured by the legal agreement.

Wind

- 10.34 The applicant has undertaken a wind microclimate study as part of the Environmental Statement considerations. The study is based on the maximum parameters, informed where necessary by the Illustrative Masterplan, to determine the likely significant effects of the Proposed Development on the pedestrian street-level wind environment of the Site and its surroundings.
- 10.35 The Council sought further clarification on the illustrative geometry of the massing and the impact on the potential roof top terraces and the applicant has subsequently provided the additional clarification to appease officers.
- 10.36 The GLA have commented and stated that there could be some adverse significant effects on pedestrian safety from wind in some locations without mitigation and have suggested that the Council should review these impacts and the proposed mitigation and ensure this is robustly secured by condition. The GLA have also recommend a condition securing temporary wind mitigation for any adverse impacts during each construction phase.
- 10.37 A condition will therefore be secured for a submission of a Wind Microclimate Analysis to be submitted with relevant reserved matters. This Analysis report will include any mitigation required during the construction phase to protect any adverse conditions as a result.
- 10.38 The Council consider that the applicant has provided the necessary information and have concluded that with the introduction of recommended mitigation measures during future detailed design stages, adverse wind effects identified would be improved such that no significant effects would be identified. In general mitigation measures to improve the wind environment include, trees, landscape features, low level planting, wind screens / porous barriers and building canopies.
- 10.39 Officers have secured a condition that prior to above ground works (other than demolition) within each Phase a wind assessment shall be submitted and approved in writing by the Local Planning Authority. The assessment shall demonstrate that safe and amenable wind conditions can be secured. The development shall only be constructed in accordance with the approved details.

Any mitigation measures will be implemented through the construction phase and permanently retained thereafter.

11.0 Biodiversity & Sustainable drainage:

Biodiversity

- 11.1 Policy G6 of the London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging local plan (Reg 19 stage).
- 11.2 The proposed site is a cleared brownfield site where very little biodiversity is limited. The site itself is not subject to any statutory or non-statutory ecological designations. The Proposed Development will have limited impact on and will provide significant enhancements to biodiversity and green infrastructure. This is detailed within the Design and Access Statement and ecology reports prepared by Greengage, including a Biodiversity Impact Assessment and Arboricultural Impact Assessment. A Preliminary Ecological Appraisal, Bat Survey and Black Redstart Survey have also been carried out and are appended to the ES.
- 11.3 The biodiversity impact statement states that the "*baseline ecological value of the site is 13.05 biodiversity units associated with large areas of low distinctiveness vacant/derelict land with emerging ruderal vegetation*".
- 11.4 The proposals will provide biodiverse interconnected green spaces, as well as connections to the wider network of Green Infrastructure beyond the site, such as Beam River parkland to the east and the Gores Brook green corridor to the west. In doing so, the proposals will contribute to the London Green Grid. The Site is located in the Lower Thames Floodplain, which was historically characterised by open flat, expansive landscapes with grasslands, reedbeds, wetlands and a network of ditches and lakes. In line with LBBDD's Green Infrastructure and Biodiversity Strategy and London Plan Policy G1, the Proposed Development will support the enhancement of biodiversity through provision of semi-natural habitats that echo vegetation classifications typical of the area. This will include floodable meadows, reedbeds and wet woodland at the southern section of the Site, all of which are priority habitats identified in the Biodiversity Action Plan. Within the Urban Park, the proposed habitat composition will reflect open landscapes typical of the area, such as species rich grassland, wildflower meadows and terraced landscapes. The Diagonal Route across the Site will provide a linear distribution of green infrastructure that integrates into wider green infrastructure to form a strong ecological network and wildlife corridors.
- 11.5 Urban greening is a fundamental element of the masterplan through large areas of open green space, treelined streets, rain gardens, swale planting and biodiverse green roofs. The Design and Access includes an assessment of the Illustrative Masterplan based on the Mayor's current Urban Greening Factor guidance (Pre-Consultation Draft, March 2021) and achieves an indicative score of 0.377 across the Site, against the target score of 0.4. The Proposed Development is therefore providing a significant contribution to urban greening improvement of the existing Site. Urban greening will be maximised through opportunities for planting as part of the detailed design at reserved matters stage, and these principles are also embedded into the Design Code. The distribution will also vary across the Site, with some areas capable of higher provision, such as the Urban Park.
- 11.6 The report has however demonstrated that the development proposals will result in a net gain of 7.10 habitat units. This equates to a net gain of 54.41% based on the outline proposals demonstrating compliance with emerging and adopted planning policy and legislation.
- 11.7 To ensure the predicted biodiversity units figures calculated and presented in this report are delivered on site, prior to the first occupation within a Plot, a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. This should include plans, materials, specifications and data, to demonstrate in detail how all

ecological enhancement measures will be implemented within the Development and details of the long-term ecological objectives, maintenance schedules, management and monitoring. The proposed measures in each Plot should contribute to achieve a Site-Wide Biodiversity Net Gain of 54% and will be secured by condition.

- 11.8 A Biodiversity Net Gain Statement is also required to be submitted as part of each reserved matters application demonstrating conformity to the relevant condition noted above.

Urban Greening

- 11.9 London Plan Policy G1 states that development proposals should incorporate green infrastructure that is integrated into the wider London green infrastructure network. Policy G5 states that developments should provide new green infrastructure that contributes to urban greening. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments.
- 11.10 Officers consider that the proposed development presents a well-considered approach to integrating green infrastructure across the scheme which is strongly supported. This includes the consideration of the surrounding green infrastructure network by indicating potential green links, in accordance with Policy G1 of the London Plan.
- 11.11 The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.377 based on the illustrative masterplan, which is below the target of 0.4 set by Policy G5 of the London Plan. Despite plans including a variety of positive features, including rain gardens and intensive green roofing, as the design progresses the applicant should review the urban greening proposed, seeking to improve the quality or quantity, to increase the application's UGF. Features for consideration may include further planting at ground level.
- 11.12 For the employment plot, a condition should be secured requiring urban greening to be maximised and the UGF score provided, noting that there is no target score for this element.
- 11.13 Officers will secure the following to meet the objectives as noted above:
- a) Prior to above ground works within each Phase (except the Development Plot for Employment Uses) an Urban Greening Factor Statement must be submitted to the Local Planning Authority and approved in writing to demonstrate how the phase will contribute to a site-wide urban greening factor target score of at least 0.37. The measures set out shall be installed/implemented prior to occupation of the final Plot within the Phase and thereafter retained.
 - b) With respect to the Development Plot for Employment Use, an Urban Greening Factor Statement must be submitted to the Local Planning Authority and approved in writing to demonstrate how this Plot has aimed to maximise urban greening. The measures set out shall be installed/implemented prior to first occupation of the Plot and thereafter retained.
- 11.14 Officers will also secure that an Urban Greening Factor Statement is submitted providing confirmation of conformity to the relevant condition as noted above. This will ensure that the reserved matters will take into full account the objectives of proving urban greening especially on this brownfield site.

Trees

- 11.15 The Tree Survey, Impact Assessment and Constraints Plan has been submitted as part of the application and details that four poor-quality Category C trees/groups are required to be removed as part of the proposed development. The landscaping proposals including extensive tree planting represent a significant improvement above the existing arboricultural value of the site.
- 11.16 The GLA has commented for biosecurity reasons, the applicant should consider including a diverse range of proposed tree species. The applicant should also consider large-canopied trees to target urban heat island (UHI) effects as the site is identified within the London Green Infrastructure Focus Map as within an area of medium to high risk for UHI.
- 11.17 Officers support the principle of the tree strategy for the site for both existing and proposed trees. However, officers consider it important to ensure that any new planting includes landscape tree species are appropriate for the site.

11.18 Due to the outline nature of the application, details relating to trees and soft landscaping will be submitted and assessed under a reserved matters application for each phase/plot.

Sustainable Drainage

- 11.19 Policy SI13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 11.20 The application site is located within Flood Zone 3 and the development is for new residential accommodation, which is classed as being More Vulnerable. The applicant has submitted a Flood risk assessment which recommends appropriate SuDS measures should be incorporated in the development to minimise surface water discharges.
- 11.21 Hydrology and flood risk formed a chapter within the Environmental Statement. The Council's independent assessors of the EIA noted that Policies, Guidance, Legislation and Standards have been noted in Section 12.2.3 Legislative Framework, Policy and Guidance of the statement. The information includes reference to the NPPF 2021, the Planning Practice Guidance, the London Plan (2021) and the LBBD Local Core Strategy. Relevant Local Guidance in the form of the SFRA and SuDS Guidance have been reviewed as part of the Local Assessment. This is considered acceptable.
- 11.22 The proposed assessment methodology section of the assessment adequately addresses the criteria regarding the sensitivity of the receptors with respect to hydrology and the magnitude of impact.
- 11.23 Officers note that flood risk to the site is predominantly covered in the FRA, though noted in the ES as being neutral therefore the assessment of likely significant effects in the ES Chapter primarily focuses on increased sediment loads and pollution and changes to water quality of sensitive assets during the enabling and construction stages. The findings of the information submitted by the applicant are considered to be acceptable.
- 11.24 The Environment Agency have commented and stated that the EA have reviewed the FRA and agree with its assessment and proposed mitigation measures. EA to note engaged with the applicant in pre-application discussions and support their modelling approach.
- 11.25 The GLA have noted that the FRA provided for the proposed development generally complies with London Plan Policy SI12. However, further information about the capacity of the proposed surface water relief culvert and the proposed access and egress strategy should be provided. A condition has been secured by officers that prior to commencement of development of the adjoining Plot the detailed design of the proposed surface water relief culvert beneath Kent Road shall be submitted to and approved by the Local Planning Authority. This is to safeguard the public from surface water flood risk, protect the environment and respond to climate change.
- 11.26 The submission and approval of a Flood Warning and Evacuation Plan will be secured prior to commencement of development of each Plot as part of a scheme to ensure the development is flood resilient.
- 11.27 The surface water drainage strategy for the proposed development generally complies with London Plan Policy SI13. However, hydraulic calculations and further commitment to the inclusion of rainwater harvesting should be provided. The proposed development generally meets the requirements of London Plan Policy SI5. The applicant should also consider water harvesting and reuse to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit.
- 11.28 Prior to commencement of development of each Phase surface water drainage scheme for the Phase shall be submitted to and approved in writing by the Local Planning Authority. In summary this scheme should include the following:
- (a) sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development;

- (b) details of how the proposed surface water drainage scheme will be maintained;
 - (c) a drainage scheme nominating the ownership, management and maintenance arrangements;
 - (d) the use of SuDS and balancing ponds where possible;
 - (e) a completed 'LBBD Surface Water Drainage Pro-forma for new developments';
 - (f) details to demonstrate that the surface water run-off generated up to and including the 100 years critical storm plus climate change allowance, will not exceed the run-off from the undeveloped site following the corresponding rainfall event.
- 11.29 In terms of mitigating sewage flooding and where reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development a condition will be secured prior to the commencement of development of each Phase (other than demolition, land remediation or enabling works) the developer must provide confirmation that either:
- a) all wastewater, surface water and all water network upgrades required to accommodate the additional flows from the development have been completed; or
 - b) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.
- 11.30 A drainage strategy to include details relating to Surface Water, Foul Water and SUDs must be submitted to demonstrate conformity to the above conditions as part of any reserved matters application. This is to ensure full regard of these matters are considered as part of any reserved matters.
- 11.31 The proposed works will be in close proximity to underground sewerage utility infrastructure. A piling Method Statement will be secured prior to the commencement of development of each phase Plot (other than demolition, land remediation or enabling works) to mitigate against any significantly impact / cause failure of local underground sewerage utility infrastructure.

Contamination

- 11.32** London Plan Policy E7 and Local Plan Policy BR5 require appropriate mediation of potentially contaminated land. The Application is accompanied by a Desk Study Report, to provide a preliminary assessment of potential contaminated land liabilities associated with the Proposed Development. The assessment considers previous work undertaken on the Site, as well as historical information and the Site's environmental setting.
- 11.33 The assessment identifies a series of risks which will be further characterised by additional ground investigation and suitably remediated and mitigated, if required, in accordance with relevant national, regional and local planning policy requirements. The report therefore recommends a further intrusive ground investigation and geotechnical testing.
- 11.34 Officers have secured the following contamination related conditions that must be complied with prior to any relevant reserved matters application:
- Boreholes- Prior to commencement of development of each phase Plot (other than demolition, land remediation or enabling works) a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved. This is to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with the Environment Agency's Groundwater Protection: Principles and Practice. General contamination
 - Contaminated Land- Prior to commencement of development of each Phase an investigation and risk assessment and a detailed remediation scheme must be submitted and approved.
 - Remediation and verification- Prior to first occupation / use occurring within each Plot, if remediation is identified details the remediation scheme must be accorded with and verification must be submitted to the Council for approval.

12.0 Archaeology

Archaeology

- 12.1 NPPF Section 16 and London Plan policy HC1 recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. NPPF paragraphs 185 and 192 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities. Paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.
- 12.2 The London Plan policy HC1 recognise that heritage assets including archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
- 12.3 Adopted Local Plan policies CP2 and BP3 and emerging local plan policy DMD 4 seek to conserve or enhance archaeological remains and their settings will be secured by requiring an appropriate assessment and evaluation to be submitted as part of the planning application for any developments in areas of known or potential archaeological interest.
- 12.4 The archaeology considerations of the proposed form part of a technical chapter of the EIA. There was a requirement for the chapter to be supported by an up-to-date archaeological desk-based assessment and a geoarchaeological and hydrological model of the site. These were required to better understand the impact of construction works, including piling, on deposits and assets outside those areas previously investigated during the remediation works.
- 12.5 The applicant has submitted an archaeological desk-based assessment and geoarchaeological desk-based assessment.
- 12.6 These documents have been assessed and officers sought clarification on the following:
- extent and depth of remediation works across the site, and the potential character and survival of archaeological remains within areas not previously investigated.
 - provide detailed clarification of the mitigation proposals for this site
 - Further clarification should be provided detailing the reason for the stated cumulative effects in combination with the cumulative schemes
 - information should be provided on
 - a) the significance of potential deposits and assets within the site in accordance with the assessment methodology criteria,
 - b) whether there is a potential for impacts to occur within the development plots of the proposed development, both within the northern part of the site (in which it is unclear from the information provided whether the watching brief during remediation observed excavations to the top of undisturbed terrace gravels) and elsewhere beyond the previously mitigated areas,
 - c) the magnitude of these impacts, and
 - d) the significance of effect.
 - Further information should be provided correlating the hydrological assessment with the geoarchaeological deposit model in order that the potential magnitude of impact on these peat deposits can be understood, acknowledging any uncertainty surrounding the types of piles to be used.

- 12.7 The applicant has provided the additional information and officers consider that the environmental impact of the proposal on archaeology has been fully considered and there are no detrimental impacts.
- 12.8 Historic England/GLAAS commented on the information provided in the ES, noting that the submitted information fails to quantify the extent of recent impacts compared to new impacts arising from the current development proposals, and that no proposals for public benefit have been advanced. As such, two conditions have been recommended for a programme of pre-commencement archaeological work and public engagement.
- 12.9 The Applicant has responded to this, committing to the preparation of an overarching archaeological WSI, noting that the timing should not include demolition (which is restricted to a single substation building, and targeted on a plot-by-plot basis, but excluding any further geoarchaeological work. Rewording of the proposed condition has been requested on this basis and has been accepted by officers.
- 12.10 GLAAS also requested for public engagement on a scheme of permanent heritage interpretation, landscaping and displayed at the site to be conditioned and submitted. The Applicant has indicated that a heritage strategy is included within the design and access statement which has influenced the design code, and that a condition in respect of public engagement should not therefore be required. Additional consultation will be needed with GLAAS to confirm that the heritage strategy and proposed engagement are satisfactory, however it is agreed that if the development proposals include a commitment for public interpretation and benefit, then securing this scheme by condition should not be required. A condition for the submission of a detailed heritage strategy for each plot in line with the design principles as set in the Design Code will be secured.
- 12.11 Officers consider that the outline proposal and the impact on existing archaeology on the site has been fully considered and appropriate mitigation will be secured through the conditions in accordance with national, regional and local planning policy.

Heritage

- 12.12 London Plan Policy HC1 sets out the need for a clear vision which recognises and embeds the role of a site's heritage in place-making.
- 12.13 Core Strategy CP2 identifies LBBB's rich history and heritage, highlighting the Ford works as an important piece of the area's industrial heritage. As such, development on the site should reflect historic context and reinforce local distinctiveness. Policy BP2 outlines locally distinctive and historically important sites should be identified, celebrated and promoted. LBBB encourages the enhancement of historically important features and environments. Development which improves public understanding and enjoyment of heritage assets is positively encouraged.
- 12.14 Emerging policy SPP3 supports development that celebrates the unique industrial heritage of the site through design.
- 12.15 The applicant acknowledged that the Site has a rich history and the masterplan celebrates this history through a heritage strategy that is embedded in design as one of the masterplan's overarching principles. The heritage strategy is detailed in the submitted Design and Access Statement and is built around three key themes: Cultural Heritage, Landscape and Natural Heritage, and Automotive and Manufacturing. These themes will be taken forward into future detailed design strategies which are expected to include the naming of spaces and buildings, architectural form, materiality and detailing, and a heritage trail.
- 12.16 A Heritage Statement has also been submitted alongside this Application which assesses the effect of the scheme on the significance of local non-designated heritage assets (NDHAs), and sets out heritage benefits of the proposals. The Heritage Statement recognises five local NDHAs, including Dagenham Dock station, Imperial House, 1-15 Princess Parade, Marsh Green Primary School and St Martin's Church, concluding they will not be subject to any harm as a result of the proposals. It is considered that the proposals will in fact enhance the setting of Dagenham Dock station, Imperial House and 1-15 Princess Parade through improving visual appearance and creating activated streets with a more welcoming environment.

- 12.17 Officers consider that the applicant has demonstrated and recognises the rich heritage of the site and the surrounding area. The proposed scheme is in accordance with Policy HC1 of the London Plan, Policies CP1 and CP3 of the Core Strategy, Policy BP2 BWDP DPD and Policies DMD4 and Strategic Policy SPP3 and would be a clear heritage benefit to be weighed in favour of the development.
- 12.18 Historic England (GLAAS) have commented and has stated that they would like to see a condition that secures a scheme of permanent heritage interpretation, landscaping and display at the site has been agreed, in accordance with a research, materials, design and long-term maintenance proposal at the site.
- 12.19 As the application is at outline officers will be conditioning that prior to above ground works (other than demolition) within each Phase a detailed heritage scheme must be submitted to and approved by the Local Planning Authority. This detailed scheme will demonstrate how the principles of the Outline Heritage Strategy have been incorporated within each phase. This will secure public benefit from the promotion of the history of the site and area.
- 12.20 The applicant's outline heritage strategy promotes the use of public art as one of the methods to deliver the heritage significance through the design. Officers will therefore secure that prior to first occupation of any residential unit within a Phase where Public Art is proposed, details of the Public Art shall be submitted to and approved in writing by the Local Planning Authority.

13.0 Aviation

- 13.1 Policy D9 Tall Buildings of the London Plan states that "buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings".
- 13.2 London City Airport was consulted as part of the application and have raised no objection to the proposal. They have however advised that in the future the appointed crane operator informs the Civil Aviation Authority and provides the requested details of the proposed cranes. This will trigger the notification process and enable to inform the surrounding aerodromes stakeholders including London City Airport.
- 13.3 Officers have according secured a condition that prior to the commencement of any development to Plots A and B (the tallest heights within the Masterplan) a statement detailing the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Zone or part thereof shall be submitted to and approved in writing by the Local Planning Authority in consultation with the operator of London City Airport. This will ensure that safeguarded surfaces for London City Airport are not infringed.

Conclusions:

The proposal seeks the redevelopment of a key, underutilised and allocated brownfield site in an area of the borough undergoing significant regeneration which has, for over 15 years, been identified as an Opportunity Area for growth and regeneration.

This outline application (all matters reserved) proposes the redevelopment of the site to provide a residential led development that would contribute to the Borough's housing stock through the provision of up to 3502 high quality units compliant with relevant standards. The proposal will deliver a minimum of 47% affordable provision on a habitable room basis (1550 affordable homes) across the site which meets an identified need in the Borough. The application also seeks other benefits including the provision of non-residential floorspace, including: flexible industrial workspace; flexible employment, retail, community and leisure uses; a school, and associated infrastructure; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing, utilities and other works incidental to the proposed development

The application will help facilitate the delivery of a new 10FE secondary school through land transfer to the Council to provide much needed identified school places for the local community.

The provision of employment opportunities and flexible floorspace to incorporate social infrastructure such as health and community uses are also proposed.

The application will also delivery at least 10 acres of open space, including a 5 acre Urban Park, a Linear Park, a Central Green, public squares, urban greening and landscaped public realm which is highly supported by officers.

Provision of significant employment opportunities through provision of industrial, commercial and office floorspace will also be delivered as well as the establishment of new sustainable transport measures, including a bus route through the masterplan and new bus stops and electrical vehicle charging points.

The proposal will also deliver wider connectivity to surrounding sites and to and from the key transport hub of Dagenham Dock station.

Whilst it is acknowledged that the scheme will deliver a wealth of benefits to the local community and the borough on a whole it is also recognised that there are some aspects of the scheme that fall short in meeting planning policy. These have been acknowledged in the report with appropriate mitigation where possible.

It should be noted however the NPPF recognises the presumption in favour of sustainable development should apply- meaning that proposed developments should be granted planning permission unless their adverse impacts "significantly and demonstrably" outweigh their benefits.

Officers confirm there are no such adverse impacts and that the development on balance comprises a sustainable development which will deliver substantial public benefits. The outline proposals have been developed taking into account the Site's existing and emerging context, pre-application consultation and the requirements of national, regional and local planning policies and guidance.

It is therefore recommended that planning permission be granted subject to the conditions and Heads of Terms of the legal agreement, as listed in Appendix 5 and Appendix 6.

Additional Reference

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Be First is the Council's urban regeneration vehicle and undertakes planning statutory services on its behalf, including development management. LBBDD remains the decision-maker. For major schemes Members determine planning applications at Planning Committee, and for smaller schemes, typically householder, decision-making powers are delegated to LBBDD's Head of Planning Assurance. Appropriate governance procedures are followed to ensure there are no conflicts of interest.

Appendix 1:

Development Plan Context:

The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:

National Planning Policy Framework (NPPF) (MHCLG, July 2021)

The London Plan – March 2021

Policy GG1 - Building strong and inclusive communities
Policy GG2 - Making the best use of land
Policy GG3 - Creating a healthy city
Policy GG4 - Delivering the homes Londoners need
Policy D1 - London's form, character and capacity for growth
Policy D2 – Infrastructure requirements for sustainable densities
Policy D3 – Optimising site capacity through the design-led approach
Policy D4 – Delivering good design
Policy D5 – Inclusive design
Policy D6 – Housing Quality Standards
Policy D7 – Accessible Housing
Policy D8 – Public Realm
Policy D9- Tall Buildings
Policy D11 – Safety, security and resilience to emergency
Policy D12 – Fire Safety
Policy D13-Agent of Change
Policy D14 – Noise
Policy E7- Industrial intensification
Policy H1 - Increasing housing supply
Policy H4 – Delivering affordable housing
Policy H5 – Threshold approach to applications
Policy H6 – Affordable housing tenure
Policy H7 – Monitoring of affordable housing
Policy H10 – Redevelopment of existing housing and estate regeneration
Policy H12 - Housing size mix
Policy S1 -Developing London's social infrastructure
Policy S3 – Education and childcare facilities
Policy G1 - Green infrastructure
Policy G5 - Urban greening
Policy G6 - Biodiversity and access to nature
Policy SI7 - Reducing waste and supporting the circular economy
Policy SI8 - Waste capacity and net waste self-sufficiency
Policy T1 - Strategic approach to transport
Policy T2 - Healthy Streets
Policy T3 - Transport capacity, connectivity and safeguarding
Policy T4 - Assessing and mitigating transport impacts
Policy T5 - Cycling
Policy T6 - Car parking
Policy SI1-Improving Air quality
Policy HC1- Heritage conservation and growth

<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development Policy CM2-Managing Housing Growth Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP1-Vibrant Culture and Tourism Policy CP2-Protecting and Promoting our historic environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design Policy BR5-contaminated land Policy BP3- Archaeology</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, Autumn 2021) is submitted to the Planning Inspectorate for “examination in public. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Submission for examination in public Version, December 2021).</i></p>	<p>Policy SPDG1 - Delivering Growth Policy SP4 - Delivering Homes that Meet People’s Needs Policy SP2 - Delivering High Quality Design in the Borough Policy SP3- Delivering homes Policy SP6 – Green and Blue Infrastructure Policy SP7 - Securing a Sustainable and Clean Borough Policy SP8-integrated transport Policy SP4- Delivering social infrastructure in the right locations Policy DMH1 - Affordable Housing Policy DMH2 - Housing Size and Mix Policy DMD1 - Responding to Place Policy DMD2-Tall buildings Policy DMD4- Heritage Assets Policy DMNE1 - Protecting and Improving Parks and Open Spaces Policy DMNE2 Urban greening Policy DMNE3- Nature Conservation and Biodiversity Policy DMNE5 - Trees Policy DMSI 2 - Energy, Heat and Carbon Emissions Policy DMSI4 - Improving Air Quality Policy DMSI6 - Managing Flood Risk, including Surface Water Management Policy DMSI9 - Managing our Waste Policy DMT1 - Making Better Connected Neighbourhoods Policy DMT2- Car parking</p>

	<p>Policy DMT3 Cycle parking Policy DMT 4 servicing and deliveries. Policy SP4: Planning for social infrastructure Policy SPP3- transformation area Dagenham Dock and Freeport Policy DME 1- Utilising Borough Employment Land.</p>
<p><i>Supplementary Planning Documents</i></p>	<ul style="list-style-type: none"> • DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) • London Borough of Barking and Dagenham Archaeological Priority Area Appraisal dated July 2016 by Historic England. • Adopted Site Allocations Document 2010 • London Riverside Opportunity Area Framework adopted September 2015. • Mayor of London Housing Supplementary Planning Guidance (March 2016) • Mayor's Affordable Housing and Viability SPG • The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG • The BRE Report, Site layout planning for daylight and sunlight: a guide to good practice (2nd Edition 2011)

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	17/00232/FUL	<i>Status:</i>	Approved
<i>Description:</i>	Engineering operations to excavate, break up and grade concrete and tarmac structures, including ground floor slabs and hardstanding (Phases A & B) and basement floor slabs and walls (Phase B, only); decommissioning and removal of underground structures/services including underground storage tanks, oil filled chambers and pits, interceptors and below ground pipework, remediation including on site bioremediation techniques of contaminated soil, and backfilling to return levels to existing site levels, together with other ancillary works (Phases A & B).		
<i>Application Number</i>	17/02018/FUL	<i>Status:</i>	Approved
<i>Description:</i>	Importation of fill and formation of engineered platform.		

Appendix 3:

The following consultations have been undertaken:

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Met Police Dated 8 th October 2021	<p>No objection advisory comments with regards to the following:</p> <ul style="list-style-type: none"> • Active Street scenes • Public Realm • External lighting and CCTV • Commercial ground floor units • Bin and cycle storage • CCTV standards and preferred locations. • Residential Communal ground floor entrances. • Linear parks • Terraced housing 	<p>The Applicant notes the recommendations made at the meeting and detailed within the Officer's response. The Outline Planning Application (OPA) is supported by a series of documents that indicate how security will be a key consideration during the Reserved Matters (RM) stages, including:</p> <ul style="list-style-type: none"> • Outline Lighting Strategy • Fire Safety Statement • Design Code • Design and Access Statement <p>Detailed consideration will be given to these matters at the RM stage.</p> <p>A condition will secure the submission of proposed crime prevention measures, and the delivery of a safe and secure scheme</p>
Thames Water dated 08/10/22	No objection and sought clarification on the size of the school and the numbers of pupils.	The applicant has calculated that the development will provide for 2,290 pupils in a 10FE school. The pupil yield of the development is calculated at 2,139 pupils.
London Fire Brigade 27 th October 2021	No objection - Subject to the comments made within the Fire Safety Statement being fully applied we are satisfied with the Fire Appliance Access Requirements. As we understand further planning applications are to follow for individual buildings and a further check of the Access Arrangement will be carried out at this time.	Condition will be added to secure that each plot coming forward will need to submit a Fire Strategy as part of each Reserved Matters Application.
LBBD Parks 04/11/21	<p>No objection</p> <p>The masterplan illustrations show a good proportion of parkland of different types, and of tree planting. It would make a significant addition to tree canopy as it matures. It could be improved further also with more shrub level vegetation, as this provides an important addition to green cover. Shrubs provides an essential cover for various insect and wild bird populations.</p>	Please see Chapter 5 of this report which addresses the comments.

	<p>There was no mention seen of play and recreation provision. Given the number of dwellings proposed, a suitable play facility will be needed. This will presumably be placed on some of the land currently marked as open space. Because the space is too small to provide adequate facility for many other sports, there will be a displaced demand. This will probably be directed toward the various parks to the north. These may need more facilities and funding as a result of this development.</p>	
<p>LBBD Environmental Health Dated 26/10/22</p>	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> • Scheme of Acoustic Protection • Noise Insulation of Party Construction Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions • Details of Any Commercial Kitchen Extract Ventilation System • Construction Environmental Management and Site Waste Management (details to be submitted) • Land quality • Electric Vehicles Charging Infrastructure. 	<p>The relevant conditions have been added.</p>
<p>BeFirst Highways Dated 19/02/22</p>	<p>No objection subject to the following:</p> <ul style="list-style-type: none"> • Restrictions to CPZ parking • Submission of a detailed car parking design and a management plan • Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements and off site highway works seeking to ensure a detailed design • Submission and implementation of a Travel Plan • recommend that the applicant provides free car club membership for two calendar years on application to the nearest car club operating in the Borough • EVCP provision (including infrastructure) this equates to 	<p>The relevant conditions and legal obligations have been applied. Further details in Chapter 7 of this report.</p>

	<p>twenty percent of the onsite parking provision will be active Electric Vehicle Charging Parking bays and the applicant has agreed the remaining 80% will be equipped as passive bays and this should be secured by condition.</p> <ul style="list-style-type: none"> • Submission and implementation of a Construction Logistics Plan and Delivery and Servicing Plan prior to commencement of any works and to be in accordance with Transport for London guidance and this should be secured by condition. • that the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to be secured by condition. • Blue badge provision • Car parking spaces are not sold but leased. • Wayfinding strategy submission • Submission of access arrangements • Submission of highway landscaping details • Submission of a traffic management plan 	
<p>London Fire Brigade Water Team Dated 14/10/22 23/02/22</p>	<p>No objection</p>	<p>Noted.</p>
<p>BeFirst Design Comments</p>	<p>Comments and clarification with regards to the following were received:</p> <ul style="list-style-type: none"> • Layout • Massing • Appearance and materials • Landscape 	<ul style="list-style-type: none"> • The applicant has responded and sought to clarify any outstanding concerns with officers. • Officers are broadly satisfied with the mitigation measures and the applicant has provided additional information through addendums, revised reports, changes to the wording of the Design Code and the acceptance of relevant conditions. Concerns will also be explored and resolved at reserved matters stage
<p>LBBB Access 26/10/21</p>	<p>No objection but advisory general comments on:</p> <ul style="list-style-type: none"> • We have a housing strategy in place and would welcome M4(3)(b) to accommodate our waiting list 	<p>The applicant has committed to providing 10% wheelchair user homes within the application. A proportion of these homes will be M4(3)(b) and predominantly provided for the London Affordable Rent tenure. We will engage with the appropriate representatives</p>

	<ul style="list-style-type: none"> • Door entry systems to be accessible, please see link https://www.nacd.co.uk/product-category/door-entry/ • Entrance doors should be automated • Induction loops should be provided where required • External seating areas should be provided • Signage should be accessible • Any steps should have contrasted nosings and additional warning paving where required. 	<p>within LBBD to determine the exact provision of these home types at RM.</p> <p>The applicant has a dedicated accessibility consultant within their design team who has been helping ensure key accessibility principles are embedded into the outline design so the more detailed design elements you refer to can be captured in the RMA of future applications.</p>
LBBD Education 26/10/21	No objection	Please see Chapter 1 with regards to the education provision for this site.
Historic England GLAAS 22/10/22	<p>No objection but recommends:</p> <ul style="list-style-type: none"> • a condition for a Written Scheme of Investigation. • a scheme of permanent heritage interpretation, landscaping and display at the site 	Conditions added.
TFL- London Underground/DLR Infrastructure Protection 25/10/21	No objection	Noted
TFL 22/02/22	<ul style="list-style-type: none"> • concerns with the 0.3 ratio of car parking • submission of Servicing and Delivery plan, construction logistics plan and travel plan to be conditioned or secured legally • concerns of impacts on the wider highway network • parking provision to be conditioned • car parking spaces to be leased and not sold • provision of a school safe street or low traffic neighbourhood. • issue with cycle stores being regards as being active frontages • safety of the cycle stores. • preference that all cycle storage should be communal, but if individual stores are proposed they must have sufficient capacity for one cycle per resident, or clear space for additional stores to be installed to the front of the property to offer this capacity. 	TFL comments have been addressed within this report.

	<ul style="list-style-type: none"> • Contribution towards walking and cycling. • Request a contribution of £1000 per unit towards buses. 	
GLA22 nd November 2021	<p>The application is broadly accepted in principle. Comments and clarifications were sought with regards to the following:</p> <ul style="list-style-type: none"> • Design code changes • Affordable housing provision • Proposed uses • Proposed mix and tenure • Connectivity • Aviation • Telecoms • Wind mitigation • Playspace calculations • Fire safety • Inclusive design • Construction management • Energy • Carbon offset • Urban greening factor • Biodiversity • Air quality • Flooding 	<ul style="list-style-type: none"> • The applicant has worked diligently with the GLA to provide clarification and resolve outstanding issues. • They are detailed in the report • The GLA are now broadly satisfied with the mitigation measures and the applicant has provided additional information through addendums, revised reports, changes to the wording of the Design Code and the acceptance of relevant conditions.
LBBB Enterprise and Employment 23/11/21	Obligation to secure training and jobs during the construction phase and end user.	The obligations have been included within the legal agreement.
Health and Safety and Executive 25 th October, 2 nd December 2021 and 11 th February 2022	<p>No objection - Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.</p> <p>Condition to be secured for the submission of a Fire Safety Strategy at reserved matters</p>	Noted and condition secured.
Secretary of State 27/01/22	No objection	Noted
Temple Consultants (Acting on behalf of the Council to review the EIA) dated 08/2/22	No objection	The applicant has worked to address any comments and further clarifications required to the satisfaction of officers. The submitted EIA is considered to be acceptable in considering the environmental impacts of the proposed development.
Environment Agency 08/02/22 and 16/02/22	EA have reviewed the FRA and agree with its assessment and proposed mitigation measures. EA have engaged with the applicant in pre-application discussions and support their modelling approach which is positive.	The FRA has been assessed by the Council's independent assessors of the Environmental Impact Statement and the GLA and both consider that the FRA is acceptable.

	Notwithstanding the above, the flood modelling data is still being considered by the EA.	
London City Airport 15/02/21	No objection -London City Airport strongly suggests that in the future the appointed crane operator informs the Civil Aviation Authority and provides the requested details of the proposed cranes. This will trigger the notification process and enable to inform the surrounding aerodromes stakeholders including London City Airport.	Condition has been added.

Appendix 4:

Neighbour Notification:	
Date of Press Advertisement:	14 th July 2021
Number of neighbouring properties consulted:	1102 on 12 th July 2021
Number of responses:	0
M. Singh (address not known) 13 th October 2021	<ul style="list-style-type: none"> • Loss of light or overshadowing. • Overlooking/loss of privacy. • Visual amenity (but not loss of private view) • Adequacy of parking/loading/turning. • Highway safety. • Traffic generation. • Noise and disturbance resulting from use. • Hazardous materials, inadequate hospital, • Lack of GP surgery, • lack of road infrastructure, turning Dagenham into concrete jungle, • lack of food supermarkets.
John Cruddas MP 27 th October 2021	<p>When the Planning Committee consider this application by Peabody for the major development of the former Ford Stamping Plant site Jon Cruddas MP wishes the following to be taken into account.</p> <p>“In considering this application I would ask the Planning Committee to take account of the potential implications of the Department for Transport’s decision to cancel the Beam Park station. Should the government not reverse this decision the residents of the 3,200 new homes on the Beam Park development and the other housing schemes under construction along New Road needing to use c2c services will access Dagenham Dock and Rainham stations.</p> <p>I am concerned about the capacity for the Dagenham Dock station to cope with the inevitable demand that will be generated from the Dagenham Green development in conjunction the other housing schemes”.</p>

Appendix 5:

SITE WIDE CONDITIONS- PROCEDURAL

0 Definitions

- a) "Site Wide Phasing Strategy" means a strategy comprising:
- i. A layout plan indicating the proposed Phases of the development across the site, including confirmation of the Plots to be delivered in each Phase;
 - ii. A programme for the sequencing and an indication of the anticipated timing of works to be undertaken across the different Phases of the development;
 - iii. Location of the energy centre and the timing of its delivery; and
 - iv. Details of the proposed phasing of the development for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).
- b) "Phase" means a phase as indicated within the approved Site Wide Phasing Strategy.
- c) "Plot" means the plots identified on drawing 'Maximum Development Plots Parameter Plan 02020 P01'.
- d) "Building" is to be given its ordinary meaning and apply to any building identified as such within a plot as defined by the relevant reserved matters application.
- e) "Enabling Works" –means initial enabling works and site set-up works required for the development in accordance with details to be submitted to and approved by the Local Planning Authority which may include:
- Demolition and site clearance
 - Site establishment, construction hoarding/fencing and temporary welfare facilities and temporary site accommodation
 - Installation of construction plant
 - Utilities diversions and reinforcements insofar as necessary to enable the construction of the development to commence
 - Site investigations
 - Temporary drainage, power, water supply for construction; and
 - Construction access and egress and/or site roads]

1 Reserved Matters to be Submitted

Reserved matters applications must be submitted in accordance with the Site Wide Phasing Strategy. Approval of the details of the access, appearance, landscaping, layout and scale of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development begins on each Phase and the development shall not be carried out except in accordance with the details so approved.

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

2 Timing of Reserved Matters Submission

The first reserved matters application must be submitted to the Local Planning Authority no later than the expiry of THREE YEARS from the date of this permission. Applications for approval of the Reserved Matters for all other reserved matters of the Development shall be submitted to

the Local Planning Authority before the expiration of 15 YEARS from the date of this Decision Notice.

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

3 Timing of Reserved Matters Commencement

The commencement of development must be begun not later than the expiration of TWO years from the final approval of the last reserved matters.

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

4 Approved Drawings and Documents

The development shall only be constructed in accordance with the following approved drawings and documents:

- Design Code Rev A by PRP dated 25.01.22
- Maximum Development Plots Parameter Plan 02020 P01 by PRP dated 30.09.21
- Ground Floor Land Uses Parameter Plan 02021 P01 by PRP dated 30.09.21
- Open Space and Public Realm Parameter Plan 02022 P01 by PRP dated 30.09.21
- Hierarchy of Routes and Access Parameter Plan 02023 P01 by PRP dated 30.09.21
- Building Heights Parameter Plan 02024 P02 by PRP dated 25.01.22
- Site location plan 02004 P01 by PRP dated 30.09.21

The following document were submitted with the outline planning application for information purposes only, and not for approval

- Site Existing Plan 01005 P01 PRP 30.09.2021
- Illustrative Masterplan 02012 P01 PRP 30.09.2021
- Topographical Survey 01026 P01 PRP 30.09.2021
- Illustrative Phasing Plan 02023 P02 PRP 25.01.2022
- Town Planning Statement (including Affordable Housing Strategy and Draft S106 Heads of Terms) by Savills 30.09.2021
- Design and Access Statement (including Landscape Strategy and Open Space Strategy) by PRP 30.09.2021
- Statement of Community Involvement by Concilio 30.09.2021
- Fire Safety Statement by WSP 30.09.2021
- Outline Fire Statement by WSP 18.02.2022
- Viability Statement by Savills 30.09.2021
- Housing Demand and Need Study by Knight Frank 30.09.2021
- Whole Life Embodied Carbon Study by WSP 30.09.2021
- Draft Circular Economy Statement by WSP 30.09.2021
- Industrial Property Market Report by Savills 30.09.2021
- Retail Impact Assessment (including Sequential) by Savills 30.09.2021
- Commercial Strategy by Knight Frank 30.09.2021
- Transport Assessment (including Car and Cycle Parking Management Plan, Delivery and Servicing Plan, Framework Travel Plan, Outline Construction Logistics Plan) by WSP 30.09.2021
- Transport Assessment Addendum by WSP 25.01.2022
- Tree Survey and Arboricultural Impact Assessment by Greengage 30.09.2021
- Utilities Report by Wallace Whittle 30.09.2021
- Biodiversity Impact Assessment by Greengage 30.09.2021
- Heritage Statement by Montagu Evans 30.09.2021
- Air Quality Positive Statement by WSP 30.09.2021
- Economic and Public Benefit Statement by Savills 30.09.2021
- Sustainability Statement by WSP 30.09.2021

- Outline Heritage Strategy by Peabody Trust 25.01.2022
- Environmental Statement by Savills dated 30.09.2021
- Environmental Statement Addendum dated 25.01.2022

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawings, documents and the Environmental Statement.

5 Phasing Strategy

- A) No development shall commence (*other than demolition, land remediation or Enabling Works*) on any part of the site until a Site Wide Phasing Strategy has been submitted to and approved in writing by the Local Planning Authority. Any updates to the Site Wide Phasing Strategy shall be submitted to and approved by the Local Planning Authority. The submission of reserved matters applications and the phasing of the development shall be carried out in accordance with the approved Site Wide Phasing Strategy, or such updated Site Wide Phasing Strategy as approved by the Local Planning Authority.
- B) Prior to commencement of each Phase (other than demolition, land remediation or Enabling Works), a Delivery Plan for the Phase shall be submitted to and approved in writing by the LPA. The Delivery Plan shall include a layout plan outlining the public realm and open space to be delivered with each Plot and the sequencing of works to be undertaken within that Phase.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure a coordinated approach to the delivery of the development.

6 Unit Numbers & Housing Mix

The development hereby approved shall comprise no more than 3502 residential units.

Applications for the approval of reserved matters submitted pursuant to this permission relating to layout and scale, shall be accompanied by a Housing Accommodation Schedule. This document shall explain and include:

- The mix (size by bedroom, and tenure) of residential units proposed on that part of the Site; and
- A cumulative position statement on the provision of housing, having regard to any residential development approved in previous reserved matters and the indicative housing proposals for the remaining parts of the development.

The Housing Accommodation Schedule shall demonstrate how the proposed development as a whole accords with the housing mix ranges.

Dwelling Size	Private Sale	Intermediate	London Affordable Rent
Studios	Less than or equal to 5%	-	-
1 bed unit	35 – 50%	35 - 45%	20 – 35%
2 bed unit	35 – 50%	40 – 50%	30 - 45%
3 bed unit	10 – 15%	15 – 20%	At least 30%
4 bed unit	-	-	7 – 10%

For the avoidance of doubt, private sale units can include build to rent accommodation.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s), and that it delivers a range of unit sizes

7 Office Use in the Development Plot for Employment Uses

No more than 25% of the business and industrial floorspace provided in the Development Plot for Employment Uses can be used for Class E(g)(i) office use. This does not include any office floorspace ancillary to any Class B2 and B8 uses.

Reasons- To protect the vitality and mix of industrial uses on the site.

8 Flexible Non-residential Uses

The development hereby approved shall comprise no more than 4,400 sqm (GIA) of non-residential uses, consisting of:

- No more than 3,000sqm (GIA) of Flexible Use Class E floorspace and / or Use Class F1(f) floorspace and / or Use Class F2(b) and/or Sui Generis floorspace (drinking establishment with or without expanded food provision) and
- No more than 700sqm (GIA) of Use Class E(d) floorspace (indoor sport, recreation or fitness) and
- No more than 700sqm (GIA) of Use Class E(e) floorspace (provision of medical or health services).

Reason: To protect the amenity of residents and promote local services, amenities and community uses where appropriate.

9 Car Parking

Car parking provision across the site must not exceed 1,051 spaces for residential use.

Reason: In the interest of promoting a modal shift to sustainable modes of transport

10 Building Heights

The maximum height of development above existing AOD shall not exceed the parameters set out within the approved plan 'Building Heights Parameter Plan 02024 P02'.

Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.

11 Public Park

The delivery of the 'public park' and 'primary public spaces' within the site shall accord with the parameters set out within the approved plan 'Open Space and Public Realm Parameter Plan 02022 P01'

Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.

12 Development Plots

The Development Plots hereby permitted and identified on the approved 'Maximum Development Plots Parameter Plan 02020 P01' are:

- a) A, B, C, D, E, F, G, H, I, K, L, M, N, O, P, Q, R, S, Development Plot for Education Uses and Development Plot for Employment Uses.
- b) Reserved Matters applications shall be presented by Plot or Plots and shall be in accordance with all plot related parameters and principles hereby approved, including those

set out in the Parameter Plans, Design Code and such further relevant plot specific parameters and principles as are referred to elsewhere in these conditions.

Reason: For the avoidance of doubt and to identify the Development Plots to which Reserved Matters applications will need to be submitted and approved and to ensure the reserved matters are in accordance with relevant approved parameters and principles.

13 Design Code

All development shall accord with the principles contained within the approved 'Design Code Rev A' by PRP and conformity to this shall be detailed within each reserved matters submission.

Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.

14. Accessible Housing

A minimum of ten percent of all new build dwellings shall be constructed to, or be capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: Wheelchair user dwellings (2015 edition).

All remaining new build dwellings shall be constructed to comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition), unless otherwise agreed in writing through the reserved matters applications.

Reason: To ensure that sufficient accessible housing is provided.

RESERVED MATTERS SUBMISSIONS

15. Reserved Matters Submissions

The following documents shall be submitted as part of each Reserved Matters Application, unless otherwise agreed in writing with the Local Planning Authority

- a) Statement of Conformity to the Site Wide Phasing Strategy
- b) Design and Access Statement
- c) Landscaping and Public Realm Strategy - This strategy must clearly denote the areas of public realm which will be subject to 24 hours a day, 7 days a week, 365 days public access
- d) Town Planning Statement
- e) Transport Statement
- f) **A strategy document providing confirmation of conformity of the following matters to relevant conditions**
 - i. Noise and Vibration Statement
 - ii. Sustainable Design and Construction Statement
 - iii. Urban Greening Factor Statement
 - iv. Biodiversity Net Gain Statement
 - v. Ecological Management Plan – Ecological Mitigation, Compensation and Enhancement
 - vi. Security Statement
 - vii. Inclusive Design Statement
 - viii. Energy Statement
 - ix. Overheating Analysis
 - x. Flood Risk Mitigation Strategy
 - xi. Drainage Strategy (Surface Water, Foul Water and SUDs)
 - xii. Circular Economy Statement

- xiii. Whole Life Carbon Assessment
 - xiv. Air Quality Statement
 - xv. Refuse Strategy
 - xvi. [Any other relevant documents / information where necessary to ensure compliance with the obligations set out in the Section 106 Agreement].
- g) A Fire Statement for the relevant plot(s), in the form of an independent fire strategy produced by a third party suitably qualified assessor. The statement should detail how the development proposal will function in terms of:
- each building's construction: methods, products and materials used;
 - The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach;
 - demonstrating how each building has a minimum of at least one lift per core (or more subject to capacity assessments), and has a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building
 - features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans;
 - access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;
 - how provision will be made to enable fire appliances to gain access to buildings; and
 - ensuring that any potential future modifications to the buildings will take into account and not compromise the base build fire safety/protection measures.

In respect of reserved matters applications for residential development, the following documents should be submitted in addition:

- h) Daylight, Sunlight Assessment (Within the Development)
- i) Housing Accommodation Schedule in accordance with Condition [6] and Tenure Plan
- j) Play Strategy

In respect of reserved matters applications which include the provision of non-residential unit(s) over 500sq.m, the following documents should be submitted in addition:

- k) a BREEAM pre assessment demonstrating how the unit(s) is designed to achieve an 'Excellent' Building Research Establishment Environmental Assessment Methodology (BREEAM 2018) rating or equivalent.
- l) In relation to the matter of **access** a reserved matters application shall include but not limited to:
 - details of the access to and within the Plot or Phase for vehicles, cycles, and pedestrians
- m) In relation to the matter of **layout** a reserved matters application shall include:
 - roads, parking, vehicle standing and servicing areas or landscaping associated with the Plot or Phase to which the reserved matter relates
 - details of any necessary temporary layout associated with boundary treatment and condition between the Plots
 - details of any basement layouts, including parking areas servicing areas and plant areas.
 - details of the siting of the proposed building(s) and internal layout of buildings

- n) In relation to the matter of **scale** a reserved matters application shall include:
- a statement (including accompanying design material, townscape views and detailed plans at an appropriate scale) to demonstrate that the scale of the development accords with the relevant design code principles and parameters
- o) In relation to the matter of **appearance** a reserved matters application shall include:
- a statement together with detailed plans, drawings, sections and elevations to explain the proposed detailed design and materials to be used on all external elevations of the building(s) and how the appearance of the development accords with the relevant design code principles and parameters.
- p) In relation to the matter of **landscaping** a reserved matters application shall include:
- plans, drawings and sections to explain details of the hard and soft landscaping, including site levels, finished floor levels, proposed drainage arrangements, children's playspace, private and communal amenity areas, and planting (including trees, brown/green roofs, planters)
 - a statement (including accompanying design material) to demonstrate that the landscaping proposals accord with the design code principles.

Reason: In order that the Reserved Matters Applications can be properly considered and assessed against the approved Parameter Plans and Design Code and in the interests of proper planning.

PRIOR TO COMMENCEMENT OF DEVELOPMENT

16. Archaeology

- a) Prior to commencement of development of each Phase (other than demolition, land remediation or Enabling Works) a stage 1 written scheme of investigation (WSI) must be submitted to and approved by the Local Planning Authority in writing.

For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

- b) If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the stage 2 WSI, no below ground works shall take place other than in accordance with the agreed stage 2 WSI which shall include:
- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - B. Where appropriate, details of a programme for delivering related positive public benefits.
 - C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest and safeguard the archaeological heritage of the Borough. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

17. Construction Logistics Plan

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a Construction Logistics Plan (CLP) for the Plot shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall include details of:

- (a) loading and unloading of plant and materials including vehicle turning areas;
- (b) storage of plant and materials;
- (c) sourcing of materials;
- (d) programme of works (including measures for traffic management);
- (e) provision of boundary hoarding, behind any visibility zones of construction traffic routing;
- (f) hours of operation;
- (g) means to prevent deposition of mud on the highway;
- (h) location and height of cranes and scaffolding;
- (i) a Construction workers' Sustainable Travel Plan including details of strategies to promote sustainable travel by construction staff and details of Blue Badge holder accessible parking shall be submitted to and approved by the LPA. Subsequently these approved parking areas shall be marked out and visible for use. The approved construction staff travel plan measures shall be put in place prior to commencement of the Plot, retained and continually monitored for the duration of these works;
- (j) any other matters relevant to this particular Plot including liaising with developers and construction teams of neighbouring sites, in order to identify and address potential cumulative highway effects during the demolition and construction phase.

Each Plot of the development shall be constructed in accordance with the relevant approved CLP. The CLP shall be implemented as approved and periodically reviewed following audits of its implementation. Results of these audits will be made available to the Council upon request. The CLP shall be retained for the duration of the construction process for the Plot.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

18. Construction Environmental Management Plan (CEMP)

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP) for the Plot shall be submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:

- (a) construction traffic management;
- (b) the parking of vehicles of site operatives and visitors;
- (c) loading and unloading of plant and materials;
- (d) storage of plant and materials used in constructing the development;
- (e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- (f) wheel washing facilities;
- (g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and Demolition", Mayor of London, July 2014; including but not confined to, non- road mobile machinery (NRMM) requirements;
- (h) noise and vibration control;
- (i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (j) the use of efficient construction materials;
- (k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and

- (l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 16:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 16:00 Saturday.

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

Once approved the Plans shall be adhered to throughout the construction period for the development on each Plot.

Reason: Details of the CEMP is required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met to ensure the highest environmental standards are maintained at all stages of the development.

19. Contamination

Prior to commencement of development of each Phase (other than demolition or Enabling Works) hereby permitted:

- (a) an investigation and risk assessment, in addition to any assessment provided with the planning application, shall 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 investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
- i. a survey of the extent, scale and nature of contamination;
 - ii. an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
 - iii. an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Land Contamination Risk Management (LCRM)'; and

- (b) a detailed remediation scheme, to bring the Phase to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the Phase 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.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans. It is necessary for the first part of this condition to prevent the commencement of development until the

requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

20. Surface Water Drainage

Prior to commencement of development of each Phase (other than demolition, land remediation or Enabling Works) a surface water drainage scheme for the Phase shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include:

- (a) sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development;
- (b) details of how the proposed surface water drainage scheme will be maintained;
- (c) a drainage scheme nominating the ownership, management and maintenance arrangements;
- (d) the use of SuDS and balancing ponds where possible;
- (e) a completed 'LBBD Surface Water Drainage Pro-forma for new developments';
- (f) details to demonstrate that the surface water run-off generated up to and including the 100 years critical storm plus climate change allowance, will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

In addition, 'brownfield' major developments are required to reduce post development runoff rates for events up to and including the 1 in 100 year return period event plus 40% climate change allowance, to the calculated greenfield rate (calculated in accordance with IoH124) or, where demonstrated not feasible, to not more than three times the calculated greenfield rates for the site. It is recommended that a SuDS treatment train is utilised to assist in this reduction. Each Phase of the development shall only be implemented in accordance with the relevant approved details.

Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

21. Flood Resilience

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a scheme to ensure the development is flood resilient, in particular basement and lower ground levels and other finished floor levels, shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include a Flood Warning and Evacuation Plan. The scheme shall be implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: Whilst we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide clarification of basement and lower ground levels to ensure that the proposed development can go ahead without posing an unacceptable flood risk to future occupants. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

22. Circular Economy Statement

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a detailed Circular Economy Statement and Refuse Strategy shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the Outline Circular Economy Statement.

The relevant Plot of development shall be carried out in accordance with those details.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials. The condition is required to be pre-commencement to ensure that sustainability principles are considered at the earliest opportunity.

23. Air Quality

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works), an Air Quality Assessment (AQA), including an Air Quality Neutral assessment detailing how the development has been designed to achieve air quality neutral standards, together with any necessary mitigation, shall be submitted to and approved in writing by the Local Planning Authority.

Should the Air Quality Neutral assessment show that the development proposed will not be air quality neutral, it should confirm the excess tonnage that would need to be offset.

The AQA shall also consider measures that can be implemented to improve local air quality as part of an air quality positive approach, in line with the latest GLA Air Quality Positive Guidance. The measures set out within the AQA shall be implemented in accordance with the details so approved, and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and improve local air quality. The condition is required to be pre-commencement to ensure that air quality principles are considered at the earliest opportunity.

24. Site Wide Energy Strategy and Energy Centre Details

Prior to commencement of the first Phase of development (other than demolition, land remediation or Enabling Works) a Site Wide Energy Strategy, and details of the detailed specification and layout of the energy centre, including the provisions made for interconnecting pipework to link the Plots within the site into the proposed District Heating Network must be submitted to and approved in writing by the Local Planning Authority.

The Site Wide Energy Strategy shall demonstrate how the development will achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) (when applying updated SAP 10 emission factors).

Reason: In the interests of safeguarding the environment, to ensure that the development provides renewable energy. The condition is required to be pre-commencement to ensure that energy principles are considered at the earliest opportunity to maximise sustainability.

25. Energy Statement and District Heating Network Connection

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) an Energy Statement demonstrating how the Plot will conform with the Site Wide Energy Strategy to be approved pursuant to condition [23] must be submitted to and approved by the Local Planning Authority.

The strategy should include:

- (a) evidence of how energy efficiency targets would be met;
- (b) information on how estimated energy costs to occupants have been minimised;
- (c) a Dynamic Overheating Analysis for the domestic and non-domestic elements, undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs. The design, materials, construction and operation of the development must demonstrate compliance with the Mayor's cooling hierarchy and the GLA's Overheating Checklist set out in the Mayor's guidance on Preparing Energy Assessments as amended;

- (d) demonstration that the development is designed to allow for future connection to a District Heating Network;
- (e) evidence of how the strategy has maximised the provision of renewable energy technologies, and details of the technologies proposed; and
- (f) details of the on-site reduction in carbon emissions, and any tonnage to be off-set via financial contributions.

This statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details hereby approved.

Reason: to ensure measures are implemented to reduce any detrimental environmental impacts and deliver an energy efficient and sustainable development. The condition is required to be pre-commencement to ensure that energy principles are considered at the earliest opportunity to maximise sustainability.

26. Piling Method Statement

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the Plot has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. The condition is required to be pre-commencement to ensure key infrastructure is protected

27. Boreholes

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post- development, for monitoring purposes will be secured, protected and inspected.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with the Environment Agency's Groundwater Protection: Principles and Practice. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met to prevent ground water pollution.

28. Kent Avenue Culvert

Prior to commencement of development of the adjoining Plot (other than demolition, land remediation or Enabling Works) the detailed design of the proposed surface water relief culvert beneath Kent Road shall be submitted to and approved by the Local Planning Authority.

Thereafter the culvert shall be constructed and maintained in accordance with the approved details.

Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. The condition is required to be pre-commencement to ensure flood mitigations measures are approved at the appropriate stage.

29. Whole Life Cycle Carbon

Prior to commencement of development of each Plot (other than demolition, land remediation or Enabling Works) a detailed Whole Life Carbon Statement must be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the relevant Plot of development shall be constructed in accordance with those details as approved by the Local Planning Authority.

Reason: In the interests of sustainable development and to maximise on -site carbon dioxide savings. The condition is required to be pre-commencement to maximise on -site carbon dioxide savings

30. Aviation Safeguarding

Prior to the commencement of any development on Plots A and B (other than demolition, land remediation or Enabling Works) a statement detailing the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Zone or part thereof shall be submitted to and approved in writing by the Local Planning Authority in consultation with the operator of London City Airport.

Reason- To ensure that safeguarded surfaces for London City Airport are not infringed. The condition is required to be pre-commencement in the interests of aviation safety.

31. Waste Water

Prior to commencement of development of each Phase (other than demolition, land remediation or Enabling Works) the developer must provide confirmation that either:

- a) all wastewater, surface water and all water network upgrades required to accommodate the additional flows from the development have been completed; or
- b) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. This condition is necessary prior to commencement given it involves subterranean works whereby any reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

PRIOR TO ABOVE GROUND WORKS

32. Socio Economic

Prior to above ground works (other than demolition or Enabling Works) within each Plot an assessment of social and economic impacts to demonstrate that the proposed housing mix would result in the same level of residual effect as shown in the Environment Assessment and Addendum submitted with the outline planning application, when taken in the context of the development as a whole. The assessment must be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

33. Transport and Air Quality Impacts

Prior to above ground works (other than demolition or Enabling Works) within each Plot an assessment of trip generation must be undertaken to demonstrate that the proposed housing mix would result in the same level of residual effect, in respect of transport and air quality impacts, as shown in the Environment Assessment and Addendum submitted with the outline

planning application, when taken in the context of the development as a whole. The assessment must be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

34. Detailed Heritage Strategy

Prior to above ground works (other than demolition or Enabling Works) within each Phase a detailed heritage scheme must be submitted to and approved by the Local Planning Authority. This detailed scheme will demonstrate how the principles of the Outline Heritage Strategy by Peabody Trust dated 25.01.2022 have been incorporated within the Phase.

Each approved scheme shall be implemented and thereafter retained for the life of the development.

Reason: The planning authority wishes to secure public benefit from the promotion of the history of the site and area.

35. Wind Microclimate Analysis

Prior to above ground works (other than demolition or Enabling Works) within each Phase a wind assessment shall be submitted and approved in writing by the Local Planning Authority. The assessment shall demonstrate that safe and amenable wind conditions can be secured. The development shall only be constructed in accordance with the approved details. Any mitigation measures will be implemented through the construction phase and permanently retained thereafter.

Reason: In the interests of the health and safety of future occupiers and users of the development.

36. Access Arrangements

Prior to above ground works (other than demolition or Enabling Works) within each Phase details of access to plot(s) during works and upon completion of works in the Phase; and any temporary access works must be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of health and safety.

37. Child Playspace Strategy

- a) Prior to above ground works (other than demolition or Enabling Works) within each Phase a detailed playspace strategy must be submitted to and approved by the Local Planning Authority to demonstrate that the delivery of each Plot within the Phase is supported by adequate playspace. The playspace strategy shall include inclusive play features to ensure children of all abilities have access to play.

The overall playspace strategy must provide a minimum of 15,000 sq m of child playspace and each application to discharge this condition shall provide details of the cumulative progress towards this requirement achieved through previous phases.

- b) The boundary treatment, landscaping and play features or equipment proposed within each of the children's play area(s) shall be the subject of a detailed scheme. The details relevant to the playspace to be delivered with each Plot(s) shall be submitted to and approved by the Local Planning Authority prior to above ground works (other than demolition or Enabling Works) within the Plot(s) to which the playspace relates.
- c) The approved playspace shall be delivered in accordance with the approved details, with the play space(s) associated with each Plot(s) made available prior to first occupation of the

Plot(s) and thereafter retained, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the quality of children's play spaces.

38. Car Parking Design and Management Plan and Implementation

Prior to above ground works (other than demolition or Enabling Works) within each Plot a Car Parking Design and Management Plan (CPDMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CPDMP shall set out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking including parking for blue badge and electric vehicles.

Once the CPDMP is approved the car parking areas shall be constructed and marked out prior to the first occupation of the Plot(s) to which they relate, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Blue badge car parking spaces shall be constructed and marked out as accessible parking bays prior to the first occupation of the Plot(s) to which they relate.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, to ensure and promote easier access for disabled persons.

39. Highway Landscaping

Prior to above ground works (other than demolition or Enabling Works) within any Plot, details and samples of all finishes/specifications of highway materials/surfaces associated with that Plot shall be submitted and approved in writing by the Local Planning Authority. This will include landscaping measures to prevent unauthorised parking. The development shall only be constructed in accordance with the approved details and retained thereafter.

Reason: To ensure a satisfactory standard of highway / surfaces within the development.

40. Traffic Management Plan

Prior to above ground works (other than demolition or Enabling Works) within each Phase, a Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Traffic Management Plan shall set out the proposed management arrangements for vehicles movement within the relevant Phase and shall include:

- (a) details of any shared surfaces; and
- (b) details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians.

The development shall only be constructed in accordance with the approved details and retained thereafter.

Reason: To prevent obstruction of the public highway surrounding the site and the internal roads and avoid accidents

41. Urban Greening Factor

- a) Prior to above ground works (other than demolition or Enabling Works) within each Phase (except the Development Plot for Employment Uses) an Urban Greening Factor Statement must be submitted to the Local Planning Authority and approved in writing to demonstrate

how the phase will contribute to a site-wide urban greening factor target score of at least 0.37. The measures set out shall be installed/implemented prior to occupation of the final Plot within the Phase and thereafter retained.

- b) With respect to the Development Plot for Employment Use, an Urban Greening Factor Statement must be submitted to the Local Planning Authority and approved in writing to demonstrate how this Plot has aimed to maximise urban greening. The measures set out shall be installed/implemented prior to first occupation of the Plot and thereafter retained.

Reason: To improve urban greening.

42. Cycle Parking

Prior to above ground works (other than demolition or Enabling Works) within each Plot details of cycle space provision for the proposed uses and associated visitor spaces must be submitted to and approved in writing by the Local Planning Authority.

Prior to the first occupation or use of each building the applicant must make the necessary provisions that cycle parking provision is in accordance with the London Plan (as relevant to the building) to determine an appropriate level of cycle parking which should be to the minimum standards set out, secure and well-located.

The cycle parking should be designed and laid out in accordance with the minimum recommendations and guidance contained in the London Cycling Design Standards, installed prior to first occupation / use within each building and permanently retained thereafter.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport.

43. Delivery and Servicing Plans

Prior to above ground works (other than demolition or Enabling Works) within each Plot(s) a detailed Delivery and Servicing Plan (DSP) for the proposed use(s) shall be submitted to and approved in writing by the Local Planning Authority. The DSP should provide details of the expected type and expected frequency of service vehicles including waste removal and for all uses, the hours within which they would arrive and depart, the intended locations for loading and unloading of vehicles and associated waiting and turning areas and access routes and show clear vehicle sweep paths based on up to date information in relation to overall vehicle movements associated with the development. The relevant Plot(s) of development shall only be constructed in accordance with the approved details and thereafter retained.

No residential building shall be occupied until the relevant Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority.

No permitted use within the Development Plot for Education Uses, Development Plot for Employment Uses or any non-residential unit shall be commenced until the relevant Delivery and Servicing Plan for the relevant Plot has been submitted and approved.

Reason: To ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level, type, location or timing of vehicle movements such that the safety of pedestrians and cyclists and the efficiency of bus operations shall be unduly prejudiced, nor that residential amenity will be unduly affected.

44. Refuse Strategy

Prior to above ground works (other than demolition or Enabling Works) within each Plot, a Refuse Strategy comprising full details of the refuse and recycling storage must be submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented in full prior to first occupation of that Plot and retained thereafter.

Reason: To avoid harm to the character and appearance of the street scene and local area and to ensure adequate provision of refuse and recycling facilities in the interests of amenity for future and neighbouring occupiers.

45. Electric Vehicle infrastructure

Prior to above ground works (other than demolition or Enabling Works) within each Plot details of and location of Electric Vehicle charging infrastructure for the provision of electric vehicles associated with the Plot shall be submitted to and agreed in writing with the Local Planning Authority.

The details and location of such provision should take into consideration the availability of electrical supply and should therefore be designed making reference to information held by the local distribution network operator. Charging points for electric vehicles must be installed and made available for use with at least 20% of the total number of car parking spaces equipped with active electric vehicle charging points with all other spaces equipped with passive provision for electrical vehicle charging.

Reason: To provide charging facilities for electric vehicles and to encourage the uptake of electric vehicles.

46. Detailed Design and Materials Samples

Prior to above ground works (other than demolition or Enabling Works) within each Plot, the following details (as relevant to the reserved matters approval for the Plot) shall be submitted to and approved by the Local Planning Authority:

- a) drawings/details of any rooftop plant, screening and parapet finishes, presented at 1:20 scale.
- b) specification of balconies and/or winter gardens, communal entrances, vehicular entrances and gates, duplex entrances and typical bay (showing window reveals, frames, cills and headers) at a scale of 1:20 (in plan, section and elevation)
- c) details of all rainwater pipes, flues or grills where these are visible on the external façade of the building
- d) samples of bricks/materials finishes to all external elevations (e.g. brick slips, RAL colour samples, metal work finishes etc.) to be presented for all buildings within the Plot.

47. Community Uses - School

Prior to commencement of above ground works (other than demolition, land remediation or Enabling Works) works on the Development Plot for Education Uses, a community use statement requiring details of the school facilities is to be provided for community use outside of school hours must be submitted to and approved by the Local Planning Authority.

Reason: In the interests of the provision of community infrastructure.

PRIOR TO FIRST OCCUPATION/USE

48. Wayfinding Strategy

- a) Prior to occupation within any Phase an overarching wayfinding strategy must be submitted to and approved in writing by the Local Planning Authority detailing the design approach to wayfinding infrastructure to be delivered across the site.
- b) A detailed wayfinding scheme and any updates to the overarching wayfinding strategy for each Plot must be submitted to and approved in writing by the Local Planning Authority prior to occupation of each Plot. The approved wayfinding infrastructure shall be installed, as approved prior to occupation of each Plot.

Reason: In the interests of public safety, wayfinding and promoting active travel.

49. Public Art

Prior to first occupation of any residential unit within a Phase where Public Art is proposed, details of the Public Art shall be submitted to and approved in writing by the Local Planning Authority.

The approved details of the Public Art shall be implemented prior to first occupation within the relevant Plot where the Public Art is located and thereafter retained for the life of the development.

Reason: In the interests of visual amenity and protecting heritage.

50. Acoustic Protection

Prior to first occupation of any residential unit within a building, full details of a scheme of acoustic protection of habitable rooms against noise must be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection should aim to secure internal noise levels no greater than the following criteria, unless justification for alternative criteria is submitted and approved by the Local Planning Authority.

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

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the Acoustic Ventilation and Overheating Residential Design Guide January 2020 unless justification for alternative criteria is submitted and approved by the Local Planning Authority.

Where alternative criteria are proposed, the Noise and Vibration Statement submitted as part of the reserved matters application should provide full justification for the approval of the Local Planning Authority.

The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure that the proposed residential units are adequately protected from noise.

51. Details of Any Commercial Kitchen Extract Ventilation System

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

The measures shall have regard to and be commensurate with guidance and recommendations in:

- The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and
- 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.

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

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours and noise.

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

Prior to the occupation of each non-residential unit noise, including, but not limited to, live and amplified music shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity of those uses. The initial test for compliance with the 'inaudibility' criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether such noise is or is not audible the following numerical limits shall be used to determine compliance with this condition, unless justification for alternative criteria is submitted and approved by the Local Planning Authority:

- the LAeq (CUAN) shall not exceed LA90 (WCUAN); and
- the L10 (CUAN) shall not exceed L90 (WCUAN) in any 1/3 octave band between 40Hz and 160Hz. CUAN = Commercial/Community Use Activity Noise Level, WCUAN = representative background noise level without commercial/community use activity noise, both measured 1 metre from the façade of the noise-sensitive premises.

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014. Any machinery and equipment installed pursuant to this permission shall be designed and installed to ensure that structure borne (re-radiated) noise emissions shall not exceed 35 LAeq dB (5 min) when measured in any habitable room in adjoining residential premises.

Reason: To ensure that the proposed and surrounding residential properties and other noise sensitive premises in the vicinity of site are adequately protected from noise.

53. Fixed and Mobile Equipment

Prior to the first operation of each relevant commercial/leisure unit hereby permitted, an appropriate sound assessment must be undertaken of any fixed and mobile equipment, in line with guidance advocated within BS 4142:2014+A1:2019 and shall be submitted to and approved in writing by the Local Planning Authority. A representative background sound level should be used and the rating level, from all simultaneous operations associated with these uses and any sound sources that are similar in nature, should be no greater than the adopted background sound level at the nearest noise sensitive receptors. The relevant equipment shall only be operated in accordance with the approved details and thereafter retained.

Reason: To minimise the noise effects of the development and in accordance with the mitigation measures identified in the Environmental Impact Assessment

54. Remediation and Verification

Prior to first occupation / use occurring within each Plot, if remediation as identified through Condition 19 is required, the following must occur:

- a. The approved remediation scheme must be carried out in accordance with its terms prior to the use commencing, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and shall be submitted for the approval in writing of the Local Planning

Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

- b. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition [18], and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition [18](b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared and submitted to and approved by the Local Planning Authority.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans. The condition is preoccupation to ensure the approved remediation has been successfully completed and the development can be occupied safely without contamination risks being realised.

55. Whole Life Carbon - Post Construction Assessment

Prior to the first occupation of the last building within each Phase, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Lifecycle Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: zerocarbonplanning@london.gov.uk along with any supporting evidence as per the guidance. Confirmation of a satisfactory submission to the GLA shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within each Phase.

Reason: In the interests of sustainable development and to maximise on -site carbon dioxide savings.

56. Circular Economy Post Construction Assessment

Prior to the first occupation of the last building within each Phase, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of a satisfactory submission to the GLA shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within each Phase.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

57. Water Efficiency

Prior to first occupation of the last building within each Phase, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will meet a target water use of 110 litres per person per day (l/p/d) based on the Government's national calculation method for water efficiency for the purposes of Part G of the Building Regulations. The Water Efficiency Calculator should be accompanied by details of the location and type of all appliances or fittings that use water, the capacity or flow rate of any equipment and any rainwater or greywater collection systems incorporated as part of the development. The

development shall be carried out in accordance with the approved details and the approved details shall be complied with for the life of the development.

Reason: In the interest of energy efficiency and sustainability.

58 . Biodiversity Enhancements

Prior to the first occupation within a Plot, a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. This should include plans, materials, specifications and data, to demonstrate in detail how all ecological enhancement measures will be implemented within the Development and details of the long-term ecological objectives, maintenance schedules, management and monitoring. The proposed measures in each Plot should contribute to Site-Wide Biodiversity Net Gain in accordance with Condition 67. Work shall be undertaken in accordance with the approved scheme and thereafter retained.

Reason: To enhance the biodiversity value of the land

59. Restriction on lighting of outdoor sports facilities in school grounds

Prior to the first operation of uses on the identified Development Plot for Education Use, full details of the proposed lighting and the hours of operation of lighting for the outdoor sports facilities within the Plot must be submitted to and approved in writing by the Local Planning Authority.

Thereafter the approved lighting and its hours operation shall be installed /operated in accordance with the approved details.

Reasons: In the interest of protecting residential amenity.

60. Secure by Design

The proposed development shall incorporate measures to design out crime (based on Secured by Design principles), in consultation with the Metropolitan Police. Details of the security measures incorporated in the proposals shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the each Phase of development. All security measures applied to the approved development shall be permanently retained thereafter.

Reason: To ensure safe and secure development and reduce crime.

61. Landscaping Management Plan

Prior to first occupation of each plot(s) a landscaping management plan must be submitted to and approved in writing by the Local Planning Authority.

The plan for each plot(s) of the development shall set out how the planting will be managed for a minimum of two years from practical completion of the phase, to ensure full and successful establishment of plants and trees. Any trees or shrubs which die within five years of completion of the phase, shall be replaced with the same species, unless otherwise approved in writing by the Local Planning Authority.

The plans shall identify all landscaped areas that will be under communal management. The planting shall be thereafter managed in accordance with the approved management plan.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

MONITORING AND GENERAL COMPLIANCE CONDITIONS

62. Environmental Statement

The development hereby permitted shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the Environmental Statement (ES) and appendices (dated 30.9.21) and the ES Addendum (dated 25.1.22) unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents submitted pursuant to them.

Reason: To ensure that the development is carried out in accordance with the Environmental Statement and the mitigation measures proposed therein.

63. BREEAM Final Certificate

Within 3 months of the first occupation of each unit for non-residential development over 500sq.m, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to demonstrate that an 'Excellent' rating has been achieved. Construction Stage assessment will be produced post-occupancy, to allow time for collation of accurate evidence, and for the 2-month review and comment period by the BRE.

Reason: In the interest of energy efficiency and sustainability

64. Antenna

No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the side or roof of any buildings unless and until details of their size and location have previously been submitted to and approved by the Local Planning Authority. The relevant part of the development shall be carried out in accordance with the approved details and thereafter retained.

Reason: In the interests of visual amenity.

65. Considerate Constructors Scheme

Prior to commencement of development of each Plot (other than demolition, land remediation or enabling works) until such time as the lead contractor, or the site/Phase/Plot, is signed up to the Considerate Constructors Scheme (CCS) and its published Code of Considerate Practice, and the details of (i) the membership, (ii) contact details, (iii) working hours as stipulated under the Control of Pollution Act 1974, and (iv) Certificate of Compliance, are clearly displayed on the site so that they can be easily read by passing members of the public, and those details shall thereafter be maintained on display throughout the duration of the works forming the subject of this permission.

Reason: To mitigate the impact of construction work upon the levels of amenity that neighbouring and future occupiers should reasonably expect to enjoy. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.

66. Digital Connectivity

Ducting shall be provided to all dwellings for full fibre or equivalent broadband connectivity infrastructure.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

67. Biodiversity Net Gain

The development overall shall meet a minimum biodiversity net gain of at least 54%, unless otherwise agreed in writing.

Reasons: In the interested of improved biodiversity.

68. Impact on the Television Reception of Neighbouring Properties

The development shall be designed to mitigate impacts on the television reception of neighbouring properties.

Reason: To mitigate the impacts of the development on the television reception to neighbouring properties.

Appendix 6:

Legal Agreement S106 Proposed Heads of Terms:

1) Affordable housing and viability review:

- c) 1,550 affordable dwellings (minimum of 47% by habitable rooms)
- d) 50% of affordable dwellings (by unit) shall be London Shared Ownership/Intermediate
- e) 50% of affordable dwellings (by unit) shall be London Affordable Rent
- f) Early-stage viability review
- g) Mid-stage viability review – with increased nominations initially to seek to:
 - i) deliver an uplift within the later phases of the scheme up to 50% Affordable Housing by Habitable Room on the same split as the main permission as noted above in b) and c).
 - ii) Provide an additional contribution to TfL in relation to bus provision of £1.3m
- h) Late stage viability review
- i) Council to have nomination rights for London Affordable Rent dwellings

2) Buy-to-let:

- a. Buy-to-let purchasers of two or more units to provide the Council with details of managing agent and ensure agents is registered with Association of Rental Letting Agents or the National Association of Estate Agents

3) Build to Rent

- a. Build to Rent Housing Strategy
- b. Build to Rent Management Plan
- c. 15 year covenant period and clawback provision

4) Secondary education

- a. If required by the Council prior to a defined longstop date, transfer of a cleared and serviced site (with access) to the Council to enable delivery of 10 form entry secondary school by the Council/DfE (or nominated provider).
- b. Community Use Agreement for school facilities

5) Employment and Training

- a. Employment, Skills and Supply Chain Plan
- b. Employment and Training Contribution: (FTE construction workforce for the relevant phase x 25%) x £5,000
- c. Construction phase employment: developer to use reasonable endeavours to:
 - i. ensure minimum of 20 % of construction phase workforce are new jobs;
 - ii. ensure minimum of 25% of FTE construction phase employees are local residents within LBBD;
 - iii. advertise all construction phase job vacancies through the Council's job brokerage services;

- iv. ensure any appointments/placements of unemployed local residents into FTE construction phase jobs are for a minimum period of 26 weeks;
 - v. ensure compliance with Unite Construction Charter;
 - vi. ensure all construction phase employees are paid no less than the London Living Wage; and
 - vii. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service.
- d. Construction phase training: developer to use reasonable endeavours to:
- i. provide at least one training opportunity for every 10 construction workers, at least half of which must be apprenticeships leading to a full recognised qualification;
 - ii. provide 10 weeks of work experience for every 6 months of the construction phase, with each placement lasting a minimum of 2 weeks; and
 - iii. provide at least one educational workshop/visit per educational term for the duration of the construction phase to support local schools and careers services.
- e. Local procurement of goods and services including reasonable endeavours to ensure at least 25% of the value of all goods and services are sourced from LBB.
- f. Employment monitoring:
- i. Regular employment monitoring reports
 - ii. Employment coordinator
 - iii. Employment and Training Monitoring Contribution of £1,500 prior to submission of each reserved matters application
- g. Contributions in the event of failure to comply with targets:
- i. Shortfall against target number of jobs for LBB residents x £5,000
 - ii. Shortfall against target number of apprenticeship starts x £8,000
- h. End user phase: developer to use reasonable endeavours to:
- i. ensure minimum of 10% of newly created vacancies within employment floorspace are filled by local residents within LBB;
 - ii. advertise all end user job vacancies through the Council's job brokerage service;
 - iii. ensure all employees within end user phase are paid no less than London Living Wage;
 - iv. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service; and
 - v. include relevant commitments within tenancy documents.

6) TfL Contributions

The developer to pay a contribution of £500,000.00 towards buses prior to the commencement of Phase 2.

As per 1(e) A review of contributions for a further £1.3million at the mid stage review once monies towards Affordable Housing have been deducted.

7) Highways and Transport

- a. Section 278 agreement for off-site highway works (including road safety audit(s)).
 - Junctions improvements to New Road/Chequers Lane
 - Junction improvement to New Road/Kent Avenue
 - Highways improvements to Chequers Lane from Messina Way to Merrielands
 - Active Travel Zones in and around Chequers Lane, New Road etc. including north-south and east-west connectivity
 - Chequers Lane & Messina Way junction works
- b. Section 38 agreement for construction and adoption of on-site highway works (including road safety audit(s)).
 - Upgrades to Kent Avenue (within DDL red line)
- c. Safeguarding of land for delivery of East-West Link with developer required to deliver link in the event that third party funding is made available by a defined longstop date.
- d. Delivery of the 'Primary pedestrian route' as labelled in the Hierarchy of Routes and Access Parameter Plan (Drawing number DDSP-PRP-ZZZZ-ZZ-DR-A-020223 Revision P01) between New Road and Chequers Lane, north of Dagenham Dock Station for use by public 24 hours a day (subject to necessary closures for maintenance or other matters agreed with the Council)
- e. All bus stops delivered in connection with the development shall comply with TfL's accessible bus stop design guidance.

8) Car Parking and Travel Plans

- a. Restrictions on parking permits
- b. Payment of Council's reasonable costs of implementing Car Parking Management Plan and Traffic Management/Regulation Orders.
- c. Car parking spaces to be leased on a short term basis with a prohibition on sale of freehold/long-leasehold interest
- d. Car Club:
 - i. Delivery of a minimum of three car club spaces
 - ii. Funding car club membership for the first occupier of each future household for two calendar years
- e. Residential and Workspace Travel Plan(s)
- f. Travel Plan monitoring report
- g. Welcome packs for occupiers including details of Travel Plan, Car Park Management Plan, parking permit restrictions and Car Club.

9) Air quality

- a. Offsetting contribution payable at practical completion of relevant phases where they fail to meet Air Quality Neutral standards (£29,000 per tonne of NOx shortfall)

10) Energy and Sustainability

- a. Each phase/plot to achieve a minimum on-site reduction of at least 35% beyond Part L Building Regulations 2013.
- b) Submission of as-built energy performance reports at practical completion of relevant phase/plot to demonstrate that the relevant phase/plot has met the minimum 35% target for on-site reduction, with payment of a carbon offsetting contribution to cover the shortfall between the actual on-site reductions and the 100%

reductions required by London Plan Policy SI 2 calculated as £95 per tonne of CO2 shortfall multiplied by 30 years

11) Industrial Floorspace

Employment uses within the 'Employment Use Plot' as shown on drawing DDSP-PRP-ZZZZ-ZZ-DR-A-02020 rev P01 to be delivered prior to a defined point in the development.

12) Indexation

- b. All payments and contributions to be subject to appropriate indexation

14) Monitoring and Legal Fees

- a. Monitoring contributions (excluding Employment and Training and Travel Plan obligations for which separate payments are secured) of £8,000 per phase of the development to monitor and implement the HoT's secured in this deed relating to Affordable housing provision, highways works, CPZ restrictions, Car Club provision, travel plan reviews, air quality & energy (CO2 reduction)
- b. Payment of the Council's reasonable and proper legal fees in drafting, negotiating and completion s106 agreement.