


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
25th April 2022
Application for Planning Permission

Case Officer:	Kathryn McAllister	Valid Date:	02.12.2021
Applicant:	London Borough of Barking and Dagenham	Expiry Date:	25.04.2022
Application Number:	21/02176/FULL	Ward:	Gascoigne
Address:	Gascoigne Estate East ,King Edwards Road, Barking.		

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 at Gascoigne Estate East.

Proposal:

Demolition of existing buildings and construction of 334 homes, car parking, cycle parking, new public streets, amenity space and ancillary works (in relation to Phase 3B, development parcels L and M).

Officer Recommendations:

Planning Committee is asked to resolve to:

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 in consultation with the Head of Legal Services to consider any representations from the HSE relating to (gateway ONE fire statement review) and subject to there being no substantive objections, 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 7 of this report and the Conditions listed in Appendix 6 of this report; and
3. that, if by 25th October 2022 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:
Mandatory conditions

- Time
- Approved Drawings & Documents

Prior to all works/commencement Conditions

- Written Scheme of Investigation
- Contaminated Land
- Construction Environmental Management and Site Waste Management
- Construction Logistics Plan
- Bat Survey
- Sustainable Drainage Strategy
- Tree Management Strategy and Tree Protection
- Tree Planting Strategy and maintenance Plan
- Bird Hazard Management
- Circular Economy Statement
- CCTV Camera Plan
- Digital Connectivity
- Adoptable Road Standards

Prior to above ground works Conditions

- Green Roof Systems
- Lighting
- Hard and Soft Landscaping
- Materials
- Overheating
- Shared Surface Streets
- M4(3) Accessible Units
- Fire Safety Strategy/Statement
- Flood Warning and Evacuation Plan
- Cycle Parking

Prior to first occupation and/or use Conditions

- Scheme of Acoustic Protection
- Secure by Design
- Electric Vehicle Charging Points
- Boundary Treatment
- Energy and Sustainability
- M4(2) Accessible Units
- Play Space Implementation
- Communal Television and Satellite System
- Surface Water Drainage
- Renewable Energy
- Whole Life Carbon- Post Construction Assessment
- Circular Economy- Post Construction Assessment
- Waste and Refuse Storage
- Bird and Bat Boxes
- Car Parking Management Plan

Monitoring & Management Conditions

- Unit Numbers
- Nesting Birds
- Disable Parking
- Air Quality

- Water Efficiency
- Environmental Protection Measures

S106 – Summary of Heads of Terms:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's reasonable fees of £13,500 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Build to Rent Provision:

4. Residential Management Plan
Submission of a Residential Management Plan for approval by LBBB, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

5. 15-year Build to Rent covenant
Build to Rent covenant to ensure a PPG-compliant clawback payment where individual units are sold out of the BTR covenant within 15 years from first occupation, in accordance with London Plan Policy H11.

Affordable Housing:

6. Affordable Housing Provision
Secure 53% affordable housing on a habitable room basis as shown on drawings BF0149-HTA-L0-00-DR-A-000200 [rev P06], BF0149-HTA-L0-01-DR-A-000201 [rev P06], BF0149-HTA-L0-02-DR-A-000202 [rev P06], BF0149-HTA-L0-03-DR-A-000203 [rev P06], BF0149-HTA-L0-04-DR-A-000204 [rev P06], BF0149-HTA-L0-05-DR-A-000205 [rev P06], BF0149-HTA-L0-06-DR-A-000206 [rev P06], BF0149-HTA-L0-07-DR-A-000207 [rev P06], BF0149-HTA-L0-08-DR-A-000208 [rev P06], BF0149-HTA-M0-00-DR-A-000230 [rev P07], BF0149-HTA-M0-01-DR-A-000231 [rev P06], BF0149-HTA-M0-02-DR-A-000232 [rev P06], BF0149-HTA-M0-03-DR-A-000233 [rev P06], BF0149-HTA-M0-04-DR-A-000234 [rev P06], BF0149-HTA-M0-05-DR-A-000235 [rev P06], BF0149-HTA-M0-06-DR-A-000236 [rev P06], BF0149-HTA-M0-07-DR-A-000237 [rev P06], BF0149-HTA-M0-08-DR-A-000238 [rev P06], BF0149-HTA-N0-00-DR-A-000260 [rev P07], BF0149-HTA-N0-01-DR-A-000261 [rev P06], BF0149-HTA-N0-02-DR-A-000262 [rev P06], BF0149-HTA-N0-03-DR-A-000263 [rev P06], BF0149-HTA-N0-04-DR-A-000264 [rev P06], BF0149-HTA-N0-05-DR-A-000265 [rev P06], BF0149-HTA-N0-06-DR-A-000266 [rev P06], BF0149-HTA-N0-07-DR-A-000267 [rev P06] and BF0149-HTA-N0-08-DR-A-000268 [rev P06].

77 no. units provided at Affordable Rent. Unit numbers:

L2-00-10, L3-01-04, L3-02-05, L3-02-04, L3-02-03, L3-02-02, L3-02-01, L3-03-05, L3-03-04, L3-03-03, L3-03-02, L3-03-01, L3-04-05, L3-04-04, L3-04-03, L3-04-02, L3-04-01, L3-05-04, L3-05-03, L3-05-02, L3-05-01, L3-06-03, L3-06-02, L3-06-01, L3-06-04, M3-02-02, M3-02-01, M3-03-02, M3-03-01, M3-03-02, M3-04-01, M3-05-02, M3-05-01, M3-06-03, M3-06-02, M3-06-01, M3-06-04, N3-01-03, N3-01-02, N3-01-01, N3-01-05, N3-01-04, N3-02-05, N3-02-04, N3-02-03, N3-02-02,

N3-02-01, N3-02-08, N3-02-07, N3-02-06, N3-03-05, N3-03-04, N3-03-03, N3-03-02, N3-03-01, N3-03-08, N3-03-07, N3-03-06, N3-04-05, N3-04-04, N3-04-03, N3-03-02, N3-04-01, N3-04-08, N3-04-07, N3-04-06, N3-05-04, N3-05-03, N3-05-02, N3-05-01, N3-05-07, N3-05-06, N3-05-05, N3-06-03, N3-06-02, N3-06-01, N3-06-04

90 no. units provided at London Affordable Rent. Unit numbers:

L3-00-01, L3-00-02, L3-00-03, L3-00-04, L2-00-11, L2-00-12, L2-00-13, L2-00-14, L2-00-15, L2-00-16, L2-00-17, L2-00-18, L2-00-01, L2-00-02, L2-00-03, L2-00-04, L2-00-05, L2-00-06, L2-00-07, L2-00-08, L2-00-09, L3-01-03, L3-01-02, L3-01-01, L3-02-08, L3-02-07, L3-02-06, L3-03-08, L3-03-07, L3-03-06, L3-04-08, L3-04-07, L3-04-06, L3-05-06, L3-05-05, M3-00-02, M3-00-01, M2-00-9, M2-00-8, M2-00-7, M3-00-03, M3-00-04, M2-00-10, M2-00-11, M2-00-12, M2-00-13, M2-00-14, M2-00-15, M2-00-16, M2-00-17, M2-00-18, M2-00-19, M3-01-03, M3-01-04, M3-01-01, M3-01-02, M3-02-05, M3-02-04, M3-02-03, M3-02-08, M3-02-07, M3-02-06, M3-03-05, M3-03-04, M3-03-03, M3-03-08, M3-03-07, M3-03-06, M3-04-05, M3-04-04, M3-04-03, M3-04-08, M3-04-07, M3-04-06, M3-05-04, M3-05-03, M3-05-06, M3-05-05, N3-00-02, N3-00-01, N2-00-04, N2-00-03, N2-00-02, N2-00-01, N3-00-03, N2-00-05, N2-00-06, N2-00-07, N2-00-08, N2-00-09.

7. Early-Stage Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

8. Late-Stage Review

A late-stage affordable housing review is to occur when 75% of the units in the scheme are sold or let.

Play Space

9. Play Space

A sum of £70,000 to be paid on completion of the deed to go towards improvements to Greatfields Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed

Transport

10. Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

11. Car Club

Prior to first occupation of the development, the developer must confirm to the Council details of the car club provider including details of the precise car club costs. Provision of a three-year free membership is to be provided to all residents, made available from first occupation of each residential unit.

12. Off-site Highway Works

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works, b) implement all off-site highway works to an agreed schedule prior to occupation and c) secure and cover the cost of works on the bus infrastructure assets (bus stop flag, bus shelter etc). The applicant shall not carry out the works themselves but contact TfL to arrange for an approved contractor.

The scope of the highway work and improvements have been agreed in principle and shown on the submitted drawing number 70078632-TP-SK-19 Full In Principle Plan of the Proposed s278 Works [Revision P01] dated March 22. The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

13. Bus Route Testing

Prior to any bus servicing taking place anywhere within the red line boundary. All contented bus routes as shown in the Transport Assessment dated October 2021 will be tested to ensure buses can safely manoeuvre around the site. Should further amendments be required to enable the safe passage of the bus. This must be carried out prior to first use of the new route. A confirmation statement shall be submitted to and approved in writing by the local planning authority (LPA) to confirm that the bus can safely manoeuvre around the site. The applicant/developer is responsible for meeting all costs associated with this review.

14. Travel Plan

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 2nd anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

CCTV Camera Contribution

15. CCTV Contribution- Prior to commencement of the development the Owner shall pay to the Council a sum of £2,500 for each camera that is to be removed on site and £4,000 for each camera on site that is to be relocated as identified in the CCTV Camera Plan (link to condition 12).

Sustainability

16. Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 48% reduction over Part L of the Building Regulations 2013 through on-site provisions.

17. Carbon offset financial contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (contribution of £651,172.75).

Trigger: The payment shall be made to the Council on practical completion of the development.

18. Air Quality

Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

19. Connect to the District Heating Network (DHN)

Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN. The requirement to connect to the DHN will be subject to the heat network being delivered and operational to supply the development, and the DHN having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

20. Be Seen Hierarchy- post construction monitoring

a. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).

b. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring

devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

c. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large, phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.

d) In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable

Employment and Skills

21. Local employment, training, and supply chain plans

Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

22. Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.

- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

23. Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

24. Supply chain development during Construction

The Owner will use reasonable endeavours to:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
- Source goods and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

25. Monitoring

- Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
- This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
- Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
- Employment and training compensation will be calculated based on the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an unemployed borough resident into work) and the shortfall against the target number of

apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);

- Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.
- The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.

OFFICER REPORT

Planning Constraints:

Located in Barking Town Centre Area Action Plan (AAP) Area.

Site, Situation, and relevant background information:

The application site abuts the boundary with Gascoigne Road and sits to the south of Gascoigne Primary School and the west of Greatfields School. The proposed full application relates to Phase 3B. This application has been submitted independently of the outline application and will be determined once the outline planning application expires in March 2022. To this end the details submitted with this application have been designed irrespective of the parameter plans approved by the outline permission.

Relevant Planning Background

1. Original Planning Permission – 14/00703/OUT

Planning permission was granted on 27th March 2015 for a Hybrid ((part full/part outline) application for the:

Phased comprehensive redevelopment of the site for a maximum of 1,575 residential dwellings (Use Class C3);

- 21,550 sq. m of Education (Use Class D1);
- 1,355 sq. m Medical facility (Use Class D1);
- 1,200 sq. m of Employment (Use Class B1);
- 1,400 sq. m of Community facilities (Use Class D1/D2);
- 1,850 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1);
- 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class

B1); and Energy Centre (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service infrastructure and other associate works and improvements.

Full planning permission was granted as part of the hybrid application on Phase 1A comprising 2.39

- Ha. of the site for:
- 348 residential dwellings;
- 1,355 sq. m floor space to be used as a medical centre (Use Class D1) or Residential (Use Class C3);
- 300 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, B1);
- Energy Centre; internal road layout and associated means of access, car parking, landscaping and other works and improvements;
- and Phase 1B comprising 0.38 ha of the site for
- 73 residential dwellings with associated means of access, car parking, landscaping and other works and improvements.
- Outline planning permission was granted on 13.59 Ha. of the site, with all matters reserved, for
- a maximum of 1,154 residential dwellings (Use Class C3);
- 21,550 sq. m of Education (Use Class D1); 1,200 sq. m of Employment (Use Class B1);
- 1,400 sq. m of Community facilities (Use Class D1/D2);
- 1,550 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1);
- 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1)
- (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service infrastructure and other associated works and improvements.

2. Section 73 Variation to Original Planning Permission – 15/01084/FUL

On 11th January 2016 planning permission was granted for the for variation of condition 2 (drawing numbers) and associated compliance conditions listing drawing numbers and deletion of conditions 15 and 17 in respect of planning permission 14/00703/OUT in order to allow for the retention of the existing medical centre within Phase 1B of the Gascoigne Estate east redevelopment and associated alterations to Block A2.

3. Section 73 Variation to Original Planning Permission – 19/00310/FUL

On 3rd February 2020 planning permission was granted for the variation of condition 49 (approved parameter plans) in respect of planning permission 15/01084/FUL (Gascoigne Estate East redevelopment) to provide for alterations to Phase 2 including adjustments to site layout, and increase in maximum approved building height from 12-storeys to 14-storeys.

4. Section 73 variation to 19/00310/FUL – 20/01251/VAR

On 26th January 2021 planning permission was granted for the variation of condition 2 (approved parameter plans) in respect of planning permission 19/00310/FUL. Following a detailed consideration of the next development parcels require a variation to the approved parameter plans.

Key issues:

- Environmental (EIA)
- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Meeting the needs of local residents
- Employment
- Impact to existing Education Provision
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage

Planning Assessment:

1.0 Principle of the development:	
<i>Existing use(s) of the site</i>	211 x residential dwellings
<i>Proposed use(s) of the site</i>	344 x residential dwellings
<i>Net gain/loss in number of jobs</i>	Net gain of 133 residential dwellings.

- 1.1 Chapter 5 of the National Planning Policy Framework (NPPF) has specific regard to housing stating that 'to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment... [and] within this context, the size, type and tenure of housing

needed for different groups in the community should be assessed and reflected in planning policies’.

- 1.2 Objective 94 of the NPPF outlines that decisions should consider the social, economic, and environmental benefits of estate regeneration. As such, planning authorities should use their planning powers to deliver estate regeneration to a high standard.
- 1.3 Policy SD1 of the London Plan set out London’s opportunity areas. As such, policies support development which will contribute to encouraging and delivering the growth potential of Opportunity Areas and create employment opportunities and housing choices for Londoners. The London Riverside Opportunity Area which this site is located within has indicative capacity for 44,000 homes and 29,000 jobs.
- 1.4 Policy GG4 of the London Plan states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- 1.5 Policy H1 of the London Plan outlines the Boroughs’ 10-year target for net housing completion which highlights the 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. Likewise, this policy requires that Londoners have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation.
- 1.6 The London Strategic Housing Market Assessment (SHMA) which formed the evidence base for policy H1 reinforces the need to increase the housing supply to promote opportunity and provide real choice for all Londoners. In addition policy H2 supports the use of small sites highlighting that boroughs should support the construction of well-designed dwellings on small sites. The Housing SPG further supports the London Plan on such matters.
- 1.7 Policy H8 of the London Plan has regard to estate redevelopment. This policy outlines that loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent levels of overall floorspace. In particular, policy H8 part C, D and E has regard to the demolition and replacement of affordable housing. Part C outlines that “before considering the demolition and replacement of affordable homes, boroughs, housing associations and their partners should always consider alternative options first. They should balance the potential benefits of demolition and rebuilding of homes against the wider social and environmental impacts and consider the availability of Mayoral Funding and any conditions attached to that funding. Part D of this policy states “demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing”. Part E of this policy requires all proposals which include the demolition and replacement of affordable housing to follow the Viability Tested Road and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace. The Better Homes for Local People- Mayor’s Good Practice Guide To Estate Regeneration (February 2018) further supports this noting that the objectives for any estate regeneration scheme will usually be to deliver safe and better-quality homes for local people; increase the overall supply of new and affordable homes; and improve the

quality of the local environment through a better public realm and provision of social infrastructure. Therefore, when developing estate regeneration proposals there should be full transparent consultation and involvement, an increase in affordable housing, full rights to return or remain for social tenants.

- 1.8 Policy CM1 and CM2 of the Core Strategy seeks to ensure the borough contributes to meeting its housing targets and supports the delivery of a variety of housing types.
- 1.9 This is supported by policy BTC13 of the Barking Town Centre Area Action Plan which states the Barking Town Centre area has the ability to accommodate at least 6,000 new homes. Additionally, policy BTC14 of the Barking Town Centre Area Action Plan seek a net gain in social housing in the Gascoigne Estate. The Gascoigne Estate is a Site-Specific Allocation (BTCSSA6) and has an indicative capacity to accommodate 2,340 homes.
- 1.10 Policy CC1 of the Core Strategy DPD further supports this noting developments should provide a range of accommodation types and sizes. In particular development should provide a minimum of 40% family housing. This is the type of housing which is in high demand throughout the borough. Family sized homes are defined by properties which have 3 or more bedrooms.
- 1.11 Officers acknowledge that the London Plan 2021 and NPPF were published after these documents and seek to ensure development provide a range of dwelling types. Therefore, it could be argued that the local policies are outdated and therefore greater weight should be apportioned to the NPPF and London Plan with regard to the type of housing which development should be providing.
- 1.12 Notwithstanding, the draft local plan reg 19 is currently undergoing examination as such weight should be apportioned to this document. Policy SPDG1 of the draft local plan reg 19 seeks to ensure developments contribute to meeting the Borough's housing targets and supports the delivery of a suitable variety of housing to meet high levels of identified need within the Borough.
- 1.13 Policy SP3 of the draft local plan reg 19 emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need. Nevertheless, the need for more family sized dwellings in the borough is evidence in the SHMA 2019 documents. Therefore, whilst policies set out in the Core Strategy DPD and Borough Wide DPD may be outdated, officers have apportioned weight to the policies found in the Draft Local Plan Reg 19 as these highlight the continued need for more family sized dwellings across the borough based on the most up to date evidence. Therefore, it is clear that whilst policies support the developments which provide a range of accommodation types and sizes, given the high demand for family sized dwellings in the borough it is expected that adequate provision is provided.
- 1.14 The Gascoigne Estate where this site is located is referenced in area policy SPP1 which is committed to transforming the Barking Town Centre through the creation of new homes, shopping, leisure, and workspace facilities. This policy has regard to the redevelopment of the Gascoigne Estate which will include design principles to support the implementation of this policy.
- 1.15 The 2021 Housing Delivery Test (HDT) results show that the London Borough of Barking and Dagenham has delivered 66% of its housing requirement over the latest 3-year period. Consequently, the presumption in favour of sustainable development contained within paragraph 11 d) of the National Planning Policy Framework (the Framework) will be engaged.
- 1.16 The proposal seeks permission for the demolition of all buildings within Phase 3B of the Gascoigne Estate and the construction of 344 new homes. As outlined above, policies support the creation of

new homes of varying types and size. Notwithstanding, where the proposal concerns an estate redevelopment policies note that prior to considering the demolition and replacement of affordable home alternative options house be considered first. This should balance the potential benefits of demolition and rebuilding of homes. Following this the demolition of affordable homes, including where it is part of an estate redevelopment programme should resist the loss of existing affordable housing unless it is replaced by an equivalent amount of affordable housing floor space. Replacement affordable housing floorspace must be provided at social rent levels, where it is being provided to facilitate a right to return for existing social tenants. However, where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing.

1.17 Considering Alternative Options

1.18 In line with policy H8C of the London plan prior to the demolition of affordable homes, boroughs, housing associations and their partners should consider alternative options first. The potential benefits associated with the option to demolish and rebuild the estate should be set against the wider social and environmental impacts.

1.19 The applicant states “the Gascoigne neighbourhood has been the subject of a number of physical intervention programmes since the early 1990s. These include:

- Council Capital Works Programme’ (early 1990s) - a £8m programme funding a range of environmental improvements, including installation of enhanced street lighting and CCTV, landscaping works, provision of children’s play, and signage to attempt to improve legibility;
- Single Regeneration Board’ (late 1990s) for the demolition of a 17-storey building and a package of improvement; ‘Estate Action Plan’ (early 2000s) to funded the evaluation of all the existing buildings and resulted in the demolition of three 17-storey buildings and replacement with 150 units; and
- ‘Gascoigne Regeneration Framework’ (mid 2000s - a programme funding the evaluation of the cost of improving the existing buildings against the potential costs and benefits of having a more holistic redevelopment programme for area, concluding that the existing homes are no longer considered fit for purpose with the existing LPS blocks in particular suffering from significant latent disrepair issues which are not cost effective to repair.

In July 2010, following approximately 20 years of largely failed small-scale urban interventions across the Gascoigne Estate, LBBD’s Cabinet approved the first comprehensive regeneration programme for Gascoigne. This resulted in an outline planning application being submitted and approved for the phased regeneration of the eastern half of Gascoigne (ref: 14/00703/OUT, as amended) which included the application site (Phase 3B)”.

1.20 Officers believe that alternative options have been explored, however, noting the interventions have been unsuccessful, in 2015 the council approved a holistic demolition and rebuilding scheme, resulting in the outline permission for the phase redevelopment of the eastern half of the estate. This included the application site (Phase 3B). To this end officers are satisfied that in line with policy H8C of the London plan alternative options had been considered first which balances the potential benefits of demolition and rebuilding against the wider social and environmental impacts. The GLA were consulted at stage 1 who noted the points above. As such, the principle of demolition and rebuilding the estate is supported providing there is a like for like replacement of existing affordable housing floorspace.

1.21 Full right to return and replacement of affordable floorspace

1.22 The site is currently occupied by 211 homes of which 165 are affordable. These units will be demolished and replaced with 334 new homes including 166 affordable units. The scheme will result in an uplift of 123 homes.

1.23 The breakdown by tenure type of the existing and proposed can be found in the table below:

	Units	Habitable Rooms	Floorspace (sqm)		Units	Habitable Rooms	Floorspace (sqm)
EXISTING Private (leasehold)	46	181	3,549	PROPOSED Private	168	533	16,928
EXISTING Social Rent	165	460	10,128	PROPOSED Social Rent/London Affordable Rent	90	400	10,447
Existing Discount Market Rent	0	0	0	PROPOSED Discount Market Rent	76	186	7,280
EXISTING TOTAL	211	641	13,677	PROPOSED TOTAL	334	1,119	34,655

1.24 The proposal would replace the existing 165 existing social rent units with 90 London affordable rent (LAR) units and 76 discount market rent units. The applicant notes that social rent units will be provided to those taking up the right to return with LAR provided for all other units.

1.25 Policy H8D of the London Plan states “affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing”. This is supported by The Mayor’s Good Practice Guide to Estate Regeneration (GPGER, February 2018) which states estate redevelopments should contribute to providing an increase in affordable housing and enable a full right to return or remain for social tenants and a fair deal for leaseholders and freeholders. The applicant states “Social Rent will be provided where a unit is facilitating a right to return. London Affordable Rent will be provided where a unit is not facilitating a right to return. The Council has adopted a full choice policy in relation to Decants in June 2019 which means anyone in a Decant area can choose any home available via the Councils Choice lettings process that is the size for their assessed household need or return to one of the new homes in the redeveloped area. Remaining tenants have been offered new homes within the soon to be completed Gascoigne West Phase 1 development, however no one wishes to take this offer. All those who have moved so far have chosen to move elsewhere in the borough. At the moment none of those that have already moved want to take up the right to return”. To this end officers believe the applicant has submitted the application based on the fact that the proposal is not facilitating a right to return as such the re provided affordable housing will be provided at LAR. Officers note that the application will be assessed on the basis that the proposal will provide 90 LAR units and 0 social rent units.

1.26 The development will replace the existing 165 social rent units with 90 London affordable rent units. This represents a net loss of affordable units. Nevertheless, the development will result in a net increase in affordable housing floor space replacing the existing 10,128sqm with 10,447sqm. The applicant states “there is an increase in LAR floorspace, there is a reduction in the number of units

because we have weighted the social/LAR floorspace towards larger units following LBBB’s latest housing needs assessment”. The table below shows a comparison of the existing and proposed unit split to demonstrate this:

	Existing social rent	Proposed LAR
1 bed	71	4
2 bed	58	36
3 bed	36	16
4 bed	0	34
Total	165	90

- 1.27 It is clear that the applicant puts greater weight on the provision of family sized units (3+bedroom). Officers consider this to speak to policy CC1 of the Core Strategy DPD and policy SP3 of the draft local plan reg 19. These policies reference a need for more homes within the borough particularly family sized homes. This is supported by the 2019 LBBB strategic housing market assessment (SHMA) which highlights a need for more affordable housing and family sized units. Therefore, whilst there is a loss of affordable units, noting there is an overall increase in affordable housing floor space given the emphasis on larger sized family homes. To this end officers consider the proposed development to contribute to providing the required affordable housing provision to meet a particular need of local residents on the housing waiting list.
- 1.28 The application is accompanied by a viability assessment which has been independently review by BNP Parabis on behalf of the council. This assessment confirms that the provision of 90 LAR units and 79 discounted market rent units is the maximum reasonable provision of affordable housing the scheme can provide. Officers consider the provision to be acceptable.
- 1.29 *Fair deal for leaseholders*
- 1.30 GLA officers state “the Mayor’s GPGER sets out the principle that leaseholders affected by estate regeneration are treated fairly and fully compensated, in accordance with statutory duties.
- 1.31 It is understood that there are 51 leaseholder units within the existing site, which constitutes leaseholder accommodation for the purposes of the key principles set out in the Mayor’s GPGER. The applicant has confirmed that the Council always seeks to negotiate the purchase of leasehold properties. Currently 48 have been successful acquired by negotiation with the remaining 3 in the process of being vested to the Council.
- 1.32 The applicant has also confirmed that in line with CPO regulations, leaseholders have been offered full market value plus 10% home loss and payment of all fees”.
- 1.33 *Full and transparent consultation*
- 1.34 Further, the Mayor’s Good Practice Guide to Estate Regeneration (February 2018) states “when developing estate regeneration proposals, councils and housing associations should always engage openly and meaningfully with those affected by the project from the outset. Residents should be given sufficient opportunity to be involved in shaping any proposals that will affect their homes, and they should be proactively supported to do so throughout the planning and design process”. The application is accompanied by a Statement of Community Involvement. The applicant states “Our engagement activity has been adapted due to Covid-19 restrictions; however, our approach was thorough and inclusive. This has included 12,114 newsletters publicising the series of consultations, a project website, 3 virtual consultations, 7 workshops with the Gascoigne Residents’ Forum and 4 co-design workshops. Over 180 people have been involved in the engagement process including local residents, community groups and organisations”. This statement outlines how the applicant provided transparency and sought the advice and opportunity

for residents to remain involved in the project. Officers are therefore confident that those who are affected by the project have been engaged with throughout.

1.35 Principle of Development Summary

1.36 In summary, the proposal seeks permission for the construction of 334 units new homes which is supported in principle. Likewise the scheme will result in an uplift of 123 units from what is currently on site. Additionally, the proposal will provide 167 affordable units of which 90 unit will be London Affordable Rent. It is accepted that the proposal will not facilitate a right to return as such there is no requirement for the replacement of social rent onsite. Additionally, the proposal will not result in the net loss of social rent units. Instead it will lead to a net increase in affordable floorspace owing to the fact that the majority of affordable units are 3- and 4-bedroom dwelling. This focus speaks to the policies which highlight a need for more affordable homes and family homes within the borough. Noting the scheme will contribute to providing high quality modern homes, which are family sized and affordable. As well as contribute to providing wider landscaping improvements. On balance officers consider the benefits arising from the scheme to outweigh any significant harm caused by the loss of social rent units noting the development will result in a net gain of affordable floorspace and provide new dwellings which meet the needs of local residents on the Councils housing waiting list. The GLA was consulted who agreed with the points raised above. The principle of development is considered to be acceptable and in keeping with the development policies.

2.0 Dwelling mix and Quality of accommodation:			
<i>Proposed Density u/ph:</i>		<i>Overall % of Affordable Housing:</i>	%
<i>LP Density Range:</i>		<i>Comply with London Housing SPG?</i>	Yes / No
<i>Acceptable Density?</i>	Yes / No	<i>Appropriate Dwelling Mix?</i>	Yes / No

2.1 Density

- 2.2 London Plan policy GG2 promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure, and amenities. Policy D2 directs that the density of proposals should consider planned levels of infrastructure and be proportionate to the site's connectivity and accessibility. Policy D3 ensures that all development makes the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.
- 2.3 Locally, Core Strategy Policy CM1 states that residential development (particularly higher density development) will be focussed in the Key Regeneration Areas, including Barking Town Centre, and on previously developed land in other areas with high PTAL levels. Strategic Policy SP2 of the emerging Local Plan (Regulation 19) promotes high-quality design, optimising a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context.
- 2.4 The applicant proposed has been brought forward through a design-led approach informed by the site constraints. The application site has an area of 2.2 hectares and seeks to provide 334 units. As such, the density of the site is 151.8u/ha. The site is located within a predominantly residential area. Additionally, as part of this application the no 62 London bus will be rerouted through the development increasing the PTAL of the area. To this end officers consider the proposed density to be acceptable and in keeping with the development policies.

2.5 Dwelling Mix and Tenure

- 2.6 The NPPF seeks “to deliver a wide choice of high-quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- 2.7 London Plan policy H10 sets out all the issues applicants and boroughs should take into account when considering the appropriate mix of unit’s sizes in relation to the number of bedrooms for a scheme. In particular part B of this policy states "boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs".
- 2.8 Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3- bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family sized accommodation. Emerging Local Plan (at Regulation 19 stage) SP3 also supports the delivery of family accommodation. This policy is evidenced by the LBBB Strategic Housing Market Assessment (SHMA) which highlights a local need for more family sized dwellings. Further, policy DMH2 requires development proposals to provide a range of units in accordance with the Council’s preferred dwelling size mix, which seeks 4- bedroom dwellings at 10% private, 19% social and 10% intermediate, 3-bedroom dwellings at 25% for private, 19% intermediate and 40% social housing; 2-bedroom dwellings at 26% for private, 44% for intermediate and 40% social housing and 1-bedroom dwellings at 39% private, 17% intermediate and 10% social housing. Additionally, this policy outlines that the Council will consider a different housing mix if the proposal meets the tenure split requirements, and the applicant will be expected to provide up-to-date evidence of housing needs by taking account of the latest local evidence identified within the Strategic Housing Market Assessment.
- 2.9 The development is proposed to be a Build to Rent scheme, offering rented units managed and maintained by a management company. The management company is Reside Housing wholly owned by LBBB council. It is recommended that a section 106 is secured to ensure that the requirements of London Plan Policy H11 are met, and the proposed development is appropriately managed as a BtR model for the minimum 15 year period.
- 2.10 The proposed dwelling and tenure mix is shown in the table below:

	Private		Affordable Rent (AR)		London Affordable Rent (LAR)		TOTAL	
	Units	Habitable Rooms	Units	Habitable Rooms	Units	Habitable Rooms	Units	Habitable Rooms
1 bedroom	4	82	42	84	4	8	87 (26%)	174 (16%)
2 bedroom	92	276	34	102	36	108	162 (49%)	486 (43%)
3 bedroom	34	170	1	5	16	80	51 (15%)	255 (23%)
4 bedroom	0	0	0	0	34	204	34 (10%)	204 (18%)
TOTAL	167 (50%)	528 (47%)	77 (23%)	191 (17%)	90 (27%)	400 (36%)	334 (100%)	1119 (100%)

- 2.11 In terms of affordable units and tenure mix this will be discussed further in section 2.14 of this report.
- 2.12 Regarding dwelling mix, as noted above, policies seek to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. Policy CC1 of the Core Strategy requires major housing development (10 or more units) to provide a minimum of 40% family accommodation (3 or more-bedroom units), whilst acknowledging that not all sites are suitable for the delivery of family-sized accommodation. Draft local Plan reg 19 policy DMH2 evidenced by the 2020 SHMA supports this evidencing the need for more family units particularly affordable family dwellings within the borough.
- 2.13 The proposal will provide 85 family units comprising of 3- and 4-bedroom dwellings which equates to 25.5% of the total number of units. The proposal falls short of the 40% target set by the Core Strategy DPD, nevertheless, this is considered to be reasonably justified by the flatted nature of the development and site constraints. Further, it is noted that of the 85 family units, 50 will be LAR units of which 34 are 4-bedroom dwellings. These units are considered to be genuinely affordable which speaks to policy DMH3 of the Draft local Plan (reg 19) evidenced by the most up to date SHMA which highlights a need for more affordable family units within the Borough. To this end, whilst it is accepted that the proposal will fall short of policy requirements on provision of family units. Noting the provision of family units particularly genuinely affordable family units. On balance officers are confident that the proposal will continue to provide the required housing provision to meet a particular need on the housing waiting list. Officers consider that this provision is overall acceptable and would adequately support the family housing stock of the Borough. The GLA were consulted at stage 1 who noted that GLA officers were supportive of the housing mix from a strategic perspective.

2.14 Affordable Housing

- 2.15 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 65 states "Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups". Notwithstanding paragraph 63 states "Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site unless: a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b) the agreed approach contributes to the objective of creating mixed and balanced communities".
- 2.16 Policy H4 of the London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. In particular this policy ensures that all major developments which trigger affordable housing requirements provide affordable housing through the threshold approach. Policy H5 outlines the threshold approach which applies to all major development proposals which trigger affordable housing requirements. Policy H5B sets threshold level of affordable housing on gross residential development at a minimum of 35%; or 50 per cent for public sector land where there is no portfolio agreement with the Mayor; or 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses. This requirement is also established in the Affordable Housing Supplementary Planning Guidance (SPG)
- 2.17 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.

- 2.18 Policy H8 of the London Plan states “demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace... All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace”.
- 2.19 Policy H11 of the London Plan outlines the criteria required to qualify as a Build to Rent scheme. This includes the requirement for homes to be held as Build to Rent under a covenant for at least 15 years and a clawback mechanism to be put in place to ensure there is no financial incentive to break the covenant.
- 2.20 The Draft Local Plan (regulation 19 version) policy DMH1 seeks to apply the threshold approach to viability. The policy seeks to ensure that new developments contribute to the delivery of a range of housing tenures in accordance with the following tenure split: 50% mix of social housing including London Affordable Rent, 50% mix of intermediate housing including London Shared Ownership.
- 2.21 The proposed development form part of a wider estate redevelopment programme. As noted above policies seek to ensure that residential development offer genuine housing choices with regard to size and type. Additionally developments which result in the demolition of affordable housing will only be supported where equivalent amounts of affordable housing floorspace is provided. Likewise, the scheme should follow the Viability Tested Route and seek to provide and uplift in affordable housing. The proposed development seeks permission for the construction of 334 units of which 167 units will be affordable.
- 2.22 The proposed will provide 50% affordable housing measured by unit and 53% affordable housing measured by habitable room comprising of 77 affordable rent units and 90 London affordable rent units. The proposed affordable housing provision complies with policy H5 of the London plan as it meets the London Mayor’s 50% target for public sector land. Notwithstanding as noted in policy H8 developments which will result in the demolition of affordable housing will only be supported if the equivalent amount of affordable housing floorspace is provided. The proposal will provide equivalent amounts of affordable housing floorspace as such it is considered acceptable and in keeping with policy H8 of the London Plan. It is noted this has been assessed in the Section 1.0 ‘Principle of Development’ section of this report, as such, this section should be referred to for further details.
- 2.23 The application is accompanied by a Financial Viability Assessment Report dated November 2021 and prepared by Savills. This assessment was independently reviewed by BNP Parabis on behalf of the council. In section 3 of the Savills report it states “the Gascoigne Estates East Phase 3B currently comprises 165 units let at Social Rents and consists of 71 one bedroom, 58 two bedroom and 36 three-bedroom homes totalling 109,038sft(NSA), and 46 Private units consisting of 3 two bedroom and 43 three-bedroom homes totalling 38,220sqft (NSA). The homes are split between three building: Anderson, Coverdales and Dovehouse. The existing buildings were built in the late-1960s and are in a poor condition”. To establish a viability benchmark, Savills have undertaken an Existing Use Value (“EUV”) of the existing home. For the social rent units Savills have valued the social rent units using a Discounted Cash Flow model, however, Savills have been unable to provide a copy though they “*can talk [us] through it*”. BNP note “To value the affordable housing units, we would use a bespoke model specifically created for this purpose. This model takes into account factors such as standard levels for individual RPs management and maintenance costs; finance rates currently obtainable in the sector, and a view on the amount of grant that may be obtainable. For rented tenures the model operates a 35 year discounted cashflow in order to arrive

at a net present value of the units today. However, we note that Savills have not provided any information on the condition of the stock and the extent of major backlog repairs, which would clearly have an impact on capital value. This information should be provided. We need to establish the value taking these costs into account and the possibility of the Site generating a negative 'tenanted market value'. We have therefore adopted the value proposed by Savills on a 'without prejudice' basis pending receipt of the above requested information". In terms of the private units BNP states "to establish values for the private residential units, Savills have undertaken research into the local market. Noting the condition of the existing units, Savills have assumed values at the lower end of the achievable range reflecting £190,000 for 2-bedroom units and £250,000 for 3-bedroom units generating a total value of £11,320,000. Whilst we do not consider this to be necessarily unreasonable, we note that Savills have provided neither a condition report, nor photographic evidence of any of the private units. We have therefore adopted the values proposed by Savills on a 'subject to confirmation' basis pending receipt of the above requested information". Considering the points raised above and for the avoidance of doubt BNP have assumed a viability benchmark of £20,400,000 on a 'without prejudice' basis pending receipt of the additional information requested.

- 2.24 Savills have concluded that the proposed development with the provision of 50% affordable housing by unit and 53% affordable housing by habitable room would generate a deficit of -£62,600,000 against the viability benchmark. Nevertheless, using the viability benchmark BNP have undertaken an appraisal for the development on the assumption of that the proposal will provide 50% affordable housing by unit and 53% affordable housing by habitable room. BNP have recommended the following amendments: Increase private residential rental values to reflect current market expectations; Increase affordable housing values to reflect current market expectations; Reduce construction costs in line with advice received from CDM; Adjust disposal costs to reflect the current market; Adjust programme timetable to reflect current market expectations; and Adopt viability benchmark on a 'without prejudice' basis pending receipt of requested information. BNP have undertaken an appraisal assuming affordable housing as outlined above and taking into consideration the recommended amendments BNP have concluded that the scheme generates a deficit of -£36,623,528. This is a reduction of £25,9476,472 in comparison to the deficit Savills reported.
- 2.25 Further, BNP have undertaken a series of sensitivity analyses to explore the impact of changes in values and costs. In all cases the appraisal incorporates 50% affordable housing by units and the growth in values have been applied to the private residential rental values only. It was found despite changing values and costs the development would remain in deficit.
- 2.26 Officers consider the independent viability review to be accurate and correct. To this end officers maintain the position that the development with the provision of 50% affordable housing by unit and 53% affordable housing by habitable room would be the maximum reasonable amount of affordable housing the development can provide on site noting the scheme would generate a deficit against the viability benchmark. Nevertheless, BNP recommend that an early and late-stage review and midterm review mechanism are placed on this proposal. This application is a standalone independent application and does not seek phased development despite it forming part of the phased redevelopment of the Gascoigne Estate. Noting the viability of this site is assessed independently of the wider Gascoigne Estate and as the proposal will not be constructed in phases to this end officers do not consider the proposed midterm review to be necessary for this development. Given it will not be constructed in phases. As such, should this application be recommended for approval is it recommended that the proposed 90 LAR units, 77 AR units, early stage and late-stage review mechanisms are secured by legal agreement.

2.27 Quality of Accommodation

- 2.28 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 height. London Plan Policy D6 seek for new housing to achieve the space standards in line with those set at national level.
- 2.29 The Local Plan also reiterates the need for housing developments to conform to these requirements. 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'. Policy D5 of the London Plan also outline that 90% of new build homes should meet requirement M4(2) (accessible and adaptable dwellings) of Building Regulations Approved Document M and that 10% should meet requirement M4(3) (wheelchair user dwellings). This target is reflected at local level by Policy DMH3 of the Draft Local Plan Reg 19.
- 2.30 Almost all proposed dwellings meet the minimum required internal space standards as set out by the nationally described space standards. A small number of units fall marginally short of the minimum bedroom floor area required. Nevertheless, on balance officers consider the benefits arising from the scheme to outweigh any significant harm caused, as such, this is considered acceptable. Further, 330 (98.8%) of units are dual aspect with the remaining 4 units (1.2%) being single aspect. Noting the orientation of the site officers are confident that all flats will be well lit by daylight, naturally ventilated by open windows, and appropriately sized for their use.
- 2.31 The Mayor's Housing SPG Standard 12 advises that 'each core should be accessible to generally no more than eight units on each floor'. The Good Quality Housing For All Londoners London Plan Guidance, Draft for Consultation October 2020 advises that development proposals accessed from a single core does not exceed eight per floor (C3.1.2). The updated guidance advises that the threshold between public realm of the street and the private realm of the home affects people's sense of security and ownership and that entrances should feel welcoming. The guidance further notes "within residential blocks, the number of dwellings served by a single core needs careful consideration as it affects both security and people's sense of community and ownership" and advises "in terms of the number of homes per floor, groups of two to eight dwellings are usually desirable. In these smaller groups, residents tend to enjoy a greater sense of privacy, security and ownership, and may be more likely to take an active interest in the upkeep of shared spaces". The proposal consists of 3 blocks- each block consists of two mansion blocks at either end connected by townhouses between. The flats within each mansion block are accessed by a single core. However, in line with the Mayor's Housing SPG standard 12 none of the cores will be accessible to more than 8 flats per floor.
- 2.32 Further, the application is accompanied by a daylight and sunlight assessment which provides an assessment of the quality and quantity of daylight within the proposed development. In line with BRE guide only main living areas within a dwelling need to be assessed. This is measured through the vertical sky component (VSC), average daylight factor (ADF) and position of the no-skyline. According to BRE Guide, if VSC as measured at the centre of a window is at least 27% then the living space is expected to receive good daylight levels. ADF measures the overall amount of daylight in the space as a ratio of the average illuminance of the working plane in a room. BRE guidelines recommend a minimum value of ADF for Kitchens at 2.0%, living rooms at 1.5% and bedrooms at 1.0%. No skyline measured the distribution of daylight in a space is the percentage of area that lays beyond the no-skyline i.e. the area that receives no direct skylight.
- 2.33 The assessment confirms that within Block L 89% of the habitable rooms assessed meet or exceed the ADF recommendations and 88% of the rooms receive levels of NSL in line with the guidelines.

Mid floor and top floor rooms achieve full compliance whilst the lower floors receive lower daylight values of ADF and NSL. Block M show that 91% of habitable rooms meet or exceed ADF recommendation and 84% receive levels of NSL in line with guidance. Almost all rooms tested meet BRE recommendations for ADF. The rooms on the lower floors receive lower values of ADF and NSL. For Block N 92% of the habitable rooms meet or exceed the ADF recommendations and 79% of the rooms receive levels of NSL in line with the guidance. The reductions in light distribution are mainly to the lower floors of the building.

2.34 As shown above the majority of rooms meet the required levels of ADF and NSL. Whilst it is acknowledged that not all rooms meet the BRE Guidelines these are predominantly rooms on the lower levels. Additionally, noting the majority of rooms do meet guidelines on balance officers consider the daylight received by the proposed dwellings to be acceptable.

2.35 Overall, officers consider the proposal to provide an acceptable quality of accommodation in line with the development policies.

2.36 Health and Safety

2.37 The design out crime officer was consulted who confirmed they had met with the applicant and discussed the proposal. Details of this meeting are outlined on page 107 of the Design and Access Statement. The applicant states that “they met with the DOCO to discuss the proposal in detail. Their aims are to ensure this development is designed in accordance with Secure by Design principles to meet an SBD Silver Award”. As outlined in the consultation the DOCO would expect further conversations with regard to the technical details, UKAS certifications of windows and door set etc. Therefore, should this application be approved it is recommended that a secure by design condition is attached. This will ensure the safety and security of the new and existing residents is retained.

2.38 Additionally, a condition will be placed on the proposal requiring a CCTV camera plan to be submitted CCTV Camera Plan this will outline the CCTV cameras to be removed and relocated. Additionally, an obligation will be placed on the proposal requiring the CCTV contribution to be paid on commencement of the development. This will cover the cost of each camera to be removed and relocated.

2.39 In terms of fire safety, the London fire brigade were consulted they have considered the provision of fire hydrants and note it will be necessary to retina five existing fire hydrants. Officers note this point and have included a condition requiring details of the proposed fire hydrant’s locations to be provided as part of the hard and soft landscaping condition.

2.40 In terms of fire safety, the GLA were consulted who confirmed that the proposal meets the requirements of policy D12 of the London Plan. This policy seeks to ensure developments are appropriately constructed to improve fire safety and reduce risk to life. Notwithstanding, should the application be approved it is recommended a condition is placed on the proposal requiring an updated fire safety strategy/statement to be submitted prior to above ground works to ensure fire safety is met.

2.41 Health and Safety executive (HSE) were consulted with regard to the proposal. However, they have not been able to provide a formal consultation due to a backlog in determination time. Ongoing discussions are being had with between officers and HSE to get this matter resolved. To this end officer request that the Planning Committee in agreeing the reasons for approval as set out in the report and delegate authority to the London Borough of Barking & Dagenham’s Director of Inclusive Growth in consultation with the Head of Legal Services to consider any representations from the HSE relating to (gateway ONE fire statement review) and subject to there being no substantive objections to grant planning permission subject to the completion of a legal agreement. This will mean that consultation responses received by HSE will be reviewed latterly under delegated authority and prior to planning permission being granted.

2.42 External Amenity

- 2.43 Chapter 8 of the NPPF seeks to promote healthy and safe communities by ensuring planning decisions achieve healthy, inclusive and safe places which enable and support healthy lifestyles and wellbeing needs. Policy D6 of the London Plan supports this by ensuring new housing provides adequate outside space. Policy DMNE1 of the Draft Local Plan Reg 19 seeks to ensure proposals provide adequate external amenity space whereby developments should not rely on upon existing publicly accessible open space to contribute towards onsite amenity space and children play space. This is further supported by Policy BP5 of the Borough Wide Development Plan Document which states that new developments must provide adequate external private and/ or communal amenity space to meet the need generated by development.
- 2.44 Policy BP5 of the Borough Wide DPD states 1-bedroom flats should provide 20sqm of external amenity space and 2 + bedroom flats should provide 40sqm. This space should be private, useable accessible and safe. Further, this policy notes that where developments in town centre locations and strategic regeneration sites are not able to provide external amenity space on site the applicant should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated wherever possible. Likewise, the London Plan Housing SPG states "A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant" . Therefore, in accordance with the Housing SPG the 1-bedroom dwelling should provide 5sqm; 2-bedroom, 3 person dwellings should provide 6sqm; 2-bedroom, 4 person dwellings should provide 7sqm and 3-bedroom dwellings should provide 8sqm.
- 2.45 All flats will have access to external amenity space in the form of balconies. Additionally, all townhouses within all blocks have private external gardens. Additionally, Blocks L and M have 2 x shared courtyards. These provide a combined area of 451.84sqm and 472.93sqm of shared amenity space respectively. These sit to the rear of the mansion blocks and are accessed by the entrance cores. The external amenity space for the townhouses of these block will sit separately of these blocks and are only accessible via the townhouses. Block N will have a single courtyard within the block and is accessible by the entrance cores located within the end mansion blocks. This courtyard provides 771.95sqm of shared amenity space. The private amenity space for the townhouses located within this block will sit adjacent to this amenity space. Residents of these townhouses will be able to assess the shared community space through their private amenity.
- 2.46 It is noted that the balconies which serve the flats within Blocks L, M and N and the rear gardens for Blocks L and M meet the minimum standards as set out by policies above. Additionally, all flats will have access to the shared amenity located within each block. In terms of Block N townhouses the rear gardens fall short of the minimum requirements. Nevertheless, noting the properties will have direct access to the shared amenity space located within the block. On balance officers consider the provision to be acceptable and in keeping with the development policies.

2.47 Child Play Space

- 2.48 London Plan policy S4 requires developments for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and incorporate good-quality accessible play provision for all ages for residential development, providing at least 10sqm of play space per child.
- 2.49 The GLA Play space Calculator generates a population yield of 259.1 children as such there is a play space requirement of 2,951sqm. As shown in the play space strategy the proposal will provide 2,953sqm of play space consisting of 0-5 y/o and 5-11y/o play space. The scheme will provide 1,675sqm of 0-5y/o play space within the courtyards of each block. 918sqm of play space will be provided within the Garden Square. It is noted that the scheme provides the minimum required

play space requirements as set out by the GLA Play Space Calculator. However, no provision of 11-18 y/o play has been provided on site. Officers note that prior to the submission of this application discussions were had with officers and the LBBB Parks team where it was agreed that the provision of 11-18 y/o play would be offset by a financial contribution. This would go towards court improvements and new play equipment within Greatfields Park located less than a 10-minute walk east of the site. Noting a sufficient contributions will be made and go towards improving 11-18y/o play space offsite. On balance officers consider the proposal to be acceptable and in keeping with policies.

2.50 Nevertheless, should the application be approved it is recommended that 2 conditions are attached to this application. The first securing play space implementation and the second requiring details of a condition requiring details of all play equipment to be submitted. Additionally, the £70,000 financial contribution to go towards improvements to 11-18 y/o play in Greatfields Park will be secured by planning obligation.

2.51 Accessible Units

2.52 Policy D7 of the London Plan outlines that new developments should provide suitable housing and genuine choice for London’s diverse population, including disabled people, older people and families with young children, as such, residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’ and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.

2.53 The proposal seeks permission for 334 units therefore it would be expected as a minimum that the scheme provides 35 x M4(3) ‘wheelchair user dwelling’ units. The applicant states “40 units (12%) have been designed to be fully wheelchair accessible adhering to Building Regulations M4(3)). All of the remaining units are wheelchair adaptable, adhering to Building Regulations M4(2)). Homes accessed via steps from street-level will have level access available via the courtyards”. Officers therefore believe that the proposal meets the requirements of policy D7 as it will contribute to providing suitable housing for London’s diverse population including disabled people, older people and families with children. Notwithstanding, the application is not accompanied by a drawing show the location of the proposed M4(3) units. Therefore, should this application be approved it is recommended that matters relating to M4(3) Wheelchair accessible housing are conditioned to ensure provision is delivered within the development. Likewise, a condition will be placed requiring 90% of the units to be M4(2) accessible and adaptable.

2.54 Noise

2.55 The environmental protection officer was consulted who recommended that a condition requiring a scheme of acoustic protection to be submitted is placed on the application. This is to ensure that future residents are adequately protected by noise.

2.56 Summary

2.57 Taking into consideration the points raised above and subject to the imposition of conditions officers consider the proposal to deliver high quality accommodation and appropriate dwelling mix. Officers therefore consider the proposal to be acceptable and in keeping with the development policies.

3.0 Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes

<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

3.1 Objective 126 of the NPPF outlines that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”

3.2 Objective 127 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”

3.3 Objective 130 outlines that “planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.4 Objective 133 states “local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development”.

3.5 Objective 134 further outlines that “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

3.6 Policy D1 of the London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the London Plan which seeks good design.

- 3.7 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the site's context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 3.8 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 3.9 Policy D5 of the London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design. Policy D6 considers the importance of achieving and maintaining a high quality design through the planning process and into delivery stage.
- 3.10 Policy D8 of the London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm
- 3.11 Policy D11 of the London Plan has regard to tall buildings. This policy notes that tall buildings can vary in height however they should not be less than 6 storeys, or 18 metres as measured from the ground to the floor level of the uppermost storey. Nevertheless, developments should address visual impacts, functional impact, environmental impact, and cumulative impacts.
- 3.12 This is further supported by policies SP2, DMD1 and DMD2 which seek to ensure developments for tall buildings are situated in appropriate locations and contribute to providing a high-quality built environment which contributes positively to the character of the surrounding area. This is further supported by policies BP4 and BP11 of the Borough Wide DPD and policy CP3 of the Core Strategy DPD.
- 3.13 The application site is located outside of Barking Town Centre; however, the site is located within the Barking Town Centre Area Action Plan boundary. Therefore, policy BTC16 of the Barking Town Centre Area Action Plan. This policy seeks to ensure new development are of a high standard that reflect the principles of good architecture and urban design. Further policy BTC17 of the Barking Town Centre Area Action Plan has regard to tall buildings. In particular this policy notes that The Gascoigne Estate may be suitable for tall buildings.
- 3.14 Height, scale, and massing**
- 3.15 As noted above policies seek to support development which contribute to providing a high-quality built environment which will contribute positively to the character of the surrounding area. The proposal seeks permission for the construction of 3 parameter blocks consisting of 334 residential units. These units are split across the 3 blocks known as Block L, M and N.
- 3.16 Block L sits to the north of the site. This block consists of two mansion blocks connected by townhouses. Both mansion blocks are full width up of 5 storeys for the eastern block and 6 storeys for the western block. After this they are stepped in design. The mansion block on the western side

is 7 storeys in height and the mansion block to the eastern side is 9 storeys in height. The stepped design significantly reduces the mass and bulk of the building as it increases in height. The townhouses are a mix of 2/3 storey properties. The row of townhouses to the north consists of properties of alternating height. However, the row located to the south are predominantly 2 storey rising to 3 storeys on the eastern edge. This block is 101.97 metres long and 45.38 metres wide.

- 3.17 Block M is the middle block. This block consists of two mansion blocks connected by townhouses. The mansion block to the west is full width up to a height of 6 storeys. Following this the block is stepped in design rising to a height of 7 storeys. The mansion block to the east is full width up to a height of 7 storeys. Following this the block is stepped in design rising to a height of 9 storeys. The townhouses are a mixture of 2/3 storey dwellings. All townhouses to the north of the block are 2 storeys whilst the row of townhouses to the south of the block are designed with alternating heights. This block is 107.02 metres long and 45.38 metres wide.
- 3.18 Block N sits to the southern part of the site. This block is the smallest in size measuring 75.31 metres long and 49.14 metres wide. This block consists of two mansion blocks connected by townhouses. The mansion block to the west is full width to the height of 6th storeys. Following this the block is stepped in design rising to a height of 7 storeys. The mansion block to the east is full width to a height of 7 storeys. Following this it is stepped in design to a height of 9 storeys. All townhouse within this block are 3 storeys in height.
- 3.19 It is noted that the tallest area has been concentrated to the east of the site as these buildings read more appropriately with the heights already agreed for other buildings which are to come forward on sites adjacent. In comparison the blocks to abut Gascoigne Road are much lower height. This is considered to read more sensitively with the street.
- 3.20 The proposed blocks at 7/9 storeys in height are considered tall buildings in accordance with the London Plan Policy D9 and draft local plan policy DMD2. Policy DMD2 directs tall buildings to certain locations within the borough. This area is located broadly around the Barking Town Centre area where the application site is located. As noted above policies seek to support the construction of tall buildings providing, they are high quality and designed sensitively to ensure they remain in keeping with the character and appearance of the area. The site forms part of the wider Gascoigne Estate redevelopment. To the north sits Gascoigne School, east Phase 3A of the Gascoigne Estate Redevelopment, to the south this site will come forward in the future as Phase 4 of the Gascoigne Estate Redevelopment and to the west is Gascoigne Road. Officers consider the proposal to fit within the emerging townscape and is in keeping with heights agreed for other building within earlier phases of the estate from 16 storeys at the north-eastern corner of the wider site (Phase 2B,C and D) and 7/8 storeys to the east of the wider site (Phase 3A). This is supported by the GLA and the Quality Review Panel (QRP). The panel noted that “the architecture and materiality [of the building] are well-considered and that they felt the variations in housing heights worked well particularly along the terrace rows”.
- 3.21 Additionally GLA officers note “the site is located within an area identified as suitable for tall buildings in Barking and Dagenham’s Local Plan and Draft Local Plan. The Local Plan site allocation BTCSSA6 does not define the height of a tall building but states that any tall buildings should be of the highest design quality and create safe and attractive spaces around their entrances. Draft Local Plan policy DMD2 states that tall buildings are considered those above 6+ storeys. The outline permission for the southern part of the masterplan, which this site is in, is for up to 6 storeys. The buildings range from 5 / 6 storeys to 9 storeys. The Council’s draft Local Plan identifies heights of tall buildings as those above 6+ storey, although limited weight can be attached to the draft Local Plan at this stage, subject to visual, functional and environment assessment required under Part C of the Policy D9, these heights are supported”. Taking into consideration comments received by the GLA and the quality review panel officers consider the building to have

been design sensitively with regard to the character and appearance of the area. As such, the heights of the proposed buildings are supported at this location.

- 3.22 Notwithstanding, both the GLA, QRP and officers raised concerns with regard to the materiality. It is noted that the success of the scheme will be down to the use of varying high-quality materials to create a sense of place. Whilst the material palette proposed is welcomed it is recommended that should the application be approved a condition is placed on the proposal requiring details of all materials to be used in the external surfaces to be submitted. This will ensure that the visual impact of the proposal is both high quality in materiality and appearance.
- 3.23 Further a condition securing communal television and satellite systems will be included to ensure the external appearance of the building is safeguarded.
- 3.24 Overall, officers consider the built form and massing of the proposal to provide a high-quality built environment both in design and construction which does not appear too repetitive or monotonous. Similarly, the use of lower storey townhouses to break up the bulk and massing of the mansion blocks is welcomed as it presents development of human scale which read well with the existing and proposed landscaping interventions for the development. To this end officers consider the mass, bulk and height of the proposal to be acceptable and in keeping with the development policies.

3.25 Layout

- 3.26 The development consists of 3 residential parameter blocks and a number of landscaping initiative. The ground floor of each block offers active frontages on all sides namely through the presence of shared access cores on the eastern and western sides of the mansion blocks and private access to the townhouses on the northern and southern sides. As noted previously this reads well with the three new streets proposed between the blocks and to the northern and southern ends of the site and the number of landscaping interventions proposed. Details of landscaping and public realm will be discussed further in section 3.27 of this report. Officers consider this to be in keeping with Standard 10 of the Housing SPG which seeks to ensure that new development contributes to activating frontages. Additionally, in line with Standard 14 of the Housing SPG all internal corridors are well lit by daylight and naturally ventilated. Further, the GLA were consulted who also noted their support for layout of the masterplan. Additionally, GLA officers note “the overarching east-west street pattern within Phases 3B and 4 responds to the historic street pattern of the area, and the proposal is a positive evolution of the previous masterplan and provides a robust framework for the future development parcels”. Overall, officers consider the layout of the proposal to be acceptable and respond to the historic street pattern of the area, as such, it is in keeping with the development policies.

3.27 Landscaping and Public Realm

- 3.28 The development proposes a number of landscaping and public realm interventions. These include the delivery of shared amenity spaces within the parameter blocks, a liner park along Gascoigne Road and a new park known as The Garden Square. Additionally the area between the Garden Square and block N will be brought forward as the entrance to the future park to be delivered in Phase 4. This entrance will host the new bus stop linked to the rerouting of the no.62 bus.
- 3.29 It is noted that all landscaped and public realm areas have been designed to be multi-functional providing opportunities for play, general amenity, and drainage. This provides opportunities for planting which is welcomed and considered to provide quality public benefits. The GLA were consulted who are in support of the delivery of proposed landscaping and public realm interventions. Notwithstanding, to ensure the delivery of all landscaped areas is of high quality it is recommended that a condition is placed on the proposal requiring details of boundary treatment, hard and soft landscaping to be submitted.

3.30 Further, the application is accompanied by a daylight and sunlight assessment. BRE guidelines recommend that at least 50% of open spaces should receive 2 hours of sunlight on the equinox (21st March). Availability of sunlight should be checked for open spaces this includes gardens, parks, playing fields, playgrounds etc. The assessment assesses the levels of sun on the ground within all open spaces within the development. 16 open spaces were assessed these include the proposed linear park, the garden square, entrance to the future park to be delivered in phase 4, shared amenity space within the blocks and private gardens for the townhouses. The model shows that on the 21st March 7 of the 16 spaces fail to provide at least 2 hours of sunlight. These spaces are located within the perimeter blocks and sit to the southwest and comprise of the shared amenity within Block L and M which sit to the rear of the western mansion blocks, the private garden of the townhouse which sits adjacent and the shared amenity within Block N. Notwithstanding, whilst it is accepted that these spaces fail to provide a minimum of 2 hours of sunlight on the 21st March it is noted the use of these spaces are limited to residents only. Likewise, all shared amenity and private gardens which sit to the east of the parameter blocks will provide adequate sunlight on the ground. Additionally, the model showing sunlight on the ground on 21st June shows the majority of all open spaces to provide a minimum of 2 hours of sunlight. Further it is noted that all publicly accessible open spaces will provide adequate sunlight on the ground on the 21st March and 21st June. Overall, whilst it is accepted that some of the open spaces proposed fail to provide the required sunlight on the ground these are limited to the shared amenity/ private gardens for residents only. Noting all publicly accessible spaces will have sufficient provision of sunlight on the ground on balance officers consider the proposal to be acceptable and in keeping with the development policies.

3.31 Overall, officers consider the quality and provision of landscaping and public realm throughout the development to be acceptable and in keeping with the development policies.

3.32 Heritage

3.33 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

3.34 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.

3.35 Chapter 16 of the NPPF recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 states applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. Paragraph 205 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. Policy HC1 of the London Plan echo the importance of archaeological contributions, as set out in the NPPF. NPPF paragraphs 194 and 205 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.

3.36 The Borough Wide Development Policies DPD Policy BP3 looks to secure the conservation or enhancement of archaeological remains and their settings. This is further supported by policy CP2 of the Core Strategy DPD and policy DMD4 of the draft local plan reg 19.

3.37 The application is accompanied by an archaeological desk-based assessment which identifies a potential for archaeological remains of prehistoric, early medieval and medieval remains on the site. Historic England (Greater London Archaeological Advisory Service) was consulted who highlighted that archaeological interventions carried out for other phases of the estate

redevelopment have identified archaeological remains of the period although the remains were often truncated by the construction of the Gascoigne Estate. To this end Historic England advise that the proposal could cause harm to archaeological remains and field evaluations is needed to determine appropriate mitigation. As such a condition is recommended requiring a written scheme of investigation to be provided prior to demolition or development. Therefore, should this application be approved it is recommended that this matter is conditioned to ensure the archaeological interest of the site is safeguarded.

3.38 Wind Microclimate

- 3.39 The application is accompanied by a wind microclimate assessment. This assessment confirms that all the street level areas of the site and surrounding adjacent areas are safe for all pedestrians. Additionally, all courtyards are suitable for their intended use. Notwithstanding, the assessment found that small areas of the roof on Block L and M exceed safety criteria and require mitigation measures, unless the roof is uninhabitable. The rest of the terraces satisfy the safety criteria.
- 3.40 The applicant confirmed that the roof will be uninhabitable and are accessible for maintenance purposes. To this end officers are confident that mitigation measures are not required.
- 3.41 Taking into consideration the points raised above officers consider the proposal to present acceptable wind environments on the street level and immediate surrounding area suitable for all pedestrians.

3.42 Summary

- 3.43 Taking into consideration the points raised above and subject to the imposition of conditions officers consider the proposal to provide highway design and materials. To this end the proposal is considered acceptable and in keeping with the development policies.

4.0 Impacts to neighbouring amenity:

- 4.1 The NPPF, The London Plan Policies GG1, GG3 and D14, all have relevance to the importance of quality development which addressing neighbouring amenity and avoiding unacceptable impacts.
- 4.2 Policy DMD1 of the Draft Local Plan Reg 19 seeks to ensure all development proposals consider the impact on neighbouring amenity with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight/sunlight). Policy DMSI3 further expands on this noting development proposals which generate an unacceptable level of nuisance including noise, waste, comings and goings and general disturbances will be resisted. This is supported by policy BP8 of the Borough Wide DPD.
- 4.3 The application is accompanied by a daylight, sunlight, and overshadowing assessment. This document assesses the impact of the proposal on existing properties. Daylight availability on neighbouring properties as a result of the proposal is calculated using vertical sky component (VSC), no sky line (NSL) and Annual Probable Sunlight Hours (APSH). VSC quantifies the amount of available daylight received at a particular window. In order to maintain good levels of daylight BRE guidelines recommend that the VSC of a window should be no less than 0.8 of its former value or 27%. APSH measures the amount of sunlight received by main living areas. BRE Guidelines set that at least one main window should face 90-degree due south. The centre of at least one window to a main living room should receive 25% of annuals probable sunlight hours, including at least 5% of annual probable sunlight house in the winter months. NSL assessed where sky can and cannot be seen from inside a room at the working plane. If the NSL experiences more than a 20% change from its existing situation it is considered the change in daylight would be noticeable to the occupant.

4.4 The daylight/ sunlight assessment assess the VSC, NSL and APSH of all neighbouring properties namely 94 to 99 Gascoigne Road, 16-21 Boundary Road, 1 to 9 Boundary Road, 1 to 72 Dovehouse Mead, Plot I (Phase 3A Gascoigne East). The assessment confirms the following:

94 to 99 Gascoigne Road- This property is a three storey block of flats located north-west of Phase 3B. Gascoigne Road separates the application site from this property. A total of 23 windows were assessed for VSC, NSL and APSH. All 23 windows (100%) meet the BRE Guidelines as such the proposal is considered to have an acceptable impact on daylight and sunlight to this property in keeping with the development policies.

16 to 21 Boundary Road- This property is located to the west of the proposed development. A total of 23 windows were assessed for VSC, NSL and APSH. All 23 windows (100%) meet the BRE Guidelines as such the proposal is considered to have an acceptable impact on daylight and sunlight to this property in keeping with the development policies.

1 to 9 Boundary Road- This property is a 3 storey block of flats located to the west of phase 3B. A total of 28 windows were assessed for VSC, NSL and APSH. All 28 windows (100%) meet the BRE Guidelines as such the proposal is considered to have an acceptable impact on daylight and sunlight to this property in keeping with the development policies.

1 to 72 Dovehouse Mead- This property sits to the south of the proposed development and comprises of a 12-storey building which is solely residential. A total of 144 windows were assessed for VSC. 134 (93%) remained compliant with BRE Guidelines. In terms of daylight distribution 96 rooms were assessed for NSL with which 92 (92%) achieve BRE recommendations. In terms of APSH none of the windows facing 90-degree due south will be affected as such this assessment is not required.

As detailed above whilst it is evident that the proposal will have some impact on the available daylight and sunlight to neighbouring properties it is noted that the majority of rooms will maintain adequate levels of daylight and sunlight in line with BRE Guidelines. Notwithstanding, officers note the proposal will result in the construction of 334 new residential units, to meet the needs of residents on the Council's housing list. Officers accept that there will be some impact on the daylight/ sunlight received by residents of this property. However, it is noted that the majority of windows will meet BRE Guidelines. Further, it is noted that the block is planned to be demolished and reconstructed as part of the Phase 4 Gascoigne redevelopment. Whilst there are no plans at present for its demolition noting there is opportunity for redevelopment in the future and as the proposal will only have a minor impact on existing windows. On balance officers consider the benefits arising from the scheme to outweigh any significant harm caused to neighbouring residents. To this end officers consider the proposal to have an acceptable impact on daylight and sunlight.

Plot I Phase 3A Gascoigne East- This building will form part of the Phase 3A Gascoigne Estate development. This building offers residents with well daylight accommodation and well sunlit living area. A 3D model based on the drawings submitted have been provided. 28 windows were assessed for VSC. All 28 windows meet the requirements of BRE Guidelines. Nevertheless, the assessment found that 2 windows on the ground floor will experience minor reduction in sunlight during the winter season. However, this will still exceed BRE Guidelines. Officers therefore consider the proposal to have an acceptable impact on the daylight and sunlight received by Plot I.

Further the assessment confirms that 63 to 61 Dovehouse Mead, 53 to 61 Dovehouse Mead and 86 to 94 Dovehouse Mead meet the numerical values described in BRE Guidelines but are not

discussed further. Officers have reviewed the location of these properties and note they are a significant distance away. Therefore these are not discussed further.

4.5 Additionally, an assessment of the impact of the proposal on sunlight to existing amenity space has been carried out. In particular two playgrounds to the north of the site have been assessed. These show acceptable levels of sunlight on the ground on 21st March and 21st June. To this end officers consider the proposal to have an acceptable impact on the quality and sunlight impact of existing amenity spaces.

4.6 Overall, the proposal is considered to have an acceptable impact on daylight and sunlight to existing properties and amenity space. Officers therefore consider the proposal to be acceptable and in keeping with the development policies.

4.7 Outlook, overbearingness and privacy

4.8 The application site will sit to the south of Gascoigne Primary School and west of Greatfields School. Officers note the proposal has been designed so that the windows on the mansion blocks face east or west. With the windows of the town houses facing north south. The proposal will provide views of adjacent sites. Nevertheless, noting the orientation of the proposed blocks and its sitting officers are satisfied that the proposal will not result in unacceptable levels of overlooking or loss of privacy. It is noted that Plot I (Phase 3A Gascoigne East) sits to the north east of the site. This block is orientated perpendicularly to the Block L. Therefore, whilst the side elevation of Plot I sits 14 metres away this is only the stair core and access to the main residential flats. Officers are therefore confident the proposal will not result in unacceptable loss of privacy or overlooking.

4.9 Neighbour Comments

4.10 No neighbour comments were received for this application.

4.11 Noise

4.12 Policy D14 of the London Plan requires developments to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposal by avoiding significant adverse noise impacts on health and quality of life; reflect the Agent of Change principle set out in policy D13 of the London Plan; mitigate and minimise the existing and potential noise on, from, within the site; and improving and enhancing the acoustic environments and promoting appropriate soundscapes.

4.13 Policy D13 of the London Plan outlines the agent of change principles. These principles place the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain Viable and can continue to grow without unreasonable restrictions being placed on them.

4.14 Policy BR13 of the Borough Wide DPD requires any new development likely to generate harmful levels of noise to be directed away from existing noise sensitive locations, or areas allocated for noise sensitive developments. Where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level.

4.15 Policy DMSI3 of the draft local plan states that all major development must submit a noise and vibration assessment to reduce any adverse impact to an acceptable level using the most appropriate layouts, orientation, design and use of the building.

4.16 The application site is located within a largely residential area adjacent to a locally significant industrial site. The environmental protection officer was consulted who recommended a condition requiring a scheme of acoustic protection to be submitted. Officers consider the imposition of this condition to reduce the impact of existing noise on future residents of the development. Therefore,

subject to this condition officers consider the proposal to be acceptable and in keeping with the development policies.

4.17 Contaminated Land

4.18 The NPPF sets out at paragraph 174 that policies and decisions should contribute to and enhance the natural and local environment by remediation and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Policy SI10 of the London Plan seeks to ensure steps are taken to reduce the environmental impact of aggregate sites and facilities by ensuring that potential impacts, in particular to the natural and historic environment and to human health, are assessed and effectively controlled. Policy BR5 of the Borough Wide DPD further supports this states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where appropriate site investigation and risk assessment has been carried out and if contamination is found suitable remediation measures have been carried out. This is supported by policy DMSI5 of the draft local plan reg 19.

4.19 The environmental health officer was consulted, they recommended that details of contaminated land are submitted prior to commencement of the development to minimise to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised. Likewise, they advised that details of Construction Environmental Management and Site Waste Management are submitted prior to commencement in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents. It therefore recommended that both these requirements are conditioned.

4.20 Lighting

4.21 LBBD street lighting manager was consulted who raised concerns with regard to the lighting proposed for the development. Therefore, in consultation with the environmental protection officer it is recommended that a lighting condition is paced on this application requiring these details to be submitted prior to above ground works.

4.22 Summary

4.23 Taking into consideration the points raised above and subject to the imposition of condition officers consider the proposal to have an acceptable impact on neighbouring amenity, as such, the proposal is considered acceptable and in keeping with the development policies.

5.0 Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	24 (12 visitor and 12 blue badge) 2 car club	<i>PTAL Rating</i>	PTAL 2
<i>Proposed number of cycle parking spaces:</i>	626 long stay and 10 short stay	<i>Closest Rail Station / Distance (m)</i>	Barking Station (1.2km)

5.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 5.2 This is echoed by the London Plan (2021) through policies T6, T6.1 and T5 of and further supported by policies DMT 2 and DMT3 of the Draft Local Plan Reg 19 and policies BR9, BR10 and BR11 of the Borough Wide DPD.
- 5.3 The application site has a PTAL of 2 which represents low to moderate access to public transport. Notwithstanding, the site is located 13-minute walk from Barking Station and moments away from bus services along Gascoigne Road.
- 5.4 **Car Parking and Electric Vehicle Charging Points**
- 5.5 Policy T6B states “car free development should be the starting point for all development proposals in places that are (or planned to be) well connected by public transport, where developments elsewhere designed to provide the minimum necessary parking (‘car lite’). Car-free development has no general parking but should still provide disabled parking in line with part E”. Policy T6E requires appropriate disabled parking for blue badge holders to be provided. Policy T6.1 of the London Plan further expands upon this noting that disabled parking should be provided for new residential developments. As a minimum developments should ensure that for 3% of dwellings, at least one designated disabled parking bay per dwelling is available from outset. As part of the Parking Design and Management Plan, an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in the future.
- 5.6 The application site is located within PTAL 2 which represents low/moderate access to public transport. The development will be car-lite providing 24 car parking spaces comprising of 12 disabled bays (3.5%) and 12 visitor parking spaces. In addition, 2 car club bays will be provided. Officers welcome a car-lite development at this location. A travel plan has been submitted to accompany this application, nevertheless, to ensure a mechanism is in place to review this plan and ensure sustainable modes of transport are promoted to future occupiers and tenants it is recommended that the submission of a travel plan is secured by legal agreement.
- 5.7 Further, as noted by the application “the visitor bays have been designed so that they can be converted to Blue Badge if demand required in the future, which would equate to Blue Badge parking for a total of 7% of dwellings”. Officers welcome this provision of blue badge and visitor parking on site. However, it is acknowledged that the proposal does not meet policy T6.1 of the London Plans requirements for disabled parking. Whilst the scheme will provide 3.5% of dwellings with disabled parking from onset which is supported the development only has the potential to provide an additional of 3.5% of dwellings with a disabled parking space in the future as supposed to the 7% of dwellings which policy requires. Whilst officers accept the scheme falls short of policy requirements it is noted that in the future should additional demand arise for disabled parking landscaping could be converted. It is noted TFL officers were consulted with regard to the proposal. They welcomed the proposal for a car-free development at this location and were accepting of the proposed visitor parking. Additionally they note that landscaping can be converted in future to disabled parking places if demand arises. To this end, noting the scheme will provide a 3.5% of dwellings with disabled parking from onset and has the potential to convert the visitor parking spaces and landscaping into disabled parking should demand arise. On balance officers consider the developments disabled parking provision to be acceptable. A condition will be placed on this application securing the provision of disabled parking spaces.
- 5.8 LBBB transport officers were consulted who acknowledge the points raised above by officers. In addition, they note that street bays must be Traffic Signs Regulations and General Direction (TSRGD) and Traffic Signs Manual compliant both in terms of the markings and the accompanying signage for each type of bay. Likewise, the London Plan requires all blue badge bays to be designed in accordance with the design guidance in BS8300vol.1 and located to minimise distance from disabled bays and dwellings. The route should be preferably level or where not possible gently sloping (1:60-1:20). LBBB Officers reviewed the proposed bay design and note these are provided on street in the form of parallel bays which are broken up at regular intervals. Nevertheless, the

architecture drawings show these are unlikely to meet the above so some thought should be given during the detailed street design. Officers accept the LBBB transport officers' comments and note that the proposed parking bays need to be compliant both in terms of markings and accompanying signage to be acceptable. Therefore, to ensure that all parking bays are suitably designed a condition will be placed on the application to ensure the roads are constructed to an adoptable standard.

- 5.9 Additionally, policy T6.1C of the London Plan requires 20% of all residential parking spaces to provide active charging facilities with the remaining 80% of spaces having a passive provision. TFL officers were consulted who noted that given the scheme will provide such a small amount of on-site car parking it would be expected that all spaces are active charging facilities. Notwithstanding, as detailed in the transport assessment and transport assessment addendum "20% of spaces will feature active electric vehicle charging provisions, with the remaining 80% designed to facilitate future conversions". Officers note 20% of parking spaces equates to 5 active charging spaces. Officers acknowledge TfL's comments. However, noting the EVCP provision is in line with policy T6.1C of the London Plan officers consider this provision of active and passive spaces to be acceptable and policy compliant. Nevertheless, a condition will be placed on the proposal requiring details of the location of the active EVCP points to be submitted and implemented prior to first occupation.

5.10 Car Parking Management Plan

- 5.11 The application is accompanied by a car parking management plan (CPMP) strategy which has been updated following meetings with TfL and LBBB transport consultants in March 2022. The applicant confirms that this document is consistent with parking across the whole Gascoigne neighbourhood and provides details of how blue badge, visitor parking and EVCP's will be managed.
- 5.12 In terms of visitor parking the CPMP states "the 12 visitor spaces will be controlled by pay by phone (Mon-Fri 08:30-5:30pm)". Notwithstanding, in addition to this the CPMP refers to the use of CPZ across the neighbourhood. LBBB Transport officers note the use of CPZ are not suitable within this phase given it is 'Car Free'. Any introduction of CPZ would imply that parking is allowed in certain areas with a valid permit. This will not be the case as the scheme is car free and future occupiers will not qualify for a council parking permit. To this end officers do not consider the submitted CPMP to be correct in terms of wording and proposed management.
- 5.13 Further, LBBB transport officers raise concerns regarding the pay-by phone system proposed for the visitor parking. They acknowledge that this was discussed at pre-application stage, however, they raise concerns with how this will work in practice with the scheme as it comes forward. This is particularly important noting the applicant now intends that the visitor parking will double up as loading bays. Officers agree with the concerns raised noting restriction need to be put in place to ensure the development remains car free but are also sufficient to accommodate the forecast servicing demand associated with the proposal. To this end it is advised that further discussions are had regarding this.
- 5.14 In terms of electric vehicle parking as noted above this provision is supported. The management of these spaces are detailed within the CPMP. LBBB transport officers do not consider the clauses related to electric vehicle parking in the CPMP to be relevant to this phase. Officers agree with the transport officer and note further consideration should be made to how these spaces are managed. Additionally, LBBB transport officer note that the CPMP should be a living document as it is anticipated that measures and the approach will evolve and will need to be monitored to ensure that they are conducted and deployed in accordance with the agreed approach.

5.15 To this end, taking into consideration the points raised above officers recommend that should this application be approved a condition is placed on site requiring an updated CPMP to outline and overcome the concerns raised above is submitted.

5.16 **Car Club**

5.17 The scheme will provide 2 car club spaces which officers welcome at this location. Noting this provision will provide residents with ad-hoc access to a vehicle. It is recommended that this provision is secured by legal agreement requiring the bays to be implemented prior to first occupation and provision for a free 3-year membership to all residents.

5.18 **Cycle Parking**

5.19 Policy T5 of the London plan and policy DTM3 of the draft local plan seeks to ensure proposals help remove barriers to cycling and create a healthy environment in which people choose to cycle. Table 10.2 in policy T5 states that 1 bedroom, 2 person dwellings should provide 1.5 long stay cycle storage spaces per dwelling and 2 + bedroom dwellings are required to provide 2 long stay cycle storage spaces for each dwelling. In addition, development which seek to provide between 5 and 40 dwellings should provide a minimum of 2 short stay cycle storage space, thereafter 1 short stay space per 40 dwellings. In accordance with policies the proposal should provide 626 long stay cycle parking spaces and 10 short stay spaces. As outlined in the transport statement the development will provide the required cycle parking provision.

5.20 Policy T5B of the London Plan outlines that “cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people”. As noted in the design and access statement the development will provide 75% two tier stackers, 20% Sheffield stands (with the other 5% in each as accessible Sheffield stands for mobility impaired users or cargo cycles). These are arranged within communal residential bike stores in Block L, M and N and mews house cycle storage in Block L. The applicant note “stacker stands are never placed above the 5% Sheffield stands for mobility impaired users or cargo cycles. Likewise, wherever possible, Sheffield stands will be provided with clear headroom. Officers welcome the provision of 20% Sheffield Stands as well as the arrangement of stacker stands and accessible Sheffield stands. TFL officers were consulted who supported the provision of 20% Sheffield standards. Additionally they welcome the considerable detail submitted linked with the proposed cycle parking. In particular they welcome the fact that the minimum requirement of 2.5 metres in front of the lowered top tier of two-tier stands has been met in all circumstances.

5.21 All long stay cycle parking spaces are located in cycle stores located within each block. There are two types of store which are detailed as follows:

Mews house cycle stores- consist of private cycle storage for the townhouses which sit to the northern parameter of Block L. Each townhouse located on the northern parameter of Block L will have their own cycle storage provision allowing space for up to 2 bikes. All other townhouses (southern perimeter of Block L and all townhouses within block M and N) will share the communal bike stores located within the within each block.

Residential Cycle Store- Each block has 5 communal residential cycle stores in total across the 3 blocks there are 15 bike stores. All stores are from the public realm. Notwithstanding, the main cycle stores will have two access one from the public realm and the secondary access through the residential lobby and courtyard. Windows will be installed between the courtyard and these stores. The smaller stores located adjacent to the main entrance lobbies will only have access from the public realm, however, secured glazing has been incorporated allowing views from the lobby into the cycle stores.

- 5.22 The applicant states “in the main stores the residents can access their bicycles from the main lobby without going onto the street, but also have the option of direct street access for quickly beginning their journeys. There are also windows from the courtyard to these spaces to keep them bright and inviting. The remaining smaller cycle stores are adjacent to main entrance lobbies. These have been amended to incorporate fireproof secured glazing from these main lobbies. This will both increase passive surveillance and make these stores brighter and more welcoming. Access directly off lobbies was not possible for reasons of fire and secured by design”.
- 5.23 TFL officers were consulted with regard to the proposed cycle storage. They raised concerns with access being directly from publicly accessible spaces and as such there were concerns over personal security of users. Whilst officers accept TfL’s concerns here, they note that the applicant has provided amendments to their original cycle store design to incorporate two access points windows from the courtyard to the main stores. For the smaller stores secure glazing is proposed to enable direct views of the cycle store from the lobby. Officers consider these interventions to overcome concerns in terms of personal safety as the addition of glazing and windows provides further surveillance from the courtyard and lobbies. Similarly, a secondary entrance through the courtyard provides users with the option of a quieter route into the store.
- 5.24 Page 107 of the design and access statement outlines details of the applicants meeting with the secure by design officer. With respect to cycle parking the secure by design officer were satisfied with the proposed location, access, and layout of the cycle stores. Their only comments being requirements for door sets. As part of this application the secure by design officer was reconsulted who confirmed they had met with the applicant and are confident they have a good understanding of what is expected to achieve secure by Design certification. Notwithstanding, they fully expect further conversations with regard to this. Therefore, should this application be approved it is recommended that a secure by design condition is attached to ensure the ongoing safety and security of the development.
- 5.25 In terms of visitor parking 10 short stay cycle parking spaces are proposed. These are located within the public realm and in close proximity to the new garden square. No details of the short stay cycle parking design have been provided. Therefore it is recommended that a condition is attached to the application requiring these details to be submitted. Additionally, a condition requiring all cycle parking to be implemented prior to first occupation will be attached.
- 5.26 Subject to the imposition of conditions officers consider the cycle parking provision to be acceptable and in keeping with the development policies.

5.27 Estate Roads

- 5.28 Policy T2 of the London Plan outlines the need for development proposals to deliver patterns of land use that facilitate resident making shorter, regular trips by walking or cycling. In particular development should demonstrate how they deliver improvements that support the 10 Healthy Street Indicators in line with TfL guidance, reduce the dominance of vehicles on London’s streets whether stationary or moving and be permeable by foot and cycle and connect to local walking and cycling network as well as public transport. The Healthy Streets for London document provide further support to the need to prioritise walking, cycling and public transport to create a healthy city. This is supported by policies DMT1 and SP8 of the draft Local Plan (reg 19)
- 5.29 As noted above policies support development which contribute to creating healthy neighbourhoods through the prioritisation of walking, cycling and public transport. As noted in the DAS “the proposals aim to promote North-South and East-West movements. The first will be developed through a green spine connecting Barking central to Greatfields School area and similarly with a linear park along Gascoigne Road. East-West circulation will be achieved via a legible streetscape with pedestrian movement as a priority”. Additionally, new cycle pathways have been proposed throughout the development. Officer therefore believes that the highway network has been

designed to priorities the use of more sustainable modes of transport such as cycling and walking and moves away from reliance on vehicles. Officers welcome this hierarchy.

- 5.30 In terms of highway layout, the development predominantly relies on a one-way road network to support the car-free nature of the scheme and promotes cycling and walking throughout the development. Notwithstanding, a number of two-way routes have also been proposed to maximise permeability of the site. These include the introduction of a two way North-South Green Spine which connects the application site to the site adjacent known as Phase 3A and the wider Gascoigne Estate. The north-south road will align with the carriageway to the north which is to be developed as part of phase 3A. This road will be two way and 6.5 metres in width which enable the route to accommodate various vehicles predicted to use it. Likewise, the proposed bus reroute will rely on this street to access the development which the proposed width supports.
- 5.31 Additionally, two future-proof the neighbourhood a two-way carriageway is proposed between Block M and N which links Gascoigne Road to the North-South green spine. For the purpose of this application the applicant has named this road 'The Urban Street'. This road will host the bus route and will have a width of 6.0 metres to accommodate two-way traffic. This will enable the safeguarding of future routes and provide an opportunity for a two-way bus service should this need arise in the future. Officers welcome the proposed two-way route at this location as it ensures that bus services can still run even in the event of highways works. LBBD transport consultants agreed with the points raised above and support the introduction of a two way east-west link within the neighbourhood. Further details of the bus rerouting can be found in the section below.
- 5.32 The remaining east-west roads routes which run between Blocks L and M and along the northern perimeter of the site will be one-way. For the purpose of this application the applicant has named this road 'The Green Street'. Noting the development will be car-free there will be very few vehicles using the site as such officers welcome the provision of a one-way road system given this will encourage and support the use of more sustainable modes of transport. The Green Street will be predominantly one-way running in a west-east direction. The part closest to Gascoigne Road, however, will be two-way this will link to the north-south carriage way which connects to the road which runs along the northern perimeter of the site and provide vehicular access to the northern part of the site which will enable the servicing of the neighbourhood. For the purpose of this application this street has been named 'North Street'.
- 5.33 The road at the northern perimeter of the site 'North Street' is 5.7 metres in width and will bolster a 3.7 metre one-way vehicle route and 2.0 metre two-way cycling route. This street is primarily a pedestrian and cyclist route, and vehicular access is only permitted for emergency access and URS collection in an eastbound direction only. The applicant notes "the two-way cycle route will be delineated by a change in surface materials, and will be 2m wide, in line with LCDS recommendations for low forecast two-way flows. However, in reality, the entire space will be available for active travel, owing to the negligible vehicle numbers forecast. The road width of 3.7m has been designed as per the requirements to accommodate fire tender access". It is noted this cycle way will join onto the cycle path which runs along the North-South Green Spine. Officers welcome the introduction of this pedestrian/cycle focused street and consider this to contribute to delivering a healthy neighbourhood in line with policies.
- 5.34 Officers note an updated internal street network diagram has been produced to show the proposed carriageway widths. LBBD transport officers were consulted who noted that the amended drawing dismisses any concerns regarding swept path analysis. Additionally, it provides officers with confident that there is sufficient space to accommodate bus infrastructure along with other transport requirements. The implementation of bus infrastructure will be secured by legal agreement in connection with s.278 agreement. Additionally, as recommended by LBBD transport officers it is recommended that an obligation is included requiring the new bus route to be physically tested prior to first adoption of the route. This too will be secured by legal agreement.

5.35 In addition, to north street it is noted that a number of shared surface roads are proposed. Therefore, to ensure the safety of pedestrian and cyclist a condition will be attached to the application requiring details of all shared surface roads are submitted.

5.36 Overall, subject to the imposition of conditions and obligations officers consider the proposed highway network to be acceptable and delivered in accordance with policies.

5.37 Bus Re-routing

5.38 The applicant states “Within the outline planning application, it was proposed to re-route the 62-bus service through the southern part of the site in order to increase the PTAL of the area. London Buses agrees in principle with the re-routing”. TFL officers confirmed this noting “the relocation of bus services has always been a fundamental aspect of the masterplan”. The reroute of the bus will allow the service to run north and south along Gascoigne Road as it will turn into the estate. As a result, improving the PTAL of the southern end of the Estate. The principle of the bus-reroute is supported.

5.39 Officers note that in connection with re-routing of the bus the existing bus termination stop on Gascoigne Road will be closed and this stop will be relocated into the site and onto the road which runs between Blocks M and N ‘The Urban Street’. The existing Boundary Road stop which sits within the application site will be retained along Gascoigne Road.

5.40 The proposed bus stand will be 36 metres in length and has been designed in accordance with TfL’s ‘Accessible Bus Stop Design Guidance’. From the swept path analysis it is clear that the proposed highways are suitable and can accommodate the turning circles the buses require to turn into the bus stand off the north-south road. Additionally, the swept path analysis shows that 2 buses can operate independently to one another in the stand. The applicant states “though it is envisaged that only 2 buses would typically stack here, the bus stand has sufficient length to accommodate up to 3 buses stacking one after another”. TFL officers stated “bus stands should be designed in accordance with the Accessible Bus Stop Design Guidance and the Bus Station Design Guidance (currently under revision). Each stand space should be a minimum of 12 metres long and 3 metres wide and should operate independently, ie the space should be sufficient to enable buses to move in and out of a stand space while the other stand space is occupied and without relying on drivers continuously remaining on board to move the bus forward. If this cannot be achieved this could lead to buses queuing for stand space and blocking the highway. Bus stands should be accessed by forward bus movement and avoid the need for reversing”. Noting the proposed bus stand will allow buses to operate independently of each other officers consider the proposed bus stand to be acceptable. Further, the application is accompanied by an indicative plan showing the location of the bus stop and flag which officers consider acceptable in principle. Nevertheless, to ensure the bus stand, stop and flag are delivered it is recommended that an obligation is placed on the application requiring the applicant to contact TfL to arrange for an approved contractor to carry out the works. TfL officers were consulted who confirmed they were happy for this to be secured as part of the s.278 highways agreement obligation.

5.41 Further, whilst officers consider the evidence submitted to demonstrate that the no.62 London Bus can safely manoeuvre. Officers note that due to the phased nature of the Estates redevelopment. There are opportunities for this route to be enhanced in the future. Nevertheless, to safeguard the route proposed in this development and ensure the safe passage of the bus, it is important that this route is tested prior to any bus servicing taking place within the redline boundary. To ensure this is achievable in practice an obligation will be placed on the development requiring the bus route to be physically tested prior to adoption by TfL.

5.42 Bus Driver Facilities

5.43 TfL officers note “drivers will require toilet facilities close to the stand. These must be as close as possible but, in any case, within 150m of the furthest stand, and must be for the sole use of bus

drivers and available 24 hours per day/7days per week. Our preference is that these are included within an adjacent building, with construction costs covered by the developer but future maintenance undertaken by TfL". The proposal seeks to provide 2 x bus driver toilet facilities within the package store located in Block M. The location of the proposed toilet facilities does not connect to the communal circulation of the building and is already accessible by non-residential delivery drivers. Officers noted the parcel store will be accessible 24 hours a day, 7 days a week. Further details of this will be discussed below. To this end officers are satisfied that the proposed bus driver toilet facilities are acceptable and in keeping with the development policies.

5.44 Highway Works and Road Adoption

5.45 Highway works are proposed to enable access and egress into and out of the neighbourhood. The applicant has submitted an 'in principle' plan detailing the proposed highway works required. It is recommended that should this application be approved that a legal obligation is attached requiring the applicant to enter into a s.278 highways agreement.

5.46 Additionally, a condition will be placed on the proposal requiring all roads to be constructed to an adoptable standard. Further, to ensure the construction of the development does not have an unacceptable impact on the operation of the public highway the submission of a construction logistics plan will be conditioned

5.47 Servicing and Delivery

5.48 The application is accompanied by delivery and servicing plan. This plan outlines the arrangements proposed for the development. The development has been designed so that loading and unloading happens on the street. Specialist Refuse Collection Vehicle (RCV) will collect the URS bins and the food waste bins will be collected by a standard RCV.

5.49 As stated in the planning statement "to consolidate delivery trips, a parcel locker store is located at the eastern end of Block M. With this facility in place, a total of 115 servicing trips are expected per day. The impact of this has been assessed as 'negligible' and the proposed development has appropriately designed for high-quality servicing facilities". Notwithstanding, GLA officers were consulted who raised concerns that the "servicing activity is assumed to be concentrated at a central un-staffed point offering parcel lockers (only), with no allowance made for necessary deliveries to the door. With the proposed road layout, a goods vehicle stopping close to any of the residential cores could block the movement of other traffic including buses". Officers acknowledge these concerns and note that for the development to be successful it is paramount that delivered to the parcel locker and the front entrances of the residential blocks are considered to safeguard the development and ensure that deliveries and servicing does not block traffic movement throughout the development.

5.50 In response to the above the applicant provided additional details regarding the servicing and delivery plan for the development. In particular they note "the internal roads have been designed to accommodate service vehicles up to 10m, refuse vehicles and fire tender vehicles. It is not envisaged that any larger vehicles would require internal access. Bulky goods deliveries, as well as takeaways and grocery deliveries will be taken to the front door where residents will meet and collect the items. Smaller non-perishable goods, such as Amazon deliveries, will be delivered to the collection points at the parcel locker store provided at the eastern end of Block M. The resident will be notified that their item has arrived and is available for collection. Residents will be notified of this strategy and when purchasing items online will advise couriers to deliver items to the parcel locker store... there is a dedicated loading bay for drivers to stop and deliver. In addition to this the visitor parking spaces will double up as loading bays. This will enable vans delivering groceries or bulky waste to stop and take these items to the front door. The applicant states "This can be ensured through careful management and appropriate restrictions, such as a 30-minute max-stay for loading, and parking for a longer duration requiring a visitor permit. We are happy to engage

with both TfL and LBBB on imposing suitable restrictions, but it should be noted that as part of the pre-application process it was agreed that visitor parking be provided in the form of 'pay-by-phone, Monday-Friday, 08:30-17:30"

- 5.51 Officers note the submitted delivery and servicing plan provides a forecast of the residential servicing demand derived on a first principles approach. This forecasts 3 deliveries per household per week and 20% of deliveries being linked trips delivering to more than one household in the development. Additionally, noting the development one-way system the daily trip profile and vehicle type breakdown forecasts a maximum of 12 servicing vehicles an hour including 1 motorcycle 1HGV. From the calculations it is proposed that there is a 90% chance 11 trips excluding the 1 motorcycle trip can be accommodated with 4 bays. Therefore, noting the forecast projection of trips and given the development proposes loading bays and 12 visitor parking spaces which can double up as loading bays. Officers consider this provision to be sufficient to accommodate the servicing of the development without impacting traffic through the site.
- 5.52 Notwithstanding, as discussed in paragraph 5.10-5.15 there are concerns with regard to the restrictions but in place on the visitor parking spaces. LBBB Officers state "In the updated DSP it states in para 3.1.9 page 19, "alongside the dedicated loading area, it is also the applicant's intention that the visitor parking doubles up for loading purposes". This cannot be managed through a visitor permit or achieved with the proposed "Pay and Display" visitor parking bays. Visitor permits are not viable for LBBB to issue and manage. Although, it was suggested at the pre-application stage that 'pay-by-phone, Monday-Friday, 08:30-17:30 would seem appropriate it's not clear how this will work in practice with the scheme which has come forward. I would recommend further conversations are needed around the type of restrictions which would be sufficient to accommodate the forecast servicing demand associated with the proposals". At present officers and LBBB transport officers are not convinced that the proposed restrictions would be sufficient to accommodate the forecast servicing demand. Therefore, as discussed previously it is recommended further conversations are had regarding this. To this end the requirement for a revised CPMP will be secured by condition. This will ensure that appropriate restrictions are put in place to ensure that the servicing of the proposal is achievable.
- 5.53 *Refuse Collection*
- 5.54 Residents will be responsible for taking their waste to the URS points. This will be collected on a weekly basis. Pull in's have been proposed within the estate roads to allow URS bins to stop and empty the bins without disrupting traffic movement or the no.62 bus. The swept path which accompanies this application sufficiently demonstrates that the servicing of the neighbourhood can take place without disruptions to the general operation of the development. LBBB waste were consulted who confirmed that the proposed layout is sufficient for refuse vehicles to access. Officers consider the proposed waste collection strategy to be acceptable and in keeping with the development policies.
- 5.55 LBBB transport officers were consulted who stated "refuse collection will take place on-street, utilising the internal road layout, as is consistent throughout the redeveloped Gascoigne Estate masterplan via underground refuse stores at various locations. This will involve a different type of waste collection vehicle in the form of a HIAB truck. This will pull up adjacent to the bin stores in the dedicated bay and place stabilisers on the near side of the vehicle, will then extend a crane mounted on the vehicle to pick up the bin and empty it into the lorry. The example shown in the DSP **Figure 3-4** page 12 has the stabiliser on the road. The swept path analysis shows the vehicle working from a loading bay so not to restrict traffic movements on the surrounding highway. The stabiliser is positioned on the footway so the footway construction would need to be designed accordingly to accommodate the loading and to give adequate protection to any underground utilities". This requirement will be secured by condition.
- 5.56 **Summary**

- 5.57 Taking into consideration the points raised above and subject to the inclusion of condition and obligations, officers are satisfied that the proposed development will provide an acceptable internal highway road network, supports the use of more sustainable modes of transport and has an acceptable impact on the highway and highway safety. To this end the proposal is considered acceptable and in keeping with the development policies.

6.0 Employment:

- 6.1 London Plan Policy E11 promotes inclusive access to training, skills and employment opportunities for all Londoners. Policy SD1 Opportunity Areas of the London Plan states boroughs should support development which inter alia creates employment opportunities, support wider regeneration and ensure that development proposals integrate into the surrounding areas.
- 6.2 Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions. Core Strategy Policy CM1 states that development should meet the needs of new and existing communities and that a sustainable balance should be sought between housing, jobs and social infrastructure. Strategic Policy SP5 of the Draft Local Plan (Regulation 19) sets out that the Council will support businesses who seek to evolve, diversify and contribute to a more thriving and more inclusive local economy, including through the provision of employment and training opportunities for local people. Emerging policy DMM1 notes that the Council may request planning obligations to achieve construction-phase and occupation-stage employment and procurement targets.
- 6.2 There proposal is a residential development, as such employment and skills requirements will be limited to the construction phase only. It is recommended that a Section 106 obligation be sought to secure an Employments, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development would be drawn from within the Borough, to maximise opportunities for local residents and businesses and to secure end-use jobs. Subject to the S106, it is considered that the development would comply with the aforementioned policies and Council objectives.

7.0 Accessibility and Inclusion

- 7.1 London Plan Objective GG1 highlights the diverse nature of London's population and underscores the importance of building inclusive communities to guarantee equal opportunities for all, through removing barriers to, and protecting and enhancing, facilities that meet the needs to specific groups and communities. More generally, the 2010 Equality Act places a duty on public bodies, including the GLA, in the exercise of their functions to have due regard to the need to removing or minimising disadvantages, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not. The Act defines protected characteristics, which includes age, disability, gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 7.2 Policy D5 of the London Plan outlines that developments should achieve accessible and inclusive design which takes into account London's diverse population. This policy sets out five priorities-consider London's diverse population; high quality spaces which are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, be able to be entered, used and exited safely, easily and with dignity, be designed to incorporate safe and dignified emergency. This is supported by policy DMT 1 of the draft local plan
- 7.3 The proposal seeks to provide a wide variety of housing typologies and sizes to meet the needs of local resident. Additionally, the development will provide 53% affordable tenure. As such it is clear

that the development provides a wide mix of housing types and sizes to meet the needs of London's diverse population.

- 7.4 Further, the development will provide 2 new public spaces Garden Square and linear Park along with shared amenity within the perimeter blocks. These will provide opportunities for social interaction and inclusion as these spaces provide opportunities for play, sitting and meeting. Additionally, they received ample provision of sunlight all year round. Hence, officers are satisfied that the proposal will provide opportunities for interaction.
- 7.5 All flats will be M4(2) accessible and adaptable with a minimum of 10% being M4(3) wheelchair accessible. The proposal will provide a range of accommodation times to ensure there are no disabling barriers. The applicant states "All mansion blocks have a single, level entry door into a lobby with direct access to communal courtyards and lifts. All residents of that block will access through that entrance regardless of tenure and share courtyards. Corridors at upper levels are naturally lit and up to 1.8-2.5m wide by flat entry doors and lift lobbies. This extra width will encourage interaction, be useful for movement by users of mobility aids/wheelchairs or families with pushchairs and make sign language conversations easier for people with hearing impairments. All houses and mansion blocks are accessed from well-lit active streets or public areas with no steps. Entrances are centralised on main facades and clearly highlighted with special materials and signage. Materials and details around entrances have a high visual contrast to red bricks used elsewhere and distinct graphics to assist in their legibility for people with visual impairments. All mansion blocks have 2 lifts. One is designated as a firefighting lift and the second as a suitably sized fire evacuation lift".
- 7.6 Officers therefore believe that the development has been designed in a way to enable safe access and exiting with dignity for all whilst also encouraging interaction and independence for all future residents. This is evident through the provision of lifts, level access, distinct building entrances and proposed tenure mix and sized of dwellings. To this end officers consider the development to meet the needs of London's diverse population and bolsters equity for all future residents.

8.0 Impact to existing Education Provision:

- 8.1 The proposal seeks to provide 334 new dwellings, 85 of which are family sized units (3- and 4-bedrooms dwellings).
- 8.2 This application forms part of the wider regeneration project of the current Gascoigne locality close to central Barking. The LBBB schools' team were consulted as part of the proposal. They note "we have been involved over a number of years in planning to make suitable provision to address the school place needs in the area once the project reaches full maturity. We are actively engaged in developing school places with new school facilities being delivered on site. We are content there has been suitable discussion about the development proposals". Officers note a new secondary school and primary school known as Greatfields School is being constructed as part of the wider Gascoigne Estate redevelopment. This is an all-through school designed to accommodate and meet the needs of the young people living within the estate and its wider area. Therefore, in agreement with the LBBB Schools Team officers consider there to be adequate education provision to support the needs of the residents of the new development.
- 8.3 The proposal is considered acceptable and in keeping with the development policies.

9.0 Waste management:

- 9.1 The NPPF and policy S17 of the London Plan outlines that waste planning authorities should encourage waste minimisation and waste prevention through the reuse of material and using fewer resources in the production and distribution of products. Likewise, developments should be

designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum the separate collection of dry recyclables and food.

- 9.2 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 (Regulation 19) through Strategic Policy SP7 and Policy DMSI8.
- 9.3 The applicant states “LBBB is installing Underground Refuse Storage (URS) across the site and the wider Gascoigne neighbourhood, which offers the benefits of a discrete system which are located on street for access. He previous phases of the development within the Gascoigne neighbourhood ascribe to URS with LBBB refuse vehicles having the capability to collect”. Officers welcome a URS system within this development as it complements the system in place across the wider estate.
- 9.4 A waste management strategy was submitted to accompany this application the refuse provision required for the development. The development will provide three-stream waste segregation and storage arrangements for recycling, refuse and food waste. The applicant notes that LBBB does not currently operate a separate food waste collection, however, to futureproof the development this provision has been included within the development. The development will have 8 URS bin banks- URS bins will be provided for refuse and recycling with above ground storage units for food waste. Each bank will provide 2 x 5m³ URS bins for refuse; 2 x 5m² URS bins for recycling and 3x 240 litre food waste bins. The applicant considers this provision to be acceptable to support the residents of the development.
- 9.5 LBBB Waste and Refuse officers were consulted who confirmed that the URS provision is acceptable to support the number of future residents within the development. Additionally, it was confirmed that their location is accessible by the refuse and waste vehicles for collection. Further detail of refuse collection will be provided within the servicing and delivery section of this report.
- 9.6 In addition, to the URS bins bulky waste stores have been proposed within each block. The LBBB waste and refuse officer states there should be 10sqm of bulky waste storage per 50 dwellings. 6 bulky waste stores are provided across the site- 2 within each block. This provides 69.4sqm of bulky waste storage which exceeds the requirements expected. LBBB waste and refuse officers confirm this is acceptable. Nevertheless, they note “in large developments like this one, besides having adequate storage space, the caretaker or concierge will have to monitor bulky waste removal periodically to avoid cluttering of refuse areas, especially when residents move in first. LBBB has a paid for bulky waste removal service which can be availed”.
- 9.7 The applicant confirmed in the submitted waste management strategy that “residents will contact LBBB directly via the website or by phone to arrange collection before they are more their bulky waste to the store. LBBB will then collect the waste directly from the bulky waste stores”. Officers consider the management of the proposed refuse and waste system to be acceptable and in keeping with the development policies. It is recommended that should the application be approved a condition is placed on the proposal securing the delivery of the URS bins and bulky waste stores prior to occupation of the development.
- 9.8 Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

10.0 Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):	
<i>BREEAM Rating</i>	N/A
<i>Renewable Energy Source / %</i>	PV Panels

10.1 CO₂ Reduction

- 10.2 The NPPF emphasises at paragraph 152 that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 10.3 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 'minimising greenhouse gas emissions' directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the Be Lean, Be Clean, Be Green, Be Seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough. Additionally, developments which are referable to the mayor should calculate whole life carbon emissions. Policy SI 3 states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. The heat source for the communal heating system should be selected in accordance with the following heating hierarchy: a) connect to local existing or planned heat networks b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network) d) use ultra-low NOx gas boilers. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.
- 10.4 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR2 'Energy and on-site renewables of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMSI2 'Energy, heat and carbon emissions' sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 10.5 The application is accompanied by an energy statement which confirms how the development implements the sequential energy hierarchy set out in policy SI2 of the London Plan. The development proposes sustainable design principles and optimum design of the building's fabric (Be Lean), district heating network (Be Clean) and 572 PV panels with 183kWp (Be Green)'. This will achieve an on-site carbon reduction of 48% as measured over SAP12. An off-set financial contribution of £651,172.75 is predicted to ensure the scheme is carbon neutral. It is recommended that a condition and obligation are attached to ensure the development meets the policy targets to become carbon neutral.
- 10.6 Further, policy SI3 of the London Plan states that major developments within Heat Network Priority areas should have a communal low temperature heating system. The heating system should have a communal heating system selected in accordance with the heating hierarchy: a) connect to local existing or planned heat networks; b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required); c) Use low-emission combined heat and power (CHP);

and d) ultra-low NOx gas boilers. This sits within the Be Clean Stage of the energy hierarchy defined in policy SI2. The energy statement accompanying this application confirms that the development will connect to Barking Town Centre District Energy Network hosted by 'B&D Energy'. Officers welcome this and note it is in keeping with the energy hierarchy. It is recommended that this is secured by obligation.

- 10.7 Further, The final stage of the energy hierarchy is the 'Be Seen' policy. This requires the monitoring, verifying and reporting on energy performance. The London Plan Guidance Document- 'Be Seen' energy monitoring guidance September 2021 outlines the requirements to comply with the 'Be Seen' policy. The GLA were consulted who noted "a commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This should be secured through conditions and S106 agreements as appropriate". It is recommended that a condition and obligation are attached to the proposal to enable post construction monitoring

10.8 Overheating

- 10.9 Policy SI4 of the London Plan requires major developments to demonstrate how they will reduce the potential for internal overheating and reliance on air condition systems in accordance with the cooling hierarchy. This policy provides guidance on assessing and mitigating overheating risk in new developments in particular CIBSE TM59 should be used for domestic developments and TM52 should be used for non-domestic developments.
- 10.10 The application is accompanied by an overheating assessment, This assessment outlines that across the development there are dwellings which are likely to present a high risk of overheating due to having large windows, especially south and south-west facing; single aspect dwellings lacking cross ventilation, top floor dwellings lacking beneficial shading effect from balcony overhangs above; dwellings with window openability constraints due to external noise or location. Notwithstanding, the assessment confirms that TM59 criteria can be achieved in all domestic spaces for DY1 (Design Summer year). However, following additional testing for more extreme design weather years (DSY2- 2003: a year with a very intense single warm spell and DSY3- 1976: a year with a prolonged period of sustained warmth) it was found that achieving compliance with the two additional conditions is challenging. The applicant states that compliance with DSY2 and DSY3 is not mandatory but result have been presented.
- 10.11 GLA officers were consulted and stated "the analysis demonstrates that there are a significant number of failures under the DSY 2 and DSY 3 weather files. The applicant should commit to providing guidance to occupants on future minimising future dwelling overheating risk in line with the cooling hierarchy. The applicant should also confirm that any required blinds will be included in the base build and demonstrate that the blinds do not interfere with the effective opening area of windows. They should also confirm that if the living room windows are left open during the night as per Table 3, additional security and rain protection details are included in the design".
- 10.12 Officers acknowledge the comments made by the GLA and note that it would be expected that mitigation states are proposed to prevent risk of internal overheating should they arise in the future. Therefore, to ensure that dwellings are sufficiently protected from overheating. It is recommended that should this application be approved a condition is placed on the development requiring overheating analysis assessment and mitigation strategy to be submitted. This is to ensure that the amenity of residents is safely protected and to reduce the potential for internal overheating. Subject to the imposition of conditions officers consider the proposal to be acceptable and in keeping with the development policies.

10.13 Whole Life Carbon

10.14 In line with policy SI2 part F of the London Plan developments which are referable to the mayor should calculate whole life carbon emissions (WLC). The application is accompanied by a Whole Life Carbon Assessment which assessed the carbon impacts of the proposed development in accordance with policy SI2 of the London Plan and Mayor's Whole Life-Cycle Carbon Assessments Guidance (Consultation Draft, 2020). The assessment concludes that the development meets the GLA and the aspirational benchmarks. However, the biggest impact as part of the "use to end of life" category is given by reinforced concrete and the biggest impact as part of the "use to end of life" category is given by external works. The assessment therefore recommends the next steps and strategies as follows:

Substructure:

- Review of live-load requirements and optimisation;
- Opportunities for reducing the amount of reinforcement in the design;
- Opportunities for using alternative to concrete, such as Limecrete or Hempcrete where performance requirements allow, such as in ground floor slabs

External works

- Maximise the use of recycle content in the external works

Building services

- Optimisation of the plant provision by carrying out detailed load assessments.
- Specifying equipment, such as MVHR systems, which are durable, and which reduce maintenance or replacement

10.15 Officers consider the WLC assessment to meet the GLA requirements and this is confirmed by the Stage 1 GLA response. Notwithstanding, GLA Officer note "the applicant has submitted a WLC assessment which appears to cover much of the assessment requirements, however an Excel version must be submitted to allow a full review to be completed against the guidance. Notwithstanding the result of an assessment, once an excel version of the assessment has been provided, the Council should secure a condition for the applicant to submit a post-construction assessment to report on the development's actual WLC emissions". It is recommended that a condition is attached to the proposal requiring a post-construction assessment to be submitted to report the developments actual WLC emission.

10.16 Circular Economy

10.17 In accordance with London Plan Policy SI7 and GLA Circular Economy Statement Guidance (Consultation Draft, 2020), the applicant has prepared a circular economy statement in support of the application.

10.18 The applicant has prepared a Circular Economy Statement dated October 2021 in support of the Application. The 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. GLA officers were consulted who advised that the submitted statement provided the required detail to demonstrate that the proposal meets the requirements of condition SI7 of the London Plan and the draft Circular Economy Statement Guidance. Notwithstanding, it is advised that a condition is placed on the application securing of a detailed Circular Economy Statement and Refuse Strategy and post construction monitoring for circular economy.

10.19 Air Quality

- 10.20 The NPPF sets out at paragraph 186 that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants taking into account the presence of AQMAs and the cumulative impacts from individual sites in local areas.
- 10.21 Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum. This is supported by Policy DMSI4 of the draft Local Plan (Regulation 19 version). Core Strategy CR1 sets a policy requirement to protect air quality.
- 10.22 The application is accompanied by an air quality assessment prepared by WSP dated October 2021. The air quality assessment shows that the proposed development is compliant with transport emissions benchmarks for NOx and PM10. As such, the development is considered to be air quality neutral. Officers welcome an air quality neutral development and note this is acceptable and in keeping with the policies. Notwithstanding, a condition will be attached requiring a certificate of compliance to be submitted on practical completion of the development. Should the development no longer be air quality neutral a financial contribution must be made at a rate of £29,000 per tonne of NOx over the benchmark. This will be secured by planning obligation.

10.23 Digital Connectivity

- 10.24 Policy SI6 of the London Plan seeks to secure digital connectivity infrastructure to ensure London's global competitiveness now and in the future. Developments should ensure sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new development, meet expected demand for mobile connectivity generated by the development, take appropriate measures to avoid reducing mobile connectivity in surrounding areas, support the effective use of rooftops and the public realm to accommodate well-design and suitably located mobile digital infrastructure. This is supported by policy DMSI 9 of the Draft Local Plan (reg 19) which states development policies should accord with policy SI6 of the London plan and will support where they directly provide and demonstrate in their design and flexibility and adaptability to incorporate smart utilities.
- 10.25 The applicant has provided a digital connectivity memo to accompany the application. This document outlines the digital connectivity aspects which have been built into the design. These include service access points to buildings, duct laying around the development, internal network cabling in the building, ICT systems and equipment and battery backup. Officers consider the proposal to provide ample smart utilities to support smart technologies. The GLA were consulted who noted the submitted information is acceptable and no further information is required. To this end officers are satisfied that the proposed development meets the requirements of policy SI6 of the London plan, as such, it is considered acceptable and in keeping with the development policies. Notwithstanding, it is recommended that a condition requiring details of ducting space for full fibre connectivity infrastructure is attached to this application.

10.26 Summary

- 10.27 Taking into consideration the points raised above and subject to the imposition of conditions and obligations officers consider the proposal to deliver sustainable development. As such, it is acceptable and in keeping with the development policies.

11.0 Biodiversity & Sustainable drainage:

11.1 Biodiversity and Ecology

- 11.2 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policy G5 of the London Plan requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building

design. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required. The Mayor recommends a UGF target of 0.4 for residential developments and 0.3 for commercial developments. Policy D8 encourages the incorporation of green infrastructure to the public realm to support rainwater management. 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 (Regulation 19 stage). Emerging policy DMNE2 of the draft local plan supports developments that maximise opportunities for urban greening. This policy requires developments to calculate their UGF in line with policy G5 of the London Plan. Policy DMNE3 of the draft local plan seeks to enhance nature conservation and biodiversity within scheme, as such, all development proposals are required to minimise the impact of development on biodiversity and nature in accordance with policy G6 of the London Plan.

11.3 Bat Roosting

11.4 The application is accompanied by a preliminary roost assessment and bat survey. This assessment assessed 7 buildings for bat roosting potential. The assessment confirms the presence of bat specifically an individual common pipistrelle bat within Building 7. Buildings 1-6 were assessed as having low-moderate bat roosting potential to supporting roosting bats and low potential to support hibernating bats during PRA. Noting the presence of bats have been found on site which are a protected species it is important that care taken to ensure they are protected throughout the construction and demolition phases of the development. To this end a condition will be attached to the proposal requiring a bat survey and mitigation strategy to be submitted prior to commencement of the development. This condition will also require a bat mitigating licence to be acquired from Natural England.

11.5 Bird Nesting

11.6 The accompanying preliminary roost assessment and bat survey identifies the site as having the potential to impact breeding birds during the site clearance phase, with the removal of scattered trees, introduced shrubs and buildings. To this end a condition will be placed on this application requiring demolition to be carried out September to February inclusive to avoid any potential offences relating to breeding bird during their main bird breeding season. Should breeding season be unavoidable potential nesting habitat must be inspected no more than 48 hours before clearance works commence to identify active birds' nests.

11.7 Further, to ensure suitable habitats are available for birds and bats post construction a condition will be attached to the application requiring details of bat and bird boxes and their locations to be submitted prior to first occupation.

11.8 Trees

11.9 An Arboricultural impact assessment as submitted to accompany this application. This assessment summarised the existing Arboricultural features on site and identifies their quality. 24 Arboricultural features were assessed. It was found there was 1 x category A- high quality features, 12 x category B- moderate quality feature and 11 x category C- low quality feature. The proposed development seeks to remove 11 Arboricultural features. These include 10 individual trees and 2 groups of trees all of which are category B and C trees and are being removed to facilitate the redesign of the site and plot positioning. The development has been designed so that works are not undertaken within or close to the RPAs of retained trees. To ensure the trees to be retained are protected a condition securing a tree management strategy and tree protection during construction will be conditioned. Additionally, a tree planting strategy and maintenance plan will be conditioned. This is to ensure that the proposal has minimal impact on the existing biodiversity features on site.

11.10 Urban Greening Factor

- 11.11 As noted above policies support developments which maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage. In line with policy G5 of the London Plan a target score of 0.4 should be achieved for developments that are predominantly residential and a target score of 0.3 should be achieved for commercial developments.
- 11.12 The redevelopment of the site will resolve the poor quality of existing landscaped and hardstanding areas through rationalised, good quality shared and public spaces. The improvements to the street scene and overall public realm is supported. The proposal seeks to make a positive contribution to the provision of biodiversity on site through the extensive green roofing, landscaping, proposed trees and planting which will enhance the quality of wildlife and biodiversity on site. Additionally, these features provide SuDs function by reducing storm run-off from the roofs and reducing the urban heat island effect and local air/noise pollution. As noted on the design and access statement the scheme will have an UGF score of 0.4 which is in line with the targets set by the London Plan for residential development. To this end officers consider the proposal to contribute to enhancing the quality of biodiversity on site as such the proposal is acceptable. GLA were consulted who also echoed the success of the schemes urban green. In particular GLA officers state “the proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the masterplan which should be brought to fruition. This includes the incorporation of biodiverse green roofs which support multifunctionality and planting at a range of levels throughout the design, in accordance with Policy G1 of the London Plan. The applicant has stated that the Urban Greening Factor (UGF) of the proposed development as 0.4. The applicant should provide details of the Urban Greening Factor Score accompanied by a drawing showing the surface cover types as a standalone document to demonstrate the 0.4 factor has been achieved”. Overall, officers consider the proposals urban greening strategy to be acceptable and in keeping with the development policies. It is recommended that details of green roof systems are secured by condition.
- 11.13 Notwithstanding, to ensure targets are met a condition will be placed on the proposal securing details of hard and soft landscaping and boundary treatment.
- 11.14 Additionally, London City Airport were consulted as part of the proposal. Noting the sites’ location they raised concerns with regard to bird hazard management. During the construction and occupation phase. Therefore, should this application be approved it is recommended that a condition is attached requiring a bird hazard management plan to be submitted prior to commencement of construction works.
- 11.15 Further a condition will be placed on the application to ensure environmental protection measures. This is to prevent ecological impacts beyond the site boundary.
- 11.16 Overall, officers consider the proposed development will positively contribute to the biodiversity, Arboricultural and environmental value of the site and complies with relevant policies.

11.17 Sustainable Drainage

- 11.18 The NPPF states that new development should be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. Paragraph 167 highlights that inappropriate development in areas at risk of flooding should be avoided, and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 11.19 London Plan policy SI13 supports sustainable drainage. This policy states that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to the source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy Drainage should be designed and implemented to promote benefits including urban greening, improved water quality and water efficiency. Policies

CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMS16 of the emerging Local plan (Regulation 19 stage), set out the local policy position.

- 11.20 The application site is located within a Flood Zone 3 area. The environmental agency was consulted who reviewed the proposal and have no objections to the application on the grounds of flooding. In particular they note the site is located within Flood Zone 3 and is protected to a very high standard by the Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event. Notwithstanding, a condition requiring a flood warning and an excavation plan to be submitted will be secured if this application is approved. This is to ensure future residents are suitably protected from hazards in and future flood events.
- 11.21 A flood risk assessment and outline drainage strategy were submitted to accompany the proposal. This assessment outlines that the surface water within the development will be managed through a variety of SuDS features to be incorporated on site. These include recycled rainwater use, raingardens/external SuDS infiltration tanks and green/blue. This is supported in principle; however, it is recommended that if this application is approved a sustainable drainage strategy is submitted requiring the detailed design of the proposed SuDS to be submitted prior to commencement of the development. The GLA and Local Flood Authority Officer were consulted who were supportive of the proposed drainage strategy subject to the imposition of this condition. Thames Water were consulted who hold no objections to the proposal.
- 11.22 Overall, subject to the imposition of conditions, officers consider the proposal to contribute to providing sustainable drainage opportunities. As such, the proposal is considered acceptable and in keeping with the development policies.

11.23 Water Efficiency

- 11.24 To ensure the efficient consumption of water throughout the development it is recommended a condition is placed on the proposal requiring the development to accord with 2.8 to 2.12 of the Building Regulations Approved Document G.

11.25 Summary

- 11.26 Taking into consideration the points raised above and subject to the imposition of conditions and obligations. Officers consider the proposed development to have an acceptable impact on biodiversity and support the use of sustainable drainage. To this end the proposal is considered acceptable and in keeping with the development policies.

Conclusions:

The proposal seeks permission for the construction of 334 residential units of varying size, scale and tenure. 53% of all units will be affordable tenure result. The development will result in a net increase in affordable floor spaces with the development providing ample 3- and 4-bedroom units in an affordable tenure to meet the needs of local residents on the council's housing waiting list.

Further, all dwellings have high quality internal spaces standards and private external amenity in the form of rear gardens and private balconies. All units will be accessible and adaptable with a minimum of 10% being wheelchair accessible. The majority of units will be dual aspect providing high quality living accommodation. Additionally, shared private amenity is proposed within each perimeter block along with 2 new public spaces the Garden Square and Linear Park. These spaces provide the required play space for children aged 5-11 with a financial contribution sought to improve play space provision off site.

The development has been designed to knit in with the emerging townscape that is coming forward in the Gascoigne Estate whilst maintaining an acceptable impact on neighbouring amenity. Similarly, the development will encourage the use of more sustainable modes of transport through being car free in nature, hosting ample provision of cycle storage and improving public transport connectivity linked to the

rerouting of the nos.62 London bus route. The development will provide sustainable development, sustainable drainage and contribute to protecting and enhancing biodiversity on site.

To this end taking into consideration the points raised above and subject to the imposition of conditions and obligations. Officers consider the benefits arising from the scheme to outweigh any significant harm significantly and demonstrably. To this end the proposal is considered acceptable and in keeping with the development policies. It is recommended that this application is approved.

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) (DLUHC, 2021)

London Plan (March 2021)

Policy SD1 Opportunity Areas
 Policy GG4 Delivering the homes Londoners need
 Policy H1 Increasing Housing Supply
 Policy H2 Small Sites
 Policy H8 Loss of existing housing and estate redevelopment
 Policy GG2 Making the best use of land
 Policy D2 Infrastructure requirements for sustainable densities
 Policy D3 Optimising Site capacity through the design-led approach
 Policy H10 Housing size mix
 Policy H11 Build to Rent
 Policy H4 Delivering affordable housing
 Policy H5 Threshold approach to applications
 Policy H7 Monitoring of affordable housing
 Policy D4 Delivering good design
 Policy D5 Inclusive Design
 Policy D6 Housing Quality and Standards
 Policy S4 Play and informal recreation
 Policy D7 Accessible housing
 Policy D1 London's form, character and capacity for growth
 Policy D4 Delivering good design
 Policy D5 Inclusive design
 Policy D8 Public realm
 Policy D11 Safety, security and resilience to emergency
 Policy D12 Fire Safety
 Policy D9 Tall buildings
 Policy HC1 Heritage and conservation and growth
 Policy GG1 Building strong and inclusive communities
 Policy GG3 Creating a healthy city
 Policy D14 Noise
 Policy D13 Agent of Change
 Policy SI10 Aggregates
 Policy T6 car parking
 Policy T6.1 residential Parking
 Policy T5 Cycling
 Policy T2 Healthy Streets
 Policy E11 Skills and opportunities for all
 Policy SD1 Opportunity Areas
 Policy GG1 Building strong and inclusive communities
 Policy SI7 Protecting and enhancing London's waterways

	<p>Policy SI2 Minimising greenhouse gas emissions</p> <p>Policy SI3 Energy infrastructure</p> <p>Policy SI4 managing heat risk</p> <p>Policy SI1 Improving air quality</p> <p>Policy SI6 Digital connectivity infrastructure</p> <p>Policy SI13 Sustainable drainage</p> <p>Policy G6 Biodiversity and access to nature</p> <p>Policy G5 Urban greening</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 General principles for Development</p> <p>Policy CM2 Managing Housing Growth</p> <p>Policy CC1 Family Housing</p> <p>Policy CP3 High quality Built Environment</p> <p>Policy CP2 Protection and Promoting our Historic Environment</p> <p>Policy CC3 Achieving Community Benefits through Developer Contributions</p> <p>Policy CM1 General Principled for Development</p> <p>Policy CR3 Sustainable Waste management</p> <p>Policy CR1 Climate Change and Environmental management</p> <p>Policy CR2 Preserving and enhancing the natural environment</p> <p>Policy CR4 Flood management</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP5 External amenity Space</p> <p>Policy BP4 Tall Buildings</p> <p>Policy BP11 Urban Design</p> <p>Policy BP3 Archaeology</p> <p>Policy BP8 Protecting Residential Amenity</p> <p>Policy BR13 Noise Mitigation</p> <p>Policy BR5 Contaminated Land</p> <p>Policy BR9 Parking</p> <p>Policy BR10 Sustainable transport</p> <p>Policy BR11 Walking and Cycling</p> <p>Policy BR15 Sustainable Wate management</p> <p>Policy BR2 Energy and on-site renewables</p> <p>Policy BR3 Greening the urban environment</p> <p>Policy BR4 Water Resource management</p>
<p>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Submission Version, December 2021) is now at an "advanced" stage of preparation. Having regard to NPPF paragraph 48 the emerging document is now a material consideration and significant weight will be given to the emerging document in decision-making.</p>	
<p>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Submission Version, December 2021)</p>	<p>Policy SPDG1 Delivering growth in Barking and Dagenham</p> <p>Policy SP3 Delivering homes that meet peoples' needs</p> <p>Policy SPP1 Barking and the River Roding Area</p> <p>Policy SP2 Delivering a high-quality and resilient built environment</p> <p>Policy DMH2 Housing mix</p> <p>Policy DMH3 Specialist housing</p> <p>Policy DMH1 Affordable housing</p>

	<p>Policy DMNE1 Parks, open spaces and play space Policy DMD1 Securing high-quality design Policy DMD2 Tall buildings Policy DMSI3 : Nuisance Policy DMSI5 Land contamination Policy DMT2 Car parking Policy DMT3 Cycle parking Policy SP5 Promoting inclusive economic growth Policy DMT1 Making better connected neighbourhoods Policy SP7 Securing a clean, green and sustainable borough Policy DMSI2 Energy, heat and carbon emissions Policy DMSI4 Air quality Policy DMSI9 Smart Utilities Policy SP6 Green and blue infrastructure Policy DMNE2 Urban greening Policy DMNE3 : Nature conservation and biodiversity Policy DMNE1 Parks, open spaces and play space Policy DMSI6 Flood risk and defences Policy DMT 4 Deliveries, servicing and construction Policy DMSI 8: Demolition, construction and operational waste</p>
<p><i>Supplementary Planning Documents</i></p>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) Housing Supplementary Planning Guidance (GLA, March 2016, Updated August 2017) Barking Town Centre Area Action Plan (February 2011) Good Quality Housing for All Londoners (draft consultation- October 2020) The Mayor's Good Practice Action Guide to Estate Regeneration (February 2018) Homes for Londoners- Affordable housing and Viability Supplementary Planning Guidance 2017 (August 2017) Shaping Neighbourhoods: Play and informal recreation SPG (September 2012)</p>

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 LBBB's Head of Planning Assurance. Appropriate governance procedures are followed to ensure there are no conflicts of interest.

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	14/00703/OUT	<i>Status:</i>	Approved
<i>Description:</i>	<p><i>Hybrid (part full/part outline) application for the phased comprehensive redevelopment of the site for a maximum of 1,575 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,355 sq. m Medical facility (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,850 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1); and Energy Centre (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service infrastructure and other associated works and improvements., Full planning permission sought on Phase 1A comprising 2.39 Ha. of the site for 348 residential dwellings; 1,355 sq. m floor space to be used as a medical centre (Use Class D1) or Residential (Use Class C3); 300 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, B1); Energy Centre; internal road layout and associated means of access, car parking, landscaping and other works and improvements; and Phase 1B comprising 0.38 ha of the site for 73 residential dwellings with associated means of access, car parking, landscaping and other works and improvements., Outline planning permission sought on 13.59 Ha. of the site, with all matters reserved, for a maximum of 1,154 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,550 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1) (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service infrastructure and other associated works and improvements</i></p>		
<i>Application Number:</i>	15/01084/FUL	<i>Status:</i>	Approved
<i>Description:</i>	<p><i>Application for variation of condition 2 (drawing numbers) and associated compliance conditions listing drawing numbers and deletion of conditions 15 and 17 in respect of planning permission 14/00703/OUT in order to allow for the retention of the existing medical centre within Phase 1B of the Gascoigne Estate east redevelopment and associated alterations to Block A2.,,</i></p>		
<i>Application Number:</i>	19/00310/FUL	<i>Status:</i>	Approved
<i>Description:</i>	<p><i>Application for variation of condition 49 (approved parameter plans) in respect of permission 15/01084/FUL which granted permission for: ,Hybrid (part full/part outline) application for the phased comprehensive redevelopment of the site for a maximum of 1,575 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,355 sq. m Medical facility (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,850 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1); and Energy Centre (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service</i></p>		

	<p><i>infrastructure and other associated works and improvements. „Full planning permission sought on Phase 1A comprising 2.39 Ha. of the site for 348 residential dwellings; 1,355 sq. m floor space to be used as a medical centre (Use Class D1) or Residential (Use Class C3); 300 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, B1); Energy Centre; internal road layout and associated means of access, car parking, landscaping and other works and improvements; and Phase 1B comprising 0.38 ha of the site for 73 residential dwellings with associated means of access, car parking, landscaping and other works and improvements. „Outline planning permission sought on 13.59 Ha. of the site, with all matters reserved, for a maximum of 1,154 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,550 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1) (all figures given as maximum gross external area); with associated means of access</i></p>		
<p>Application Number:</p>	<p>20/01251/VAR</p>	<p>Status:</p>	<p>Approved Subject to legal agreement</p>
<p>Description:</p>	<p><i>Application for variation of condition 2 (approved parameter plans) in respect of permission 19/00310/FUL. To amend approved parameter plans in relation to Development Parcels I and J. Consented development Hybrid (part full/part outline) application for the phased comprehensive redevelopment of the site for a maximum of 1,575 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,355 sq. m Medical facility (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,850 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1); and Energy Centre (all figures given as maximum gross external area); with associated means of access, car parking, landscaping, service infrastructure and other associated works and improvements. „Full planning permission sought on Phase 1A comprising 2.39 Ha. of the site for 348 residential dwellings; 1,355 sq. m floor space to be used as a medical centre (Use Class D1) or Residential (Use Class C3); 300 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, B1); Energy Centre; internal road layout and associated means of access, car parking, landscaping and other works and improvements; and Phase 1B comprising 0.38 ha of the site for 73 residential dwellings with associated means of access, car parking, landscaping and other works and improvements. „Outline planning permission sought on 13.59 Ha. of the site, with all matters reserved, for a maximum of 1,154 residential dwellings (Use Class C3); 21,550 sq. m of Education (Use Class D1); 1,200 sq. m of Employment (Use Class B1); 1,400 sq. m of Community facilities (Use Class D1/D2); 1,550 sq. m of flexible commercial floor space (within Use Classes A1, A2, A3, and B1); 1,000 sq. m to be used as a place of worship (Use Class D1) or employment (Use Class B1) (all figures given as maximum gross external area); with associated means of access</i></p>		

Appendix 3:

The following consultations have been undertaken:

- Gascoigne ward Councillors
- LBBB Policy and Participation
- LBBB My Place
- LBBB Inclusive Growth
- LBBB Education
- LBBB Early Years/ Nurseries
- LBBB Heritage and Culture
- LBBB Social Care
- LBBB Public Health
- LBBB/NHS Public Health
- LBBB Affordable Workspace
- LBBB Housing Strategy
- LBBB Leisure, Parks and Heritage
- LBBB Parks, Allotments and Cemeteries
- LBBB Trees
- LBBB Ecology
- LBBB Commissioning Lead Sustainability
- LBBB District Heating/Energy
- LBBB CCTV, Community Safety and Public Protection
- LBBB Environmental Protection Officer
- LBBB Emergency Planning
- LBBB Waste and Refuse Officer
- LBBS Car Club. Travel Plan/ CPZ parking
- LBBB Access Officer
- LBBB Lead Local Flood Authority
- Essex and Suffolk Water Company
- National Grid
- UK Power Networks
- London Fire Brigade (LFEPA Fire Safety)
- London Fire Brigade (Water Team)
- Thames Water
- Historic England (Archaeology)
- Historic England Buildings
- TfL
- Environmental Agency
- Sports England
- Network Rail
- LBBB Transport Officer
- Design Out Crime
- Health and Safety Executive.

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Historic England (GLAAS)	No objections subject to condition relating to a written scheme of investigation	Issues relating to heritage are assessed in section 3.32 of this report.

Dated 16.12.2021		A written scheme of investigation condition has been included.
Sports England Dated 17.12.2021	The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case	Consultation response noted.
London Fire Brigade (Fire Hydrants) Dated 22.12.2021	Consideration has been given to the provision of fire hydrants and it will be necessary to retain existing fire hydrants. The retained hydrants are to be installed as close as possible to the present locations as indicated in red on the attached plan. These are hydrant numbers 33537, 33536, 33532 and 33614.	Consultation response noted. Requirements for details of fire hydrants to be submitted under condition relating to soft and hard landscaping
Access Officer Dated 23.12.2021	<ul style="list-style-type: none"> • Video intercom should be provided where appropriate • Entrance door to flats should be automated or have a door pressure of 30 Newtons or less • M4(3) units should comprise of M4(3)(a) and M4(3)(b) units. 	Consultation response noted and added to the application as an informative.
Environment Agency Dated 23.12.2021	<p>We have reviewed the proposals and have no objections to the application on flood risk grounds.</p> <p>The site is located within Flood Zone 3 and is protected to a very high standard by the Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event. Our latest flood modelling shows the site would be at risk if there was to be a breach in the defences or they were to be overtopped.</p> <p>We are satisfied that:</p> <ul style="list-style-type: none"> • The developer has assessed the risk from a breach in the Thames tidal flood defences using more conservative modelled tidal breach data than the EA's current breach modelling. • The developer has not proposed any sleeping accommodation below the modelled tidal breach flood level. 	Consultation response noted

	<ul style="list-style-type: none"> The proposal does have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain 	
<p>Highways England</p> <p>Dated 23.12.2021</p>	<p>Referring to the consultation on a planning application dated 06/12/21 referenced above, in the vicinity of the A13 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:</p> <p>a) offer no objection (see reasons at Annex A);</p>	<p>Consultation response noted</p>
<p>Secure by Design Officer</p> <p>Dated 05.01.2022</p>	<p>I can confirm we have met with the design team as mentioned in the DAS page 107 and the design team have a good understanding of what is expected to achieve Secured by Design certification, I fully expect to have further conversations regarding the technical details, UKAS certifications of windows & door sets etc. as the project moves forwards and would just reiterate our requirement for a Safety, Security Secured by Design planning condition as per the earlier phase/s to ensure a value engineered approach to safety and security for the new and existing residents is not taken by the developer.</p>	<p>Details relating to secure by design are discussed in section 2.35 of this report.</p> <p>A secure by design condition has been attached to the proposal.</p>
<p>Environmental Protection Officer</p> <p>Dated 07.01.2022</p>	<p>No objection subject to the following conditions:</p> <ul style="list-style-type: none"> Contaminated Land Light Construction Environmental Management and Waste Management Plan Scheme of Acoustic Protection Air Quality 	
<p>Thames Water</p> <p>Dated 21.01.2022</p>	<p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>The application indicates that SURFACE WATER will NOT be discharged to the</p>	<p>Consultation response noted</p>

	public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority.	
London Fire Brigade Dated 08.02.2022	The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no further observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.	Consultation response noted
Local Flooding Authority Dated 15.02.2022	<p>I have reviewed the submission and confirm it is acceptable, subject to detailed design being submitted and approved.</p> <p>I would be grateful for the following conditions to be added if consent is granted:</p> <ol style="list-style-type: none"> 1. <i>'No works on site shall commence until a detailed drainage scheme (to include the disposal of surface water by means of sustainable methods of urban drainage systems) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.'</i> 2. <i>'Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.'</i> 	<p>Details related to sustainable drainage are discussed in section 11.7</p> <p>Conditions relating to drainage have been added.</p>
LBBB Waste and Refuse Dated 23.02.2022	<p>The bulky waste storage spaces of 10 sq m per 50 dwellings as indicated are adequate.</p> <p>In large developments like this one, besides having adequate storage space, the caretaker or concierge will have to monitor bulky waste removal periodically to avoid cluttering of refuse areas, especially when residents move in first. LBBB has a paid for bulky waste removal service which can be availed.</p>	<p>Details related to waste and refuse are discussed in section 9.0</p> <p>A compliance condition has been added requiring waste and refuse facilities to be implemented prior to first occupation.</p>

	The URS bin areas look fine, all look accessible for the vehicle.	
London City Airport Dated 23.02.2022	No objection subject to condition.	Details discussed in section 11.14 Condition has been included
LBBB Schools Dated 11.03.2022	As we understand this application it is part of the wider regeneration project of the current Gascoigne locality close to central Barking. We have been involved over a number of years in planning to make suitable provision to address the school place needs in the area once the project reaches full maturity. We are actively engaged in developing school places with new school facilities being delivered on site.	Consultation response noted and discussed in section 8.0
LBBB Employment and Skills Dated 14.03.2022	No objections subject to legal agreement securing employment and skills opportunities during the construction phase of the development.	Consultation noted and discussed in section 6.0 Employment and skills contributions have been secured by obligation.
LBBB Transport Officers Dated 05.04.2022	<p>1 Transport Assessment Addendum</p> <p>A revised plan of the internal street network shown in the TA Figure 3-23 (see attachment) was requested to show carriageway widths and the proposed bus route in the context of the wider estate network. Can we ask again for these drawings and to be clearly labelled with existing street names.</p> <p>This would dismiss any concerns around swept path analysis such as below Figure 3: Two buses accessing and egressing the bus stand independently of one another (page 4 of the TAA) and remove any uncertainty that the road connections connect with high-quality safe routes for pedestrians, school pupils and cyclists throughout the masterplan.</p> <p>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</p>	<p>Comments noted and discussions had with LBBB transport officer and the applicant. It was confirmed that these matters could be sufficiently subject to the following conditions and obligations</p> <p>Conditions</p> <ul style="list-style-type: none"> • Submission of revised Car Parking Management Plan • Roads constructed to an adoptable standard. • Implementation of electric vehicle charging points and disabled parking bays prior to first occupation of the site. <p>Obligations</p> <ul style="list-style-type: none"> • S.278 Highways Agreement which will include the implementation of bus infrastructure assets. • New Bus Route Testing • Travel Plan • Car Club • Parking Permits

stop design guidance and this should be secured in a legal agreement or by a condition. If feasible an obligation at a certain trigger in the build process the new bus route is physically tested with all cost incurred in doing is paid by the applicant/developer.

2 In-principle s278 highways plan.

To realize the s278 junction improvements and traffic calming initiatives as submitted on the in-principal plan 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 shown on this indicative plan is considered acceptable in principle, but it would be prudent and in the interest of highway safety should be secured within the legal agreement and schedule of work.

3 Updated Car Parking Management Strategy

We are reliably informed that the updated CPMS March has been revised in response to comments received from TfL and LBBD in March 2022 and is consistent to parking across the whole redeveloped Gascoigne Neighbourhood. Updates to this CPMP only include minor adjustments of the highway alignment in Gascoigne Phase 3B and further details on blue badge and pay by phone parking.

The use of the term CPZ within the CPMS is not suitable for this phase which is Car Free as it implies parking is allowed and is permitted on certain parts of the road with a valid permit. This phase of the development is car free and as such future occupiers will not qualify for a council parking permit.

A detailed traffic design should be prepared and submitted to ensure the scheme to ensure it will be signed and

marked in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual and this should be secured by condition.

Blue Badge parking

Phase 3b will be car-free except for 3.5% Blue Badge parking, equating to 12 bays slightly exceeding the London Plan of three per cent designated disabled persons parking bay per dwelling available from the outset. It suggested the visitor bays have been designed so that they can be converted to Blue Badge bays if demand requires in the future, which would equate to Blue Badge parking for a total of 7% of dwellings.

In line with Inclusive Mobility guidelines, there is clear guidance in terms of off-street disabled parking bays. However, on street bays must be TSRGD and Traffic Signs Manual compliant both in term of the markings and the accompanying signage for each type of bay. These prescribe a series of white bay markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses. The London Plan also requires blue badge bays to be designed in accordance with the design guidance in BS8300vol.1 and be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

All these bays will be provided on-street in the form of parallel bays and will be broken up at regular intervals by landscaping. The architect's drawings show these are unlikely to meet all the above so some thought should be given during the detailed street design using a combination of at grade bays and dropped kerbs which potentially may result in the loss of some trees or landscaping.

Electric vehicle parking

It is understood this will be in accordance with London Plan standards, 20% of the spaces will be for electric vehicles ('active' provision) with the remaining spaces all having passive provision for electric vehicles in the future.

The clauses in the revised CPMP listed below are not relevant for this phase.

5.3.21. Residents will inform the management company should they require the use of an electric vehicle charging space, when applying for a permit and demand will be monitored in this way. A suitable number of spaces will be protected for use by electric vehicle charging vehicles only at all times.

5.3.24. Electric charging points will be marketed to dwellings, with the available provision allocated on a first come first served basis.

5.3.25. Examples of charging points provided in garages are illustrated in Figure 5-14.

The CPMP should remain as a 'living' document and it is anticipated that measures and the approach set out within it will evolve and will need to be monitored to ensure that it is conducted and deployed in accordance with the agreed approach. This should be secured.

4 Updated Delivery and Servicing Management Plan

In the updated DSP it states in para 3.1.9 page 19, "alongside the dedicated loading area, it is also the applicant's intention that the visitor parking doubles up for loading purposes". This cannot be managed through a visitor permit or achieved with the proposed "Pay and Display" visitor parking bays. Visitor permits are not viable for LBBD to issue and manage. Although, it was suggested at the pre-application stage that 'pay-by-phone, Monday-Friday, 08:30-17:30 would seem appropriate it's not clear how this will work in practice with the scheme

	<p>which has come forward. I would recommend further conversations are needed around the type of restrictions which would be sufficient to accommodate the forecast servicing demand associated with the proposals.</p> <p>Refuse collection will take place on-street, utilising the internal road layout, as is consistent throughout the redeveloped Gascoigne Estate masterplan via underground refuse stores at various locations. This will involve a different type of waste collection vehicle in the form of a HIAB truck. This will pull up adjacent to the bin stores in the dedicated bay and place stabilisers on the near side of the vehicle, will then extend a crane mounted on the vehicle to pick up the bin and empty it into the lorry. The example shown in the DSP Figure 3-4 page 12 has the stabiliser on the road. The swept path analysis shows the vehicle working from a loading bay so not to restrict traffic movements on the surrounding highway. The stabiliser is positioned on the footway so the footway construction would need to be designed accordingly to accommodate the loading and to give adequate protection to any underground utilities.</p>	
TfL	<ul style="list-style-type: none"> • Concerns over the width of the internal road network • Concerns over design of the bus stand • Car parking- concerns over the restrictions in place • Cycle Parking- concerns over the cycle design and accessibility and safety of cycle storage • Servicing- unclear if vehicles can enter into and out of servicing bays without reversing. Concerns over if arrangements have been made for deliveries to the door. Unclear if the development can be serviced without blocking traffic particularly proposed bus route e.g. URS waste collection vehicle. • Bus driver facilities should be included within the building. 	<p>Officers note a meeting was held with TfL and LBBD transport officers on 04.03.2022 to discuss concerns over the transport issues raised. These issues have subsequently been revised to meet the standards required and set out in TfL comments and by TfL in the meeting.</p> <p>To this end officers are satisfied that the proposal provides a safe and useable highway network. LBBD transport officers were consulted following the amendments who confirmed this position. These matters have been reviewed in section 5.0 of this report.</p> <p>Conditions and obligations recommended have been included.</p>

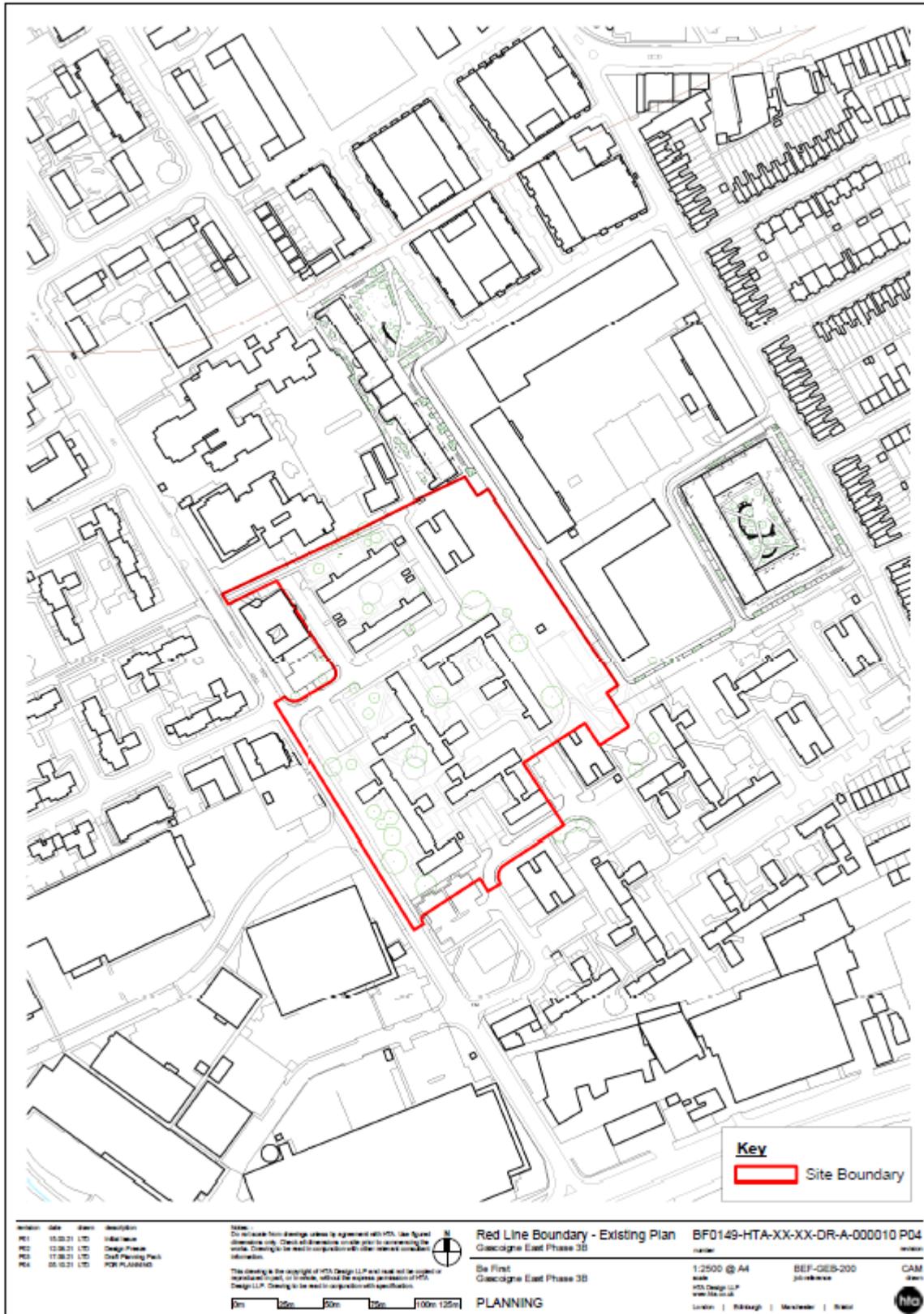
	<ul style="list-style-type: none"> • Construction Logistics Plan condition recommended • Travel Plan Obligation recommended. 	
<p>Historic England (Buildings)</p> <p>Dated 09.12.2021</p>	<p>Thank you for your letter of 6 December 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.</p>	<p>Comments noted</p>
<p>LBBD Street Lighting Manager</p> <p>Dated 21.01.2022</p>	<p>I have checked the submission and the lighting suggestion is basic and generic and does not form any relation to the rest of this very big development...</p> <p>The lighting levels suggested to not relate to London boroughs and need to be rejected. A member of their design team needs to get in touch so they know what they are to do.</p>	<p>Discussed in section 4.19.</p> <p>Lighting condition has been added.</p>
<p>Health and Safety Executive</p>	<p>A fire statement form is required to enable a full consultation of the development.</p> <p>Please also be aware, we have recently received a high number of consultation requests and repeated requests, due to missing fire statements and/or concerns raised, as a result a lot of the cases we are currently reviewing are considered urgent by applicants and LPAs.</p> <p>We provide advice on fire safety matters in relation to planning applications for relevant buildings across England and cannot always prioritise cases over others.</p> <p>Due to the backlog in cases we will be unable to provide you with a full response at this time.</p>	<p>Delay in receiving formal consultation due to a backlog in determination time.</p> <p>Ongoing discussions are being had with between officers and HSE to get this matter resolved. To this end officer request that the Planning Committee in agreeing the reasons for approval as set out in the report and delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with the Head of Legal Services to consider any representations from the HSE relating to (gateway ONE fire statement review) and subject to there being no substantive objections to grant planning permission subject to the completion of a legal agreement.</p> <p>This will mean that consultation responses received by HSE will be reviewed latterly under delegated authority and planning permission shall only be granted subject to there being no substantive objections.</p>
<p>LBBD Parks</p> <p>Dated 29.09.2021</p>	<p>Tennis court – based on quotations received for similar work (and subject to a detailed site survey) I would estimate the cost for the tennis court to be:</p>	<p>Consultation noted and discussed in section 2.47</p>

	<p>OPTION 1: Court Surface - To cut out and patch defective areas of asphalt proving new sub-base and surfacing, provide new tennis posts and nets: c£5k</p> <p>OPTION 2: Court Surface - To cut out a patch defective areas of asphalt proving new sub-base and surfacing plus overlay entire area by 25mm: c£25k</p> <p>Perimeter fencing – I’m not sure what the current condition is, but I think its chain link and I recall that it wasn’t pretty much life expired. Depending on the choice of netting i.e. we’d want to install a more robust and long lasting fencing (e.g. 3m mesh fencing). So, if the perimeter fencing does require replacement this could also cost: c£10-£15k.</p> <p>So, to properly refurbish the court we’d probably be looking at a project budget of c£35-£40k (excl VAT) and project management fees c£4k. So, c£45k in total.</p> <p>Children’s play area – a major play development comparable to the projects delivered in Valence Park and Antony Green in 2019 cost c.£250k-£300k. But, if we are looking at only adding a small number of new items of play equipment for 12 yr old age range, then c.12k-£15k per item including safer surfacing would be required. We could also look at installing a small multi use games court with basketball posts. We’d need to get quotations, but I’d allow c£15k-£25k depending on the size of the MUGA and range of equipment.</p> <p>Hope this gives you a better idea of the short of costs involved. So, please keep me informed and let me know the level of funding and timescales.</p> <p>Note: we also have a very proactive and enthusiast core of residents that are very keen to see improvements in Greatfields Park. So, once we have an idea of the available budget we can initiate related consultation and find out exactly what play developments and improvements residents want in the park.</p>	<p>Play space is secured by condition and obligation.</p>
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Appendix 4:

Neighbour Notification:	
Date Site Notice Erected:	09.12.2021
Date of Press Advertisement:	07.12.2021
Number of neighbouring properties consulted:	976
Number of responses:	0
Address:	Summary of response:
<i>No response received</i>	

Appendix 5: Site Plan



Appendix 6:

Conditions & Informatives:

Conditions:

1. Time Limit

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Drawings

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- BF0149-HTA-XX-09-DR-A-000159 Block plan [Revision P07] dated 05.10.21
- BF0149-HTA-XX-XX-DR-A-000010 Red Line Boundary- Existing Plan [Revision P04] dated 05.10.21

Block L

- BF0149-HTA-L0-XX-DR-A-000222 Elevations – Block L [Revision P06] dated 05.11.2021
- BF0149-HTA-L0-XX-DR-A-000223 Elevations- Block L [Revision P06] dated 05.11.2021
- BF0149-HTA-L0-XX-DR-A-000220 Elevations Block L [Revision P06] dated 05.11.2021
- BF0149-HTA-L0-XX-DR-A-000221 Elevations Block- L [Revision P06] dated 05.11.2021
- BF0149-HTA-L0-00-DR-A-000200 Ground Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-01-DR-A-000201 First Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-02-DR-A-000202 Second Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-03-DR-A-000203 Third Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-04-DR-A-000204 Fourth Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-05-DR-A-000205 Fifth Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-06-DR-A-000206 Sixth Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-07-DR-A-000207 Seventh Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-08-DR-A-000208 Eighth Floor Plan Block L [Revision P07] dated 29.03.22
- BF0149-HTA-L0-09-DR-A-000209 Roof Plan Block L [Revision P06] dated 29.03.22
- BF0149-HTA-L0-00-DR-A-000930 Cycle Stores Block L [Revision P02] dated 25.03.22

Block M

- BF0149-HTA-M0-XX-DR-A-000253 Elevations- Block M [Revision P06] dated 05.11.21
- BF0149-HTA-M0-XX-DR-A-000250 Elevations- Block M [Revision P06] dated 05.11.21
- BF0149-HTA-M0-XX-DR-A-000251 Elevations- Block M [Revision P06] dated 05.11.21
- BF0149-HTA-M0-XX-DR-A-000252 Elevations- Block M [Revision P06] dated 05.11.21
- BF0149-HTA-M0-00-DR-A-000230 Ground Floor Plan Block M [Revision P09] dated 29.03.22
- BF0149-HTA-M0-01-DR-A-000231 First Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-02-DR-A-000232 Second Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-03-DR-A-000233 Third Floor Plan Block M [Revision P07] dated 29.03.22

- BF0149-HTA-M0-04-DR-A-000234 Fourth Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-05-DR-A-000235 Fifth Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-06-DR-A-000236 Sixth Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-07-DR-A-000237 Seventh Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-08-DR-A-000238 Eight Floor Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-09-DR-A-000239 Roof Plan Block M [Revision P07] dated 29.03.22
- BF0149-HTA-M0-00-DR-A-000391 Cycle Stores Block M [Revision P02] dated 25.03.22

Block N

- BF0149-HTA-N0-XX-DR-A-000283 Elevations Block N [Revision P06] dated 05.11.21
- BF0149-HTA-N0-XX-DR-A-000280 Elevations Block N [Revision P06] dated 05.11.21
- BF0149-HTA-N0-XX-DR-A-000281 Elevations Block N [Revision P06] dated 05.11.21
- BF0149-HTA-N0-XX-DR-A-000282 Elevations Block N [Revision P06] dated 05.11.21
- BF0149-HTA-N0-00-DR-A-000260 Ground Floor Plan Block N [Revision P09] dated 29.03.22
- BF0149-HTA-N0-01-DR-A-000261 First Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-02-DR-A-000262 Second Floor Plan Block N [Revision P09] dated 29.03.22
- BF0149-HTA-N0-03-DR-A-000263 Third Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-04-DR-A-000264 Fourth Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-05-DR-A-000265 Fifth Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-06-DR-A-000266 Sixth Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-07-DR-A-000267 Seventh Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-08-DR-A-000268 Eight Floor Plan Block N [Revision P07] dated 29.03.22
- BF0149-HTA-N0-09-DR-A-000269 Roof Plan Block N [Revision P06] dated 29.03.22
- BF0149-HTA-N0-00-DR-A-000392 Cycle Stores Block N [Revision P02] dated 25.03.22

Landscaping

- BF0149-HTA-XX-XX-DR-L-000902-P02 Softworks Plan and Schedule [Revision P03] dated 29.03.2022
- Landscape Management and Maintenance Strategy dated 05.10.21
- BF0149-HTA-XX-XX-DR-L-000901-P02 Illustrative Landscape Sections [Revision P03] dated 29.03.2022
- BF0149-HTA-XX-XX-MP-L-000900-P02 Illustrative landscape Plan [Revision P03] dated 29.03.2022

Other documents

- Archaeological Desk Based Assessment dated May 2021
- Design and Access Statement [Revision P04] dated November 2021
- Design and Access Statement Addendum [Revision P01] dated March 2022
- Design and Access Statement Addendum (Landscape) [Revision P01] dated March 2022
- Energy Statement dated October 2021
- Foul Water and Utilities Assessment dated October 2021
- Planning Statement dated December 2021
- Sustainability Statement dated October 2021
- Transport Assessment dated October 2021
- Transport Assessment Addendum dated March 2022
- Whole life Carbon dated October 2021
- Wind Microclimate Report dated September 2021
- Waste Management Strategy dated October 2021
- Preliminary Ecological Appraisal dated September 2021
- Flood Risk Assessment and Outline Drainage Strategy dated October 2021

- Delivery and Servicing Plan dated March 2022
- Circular Economy Statement dated October 2021
- Biodiversity Net Gain Assessment dated September 2021
- Preliminary Roost Assessment and Bat Surveys dated 20.10.21
- 70078632-TP-SK-19 FULL IN PRINCIPLE PLAN OF THE PROPOSED S278 WORKS [Revision P01] dated 28.03.2022

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

Pre-commencement Conditions

3. Written Scheme of Investigation

No demolition (excluding to ground floor slab level) or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition (excluding to ground floor slab level) or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: River Roding.

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 demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. 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 safeguard the archaeological interest on this site.

4. Contaminated Land

No development (excluding demolition to ground floor slab level) shall commence until:

(a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; 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 site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

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

Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

5. Construction Environmental Management and Site Waste Management (details to be submitted)

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

- a) construction traffic management;

- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and Demolition", Mayor of London, July 2014; including but not confined to, non- road mobile machinery (NRMM) requirements;
- h) noise and vibration control;
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- j) the use of efficient construction materials;
- k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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

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

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

Reason: The CEMP and SWMP are 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, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

6. Construction Logistics Plan

Prior to commencement of the development, a CLP in line with the TfL guidelines shall be submitted to and approved in writing by the Council. The details shall include the numbers, size and routes of construction vehicles, provisions within/around the site to ensure that all vehicles associated with the construction works are properly managed to prevent any unwanted disruption to other highway users, and other matters relating to traffic management to be agreed with the licencing officers of the council. Approved details shall be implemented throughout the project period and any changes to the document must be reported back to the council's planning and highways department.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policy DMT 4 of The Local Plan.

7. **Bat Survey**

Prior to commencement of the development:

- (a) A climbing survey of trees/ buildings on site to determine presence, potential presence or likely absence of roosting birds shall be submitted to and approved in writing by the local planning authority. Features with potential to support roosting bats should be subject to both internal and external inspection. External inspection should comprise aerial endoscope inspection by a licensed bat ecologist with climbing skills but may not be feasible as a method of survey for all buildings. External inspections can be undertaken at any time of year but most conclusive in the autumn and winter.

If the climbing survey cannot be taken or are not feasible, dusk emergence and dawn re-entry surveys will be required. Dusk emergence/ dawn re-entry surveys must be undertaken between May and September and are optimal between May and August.

The survey shall identify if bats are present on site.

- (b) Should bats be present in buildings or trees a mitigation strategy including details of replacement roost spaces (either built into buildings or bat boxes placed on trees) and working methodology/ management plan to ensure no bats are injured or disturbed both during the construction and operation phase of the development shall be prepared and submitted to the local planning authority for written approval.
- (c) A bat mitigating licence will need to be acquired from Natural England prior to the demolition commencing.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as bats may be present on the site.

8. **Sustainable Drainage Strategy**

No works on site shall commence (excluding demolition to ground floor slab) until a sustainable drainage strategy has been submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall include detailed design of the SuDs for the site, scheme for disposal of surface water by means of sustainable methods of urban drainage systems, information demonstrating how the proximity of the tanks to the buildings envelope will not impact upon the building structure nor the functionality of the drainage system, details of the feasibility to infiltrate in vicinity of the building footprint and a sustainable drainage management and maintenance plan.

The approved drainage strategy shall be carried out prior to first occupation and thereafter be permanently retained in accordance with the approved management and maintenance plan.

Reason: To prevent and increased risk of flooding and to prevent pollution of the water environment.

9. **Tree Management Strategy and Tree Protection through construction phase**

No works shall commence unless and until a scheme for the protection of the existing on-site trees and any tree within 5 metres of the site boundary (including a method statement identifying the root protection areas of the trees and the method to avoid damage to the trees) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme will comply with the provisions of BS 5837:2012 (Trees in relation to design, demolition, and construction – Recommendations) and BS

3998:2010 (Tree work – Recommendations). The approved scheme for the protection of the existing trees shall be implemented prior to the commencement of all works and be maintained in full until the development has been completed.

Reason: Arboricultural assets are present on the site. The planning authority wishes to secure the protection and future health of the Arboricultural assets. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

10. Tree Planting Strategy and Maintenance Plan

Prior to commencement of the development a Tree Planting Strategy and Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The strategy and maintenance plan shall include details of the existing trees proposed to be removed and demonstrate that there will be adequate replacement based on the existing value of the benefits of the trees removed. This should be determined using i-tree or CAVAT or another appropriate valuation system and demonstrate the value of the replacement trees is of sufficient value to compensate for the loss of trees on site. A comparison should be provided to demonstrate the value between the trees proposed for removal and their replacement. The development must be implemented in accordance with the approved strategy and maintenance plan and thereafter permanently retained.

Reason: To secure the provision of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

11. Bird Hazard Management (London City Airport)

No Construction Works (excluding demolition works) relating to any Development Plot shall be carried out unless a Bird Hazard Management Plan (BHMP) has been submitted to and approved by the Local Planning Authority having consulted with London City Airport Ltd. This document should layout a methodology which will ensure the level of risk to aircraft is not elevated above the baseline level.

Reason: This site's location is within London City Airport's area of concern with respect to bird strikes. Details provided have given insufficient certainty that there will be no elevated risk to aircraft through bird strikes.

12. Circular Economy Statement

Prior to commencement of the development (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 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.

13. CCTV Camera Plan

Prior to commencement of the development a CCTV Camera Plan shall be submitted in writing and approved by the local planning authority. The CCTV Camera Plan shall include:

- a) The number and location of existing CCTV cameras which will need to be removed to facilitate the Phase 3 Development;
- b) The number of CCTV cameras to be removed which will be relocated in the Phase 3 Development and where they will be re-located;
- c) The number of CCTV Cameras to be removed which will be returned to the Council;
- d) Any anticipated impacts on the operation of the existing CCTV Cameras located outside the development site and proposed mitigation measures.

Reason: To safeguard the safety and security of the development.

14. Digital Connectivity

Prior to commencement of each building detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

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

15. Adoptable Road Standards

No development shall be commenced (excluding demolition to ground floor slab level) until drawings showing the design, full engineering and constructional details of estate roads have been submitted to and approved in writing by the local planning authority. All roads must be constructed to an adoptable standard. On street bays must be compliant with the Traffic Signage Restrictions and General Directions (TSRGD) and Traffic Signs Manual in terms of markings and accompanying signage. In addition, all blue badge bays must be designed in accordance with BS8300-1:2018 Design of an accessible and inclusive built environment. External environment. Code of practice. January 2018. The disabled parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees. Additionally, footways must be designed to accommodate the loading of the waste collection vehicle stabilisers.

The development shall, thereafter, be constructed in accordance with the approved details and permanently retained for the lifetime of the development.

Reason: To ensure the estate roads are constructed to an adoptable standard.

Prior to Above Ground Works Conditions

16. Green Roof Systems

Prior to commencement of above ground details of a maintenance plan of the green roof systems shall be submitted and approved by the Local Planning Authority. Once approved the maintenance plan shall be implemented and thereafter permanently retained.

Reason: To promote biodiversity on the site and to prevent an increased risk of flooding.

17. Lighting

No above ground development shall commence until a scheme showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication "Lighting Against Crime - A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E3 medium ambient brightness- urban residential areas. The development shall not commence until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document

18. Hard and Soft Landscaping- including location of fire hydrant

No above ground new development shall commence until detailed soft and hard landscaping strategies including details of the location of fire hydrants to be retained are submitted and approved in writing by the Local Planning Authority.

Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

The approved scheme shall be carried out prior to the occupation or use of the development and thereafter permanently retained.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.

19. Materials

No above ground new development shall take place until details of balconies and all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials and balcony details.

Reason: To protect and enhance the character and amenity of the area i

20. Overheating

No above ground new development shall commence until a detailed overheating analysis assessment and overheating mitigation strategy is submitted and approved in writing by the Local Planning Authority. Once approved the strategy shall be implemented and permanently retained thereafter.

Reason: To protect the amenity of residents.

21. Shared Surface Streets

No above ground development shall commence until details of the proposed shared surface streets including details of all the materials and interventions proposed to differentiate the carriageway, footpaths and cycle paths are submitted to and approved in writing by the local planning authority. The proposed

streets shall be constructed in accordance with the approved drawings and retained thereafter for the duration of the development.

Reason: To ensure the safety of pedestrians and cyclist within the development.

22. M4(3) Accessible Units

Prior to above ground works a final layout of all the M4(3) units shall be submitted to and approved in writing by the Local Planning Authority. The final layout shall identify that a minimum of 10% of the units hereby approved conform with the requirements of Category M4(3) 'Wheelchair User Dwellings' of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Prior to first occupation of the development the approved layout shall be implemented and retained for the lifetime of the development.

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

23. Fire Safety Strategy/ Statement

No above ground new development shall commence until a Fire Statement has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. A minimum of at least one lift per core (or more subject to capacity assessments) will be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The Fire Safety Scheme shall be implemented in accordance with the approved detailed prior to first occupation of the development and permanently maintained thereafter.

Reason: In order to provide a safe and secure development.

24. Flood Warning and Evacuation Plan

Prior to above ground works a Flood Warning and Evacuation Plan (FWEP) shall be submitted to and approved in writing by the Local planning Authority. The plan shall have regard to the risk of fluvial flooding, outline the proposed resilience measures to the ground floor and provide further details of the flood warning and evacuation strategy. The approved plan shall be implemented prior to first occupation and retained thereafter for the duration of the development.

Reason: To ensure adequate procedures are identified to reduce exposure to hazards in any future flood events that may affect the site.

25. Cycle Parking

Prior to above ground works, details of the mews house cycle storage and short stay cycle storage including details of the proposed location and design shall be submitted to and approve in writing by the Local Planning Authority. All cycle storage shall be designed in accordance with the London Cycle Design Guidance.

The 626 long stay cycle parking spaces and 10 short stay cycle parking spaces shall be implemented in accordance with drawing number BF0149-HTA-L0-00-DR-A-000390 Cycle Stores- Block L [Revision P02] dated 25.03.2022; BF0149-HTA-M0-00-DR-A-000391 Cycles Stores- Block M [Revision P02] dated 25.03.2022; BF0149-HTA-N0-00-DR-A-000392 Cycle Stores- Block N [Revision P02] dated 25.03.2022, Transport Assessment dated October 2021, Transport Assessment Addendum dated March 2022 and the approved mews house cycle and short stay cycle storage design. All cycle storage shall thereafter be permanently retained for the lifetime of the development.

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

Prior to First Occupation Conditions

26. Scheme of Acoustic Protection (GLA Recommended)

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

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

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the Acoustic Ventilation and Overheating Residential Design Guide January 2020. The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy D14 of the London Plan.

27. Secure by Design

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

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

28. Electric Vehicle Charging Points

Prior to first occupation of the site, the five (5) Electric Vehicle Charging Points proposed and as detailed in the Gascoigne Estate Transport Assessment dated October 2021 and drawing number BF0149-HTA-XX-XX-MP-L-000900-P03 Illustrative Landscaping Plan [Revision P03] dated 29.03.2022 including a drawing showing their location shall be submitted to and approved in writing by the Local Planning Authority. The spaces shall be constructed, marked out and the charging points installed. The charging

points shall thereafter be permanently retained for the lifetime of the development and shall not be used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

29. **Boundary Treatment**

Prior to first occupation or use a plan indicating the position, design, materials, and type of boundary treatment to be erected must be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policies D1, D4 and D8 of the London Plan and policy and BP11 of the Borough Wide Development Policies Development Plan Document.

30. **Energy and Sustainability**

Prior to first occupation the development hereby permitted shall be constructed in accordance with the submitted Energy Statement Gascoigne East- Phase 3B [Issue 3] dated 12.10.21 to achieve a minimum 48% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013).

Reason: In the interests of safeguarding the environment and providing sustainable development and to ensure measures are implemented to reduce carbon emissions.

31. **M4(2) Accessible Units**

Prior to first occupation of the site 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved and in accordance with policy D7 of the London Plan

32. **Play Space Implementation (GLA Recommended Condition)**

Prior to the first occupation of the development, details of associated child play equipment shall be submitted to and approved in writing by the Local Planning Authority. The children's play space strategy detailed in the Design and Access Statement [Revision P04] dated November 2021 and approved associated equipment shall be permanently retained thereafter.

Reason: To ensure suitable provision for children's play.

33. **Communal Television and Satellite System**

Prior to occupation details of a communal television and satellite system for each block shall be submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of each block and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per

block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the building.

34. Surface Water Drainage

Prior to the occupation of the buildings hereby approved the surface water drainage works detailed in the Flood Risk Assessment and Outline Drainage Strategy dated October 2021 shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

Reason: To prevent and increased risk of flooding and to prevent pollution of the water environment.

35. Renewable Energy

Prior to above ground works a strategy for the location of photovoltaics including a drawing of the roof layout must be submitted to and approved in writing by the local planning authority.

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance with document Energy Statement Gascoigne East- Phase 3B [Issue 3] dated 12.10.21 delivering a 48% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

36. Whole Life Carbon - Post Construction Assessment

Prior to the first occupation of the development, 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 postconstruction 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.

37. Circular Economy - Post Construction Assessment

Prior to the first occupation of the development, 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.

38. Waste and Refuse Storage

The development hereby approved shall be constructed in accordance with the Waste and Refuse Management Plan dated October 2021 and drawings number BF0149-HTA-L0-00-DR-A-000200 Ground Floor Plan Block L [Revision P07] dated 29.03.22, BF0149-HTA-M0-00-DR-A-000230 Ground Floor Plan Block M [Revision P09] dated 29.03.2022, BF0149-HTA-N0-00-DR-A-000260 Ground Floor Plan Block N [Revision P09] dated 29.03.22 and BF0149-HTA-XX-09-DR-A-000159 Block Plan [Revision P07] dated 05.10.21. The URS bins at each site and bulk waste stores within each block shall be implemented prior to first occupation of the development and permanently retained thereafter.

Reason: To provide satisfactory refuse and recycling storage provision in the interests of the appearance of the site and locality.

39. Bird and Bat Boxes

Prior to the occupation of the development details and locations of the following:

- Bat boxes
- Bird boxes

must be submitted to the Local Planning Authority and agreed in writing. Once approved the boxes and bricks shall be installed within each phase and permanently retained thereafter.

Reason: In the interest of promoting and enhancing biodiversity on the site.

40. Car Parking Management Plan

Prior to the first occupation of the development a Car Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority for the blue badge and visitor parking space. The plan shall include but not limited to details of the parking restriction proposed for the visitor bays and management strategy for all bays including those with electric vehicle charging points (EVCP).

Once the car parking design and management plan is approved the car parking areas shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently. The disabled parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees.

Reason: In the interest of sustainable methods of transport.

Monitoring and Management Conditions

41. Unit Numbers

The development hereby approved shall comprise 334 residential units.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s).

42. Nesting Birds

No demolition or hedge clearance shall take place between March and August inclusive without a nesting bird survey being carried out by a qualified ecologist no more than 48 hours prior to works commencing.

If nesting birds are found works must be delayed until the young have fledged. A strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by works taking place on the site.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as nesting birds may be present on the site.

43. Disabled Parking

The proposed blue badge car parking spaces detailed within the Transport Assessment dated October 2021, Transport Assessment Addendum dated March 2022 and drawing number 70078632-TP-SK-19 Full In Principle Plan of the Proposed s.278 Works [Revision P01] dated 28.03.2022 shall be constructed and marked out prior to the first occupation of each relevant phase as accessible parking bays (to be clearly marked with a British Standard disabled symbol). The spaces must be retained as disabled car parking spaces and not used for any other use.

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.

44. Air Quality

The development shall meet the air quality neutral standards as set out in the approved Air Quality Assessment by WSP dated October 2021. Certification confirming compliance with the approved document shall be submitted and approved by the Council post completion of the development. Should the completed development not result in not being air quality neutral the development will be subject to the off-setting contribution payment at the rate of £29k per tonne of NOx (or the equivalent figure at the time of reassessment) over the benchmark (or the equivalent figure at the time of reassessment).

Reasons: In the interests of reducing air pollution.

45. Water Efficiency

The proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G.

Reason: To minimise the use of mains water.

46. Environmental Protection Measures

The development must be constructed in accordance with the be Best Environmental Practice Guidance outlined in the Environment Agency's Pollution Prevention for Business Guidance and those outlined by the Construction Industry Research and Information Association guidance (CIRIA, 2015).

The following minimum standards must be adhered to

- Measures must be taken to prevent dust and other emissions from construction affecting land beyond the Site.
- Chemicals and fuels must be stored in secure containers located away from watercourses or water bodies. Spill kits must be available.
- Excavations must be covered or securely fenced (with no potential access points beneath fencing) when the Site is closed (e.g. overnight) to prevent entrapment of animals.
- Retained trees must be protected in accordance with BS5837;

- Noise and vibration must be controlled and kept to the minimum necessary.
- Lighting used for construction must be switched-off when not in use and positioned so as not to spill on to adjacent land or retained vegetation within the Site.

Reason: To prevent ecological impacts beyond the Site boundary.

Informative

1. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. Good horticultural practice should be utilised, including the use of peat-free composts, mulches and soil conditioners, native plants with local provenance and avoidance of the use of invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) or species listed under London Invasive Species Initiative Species of Concern. Shrubs and trees should be established where possible to provide nesting, sheltering and foraging habitat for birds of conservation importance such as house sparrow, dunnock and song thrush.
3. Video intercom should be provided where appropriate

Appendix 7:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's reasonable fees of £13,500 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Build to Rent Provision:

4. Residential Management Plan
Submission of a Residential Management Plan for approval by LBBD, residential units to be approved in line with the approved Plan.

Trigger: To be submitted 6 months prior to first occupation.

5. 15-year Build to Rent covenant
Build to Rent covenant to ensure a PPG-compliant clawback payment where individual units are sold out of the BTR covenant within 15 years from first occupation, in accordance with London Plan Policy H11.

Affordable Housing:

6. Affordable Housing Provision
Secure 53% affordable housing on a habitable room basis as shown on drawings BF0149-HTA-L0-00-DR-A-000200 [rev P06], BF0149-HTA-L0-01-DR-A-000201 [rev P06], BF0149-HTA-L0-02-DR-A-000202 [rev P06], BF0149-HTA-L0-03-DR-A-000203 [rev P06], BF0149-HTA-L0-04-DR-A-000204 [rev P06], BF0149-HTA-L0-05-DR-A-000205 [rev P06], BF0149-HTA-L0-06-DR-A-000206 [rev P06], BF0149-HTA-L0-07-DR-A-000207 [rev P06], BF0149-HTA-L0-08-DR-A-000208 [rev P06], BF0149-HTA-M0-00-DR-A-000230 [rev P07], BF0149-HTA-M0-01-DR-A-000231 [rev P06], BF0149-HTA-M0-02-DR-A-000232 [rev P06], BF0149-HTA-M0-03-DR-A-000233 [rev P06], BF0149-HTA-M0-04-DR-A-000234 [rev P06], BF0149-HTA-M0-05-DR-A-000235 [rev P06], BF0149-HTA-M0-06-DR-A-000236 [rev P06], BF0149-HTA-M0-07-DR-A-000237 [rev P06], BF0149-HTA-M0-08-DR-A-000238 [rev P06], BF0149-HTA-N0-00-DR-A-000260 [rev P07], BF0149-HTA-N0-01-DR-A-000261 [rev P06], BF0149-HTA-N0-02-DR-A-000262 [rev P06], BF0149-HTA-N0-03-DR-A-000263 [rev P06], BF0149-HTA-N0-04-DR-A-000264 [rev P06], BF0149-HTA-N0-05-DR-A-000265 [rev P06], BF0149-HTA-N0-06-DR-A-000266 [rev P06], BF0149-HTA-N0-07-DR-A-000267 [rev P06] and BF0149-HTA-N0-08-DR-A-000268 [rev P06].

77 no. units provided at Affordable Rent. Unit numbers:

L2-00-10, L3-01-04, L3-02-05, L3-02-04, L3-02-03, L3-02-02, L3-02-01, L3-03-05, L3-03-04, L3-03-03, L3-03-02, L3-03-01, L3-04-05, L3-04-04, L3-04-03, L3-04-02, L3-04-01, L3-05-04, L3-05-

03, L3-05-02, L3-05-01, L3-06-03, L3-06-02, L3-06-01, L3-06-04, M3-02-02, M3-02-01, M3-03-02, M3-03-01, M3-03-02, M3-04-01, M3-05-02, M3-05-01, M3-06-03, M3-06-02, M3-06-01, M3-06-04, N3-01-03, N3-01-02, N3-01-01, N3-01-05, N3-01-04, N3-02-05, N3-02-04, N3-02-03, N3-02-02, N3-02-01, N3-02-08, N3-02-07, N3-02-06, N3-03-05, N3-03-04, N3-03-03, N3-03-02, N3-03-01, N3-03-08, N3-03-07, N3-03-06, N3-04-05, N3-04-04, N3-04-03, N3-03-02, N3-04-01, N3-04-08, N3-04-07, N3-04-06, N3-05-04, N3-05-03, N3-05-02, N3-05-01, N3-05-07, N3-05-06, N3-05-05, N3-06-03, N3-06-02, N3-06-01, N3-06-04

90 no. units provided at London Affordable Rent. Unit numbers:

L3-00-01, L3-00-02, L3-00-03, L3-00-04, L2-00-11, L2-00-12, L2-00-13, L2-00-14, L2-00-15, L2-00-16, L2-00-17, L2-00-18, L2-00-01, L2-00-02, L2-00-03, L2-00-04, L2-00-05, L2-00-06, L2-00-07, L2-00-08, L2-00-09, L3-01-03, L3-01-02, L3-01-01, L3-02-08, L3-02-07, L3-02-06, L3-03-08, L3-03-07, L3-03-06, L3-04-08, L3-04-07, L3-04-06, L3-05-06, L3-05-05, M3-00-02, M3-00-01, M2-00-09, M2-00-08, M2-00-07, M3-00-03, M3-00-04, M2-00-10, M2-00-11, M2-00-12, M2-00-13, M2-00-14, M2-00-15, M2-00-16, M2-00-17, M2-00-18, M2-00-19, M3-01-03, M3-01-04, M3-01-01, M3-01-02, M3-02-05, M3-02-04, M3-02-03, M3-02-08, M3-02-07, M3-02-06, M3-03-05, M3-03-04, M3-03-03, M3-03-08, M3-03-07, M3-03-06, M3-04-05, M3-04-04, M3-04-03, M3-04-08, M3-04-07, M3-04-06, M3-05-04, M3-05-03, M3-05-06, M3-05-05, N3-00-02, N3-00-01, N2-00-04, N2-00-03, N2-00-02, N2-00-01, N3-00-03, N2-00-05, N2-00-06, N2-00-07, N2-00-08, N2-00-09.

7. Early-Stage Review

An early-stage affordable housing review is to occur in the event that the development does not meet substantial implementation within two years of approval. This will include payment of the Council's reasonable costs associated with scrutiny of the viability submission.

8. Late-Stage Review

A late-stage affordable housing review is to occur when 75% of the units in the scheme are sold or let.

Play Space

9. Play Space

A sum of £70,000 to be paid on completion of the deed to go towards improvements to Greatfields Park or an alternative location as agreed by the Council.

Trigger: The payment shall be made to the Council on completion of the deed

Transport

10. Parking Permits

With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).

11. Car Club

Prior to first occupation of the development, the developer must confirm to the Council details of the car club provider including details of the precise car club costs. Provision of a three-year free membership is to be provided to all residents, made available from first occupation of each residential unit.

12. Off-site Highway Works

Prior to commencement of the development the applicant must enter into a s.278 agreement (Highways Act 1980). The applicant will a) agree a scheme of highway works, b) implement all off-site highway works to an agreed schedule prior to occupation and c) secure and cover the cost of works on the bus infrastructure assets (bus stop flag, bus shelter etc). The applicant shall not carry out the works themselves but contact TfL to arrange for an approved contractor.

The scope of the highway work and improvements have been agreed in principle and shown on the submitted drawing number 70078632-TP-SK-19 Full In Principle Plan of the Proposed s278 Works [Revision P01] dated March 22. The applicant is responsible for covering the costs of all associated works.

All highway works must be completed prior to first occupation of the development.

13. Bus Route Testing

Prior to any bus servicing taking place anywhere within the red line boundary. All contented bus routes as shown in the Transport Assessment dated October 2021 will be tested to ensure buses can safely manoeuvre around the site. Should further amendments be required to enable the safe passage of the bus. This must be carried out prior to first use of the new route. A confirmation statement shall be submitted to and approved in writing by the local planning authority (LPA) to confirm that the bus can safely manoeuvre around the site. The applicant/developer is responsible for meeting all costs associated with this review.

14. **Travel Plan**

Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

On the 2nd anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site

CCTV Camera Contribution

15. CCTV Contribution- Prior to commencement of the development the Owner shall pay to the Council a sum of £2,500 for each camera that is to be removed on site and £4,000 for each camera on site that is to be relocated as identified in the CCTV Camera Plan (link to condition 12).

Sustainability

16. Carbon Reduction

On practical completion of the development, the Developer shall submit to the Council an assessment of the carbon reduction measures implemented within the Development demonstrating it achieves a minimum of 48% reduction over Part L of the Building Regulations 2013 through on-site provisions.

17. Carbon offset financial contribution

On practical completion of the development, the Developer shall pay in full to the Council, the figure for any Carbon Offset Contribution payable for the Development (as per 16) to meet zero carbon (contribution of £651,172.75).

Trigger: The payment shall be made to the Council on practical completion of the development.

18. Air Quality

Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000.00 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards. (link to condition 42)

Trigger: The payment shall be made to the Council on practical completion of the development.

19. Connect to the District Heating Network (DHN)

Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN. The requirement to connect to the DHN will be subject to the heat network being delivered and operational to supply the development, and the DHN having capacity to serve the development.

Trigger: The details shall be provided to the Council prior to commencement of the development.

20. Be Seen Hierarchy- post construction monitoring

b. Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be Seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA in accordance with the 'Be Seen' energy monitoring guidance using the 'Be Seen' planning stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).

c. Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be

Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

d. Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for at least five years. Timings may need to be adjusted to account for the large phased developments, particularly for energy centre reporting, as per the relevant section of the 'Be Seen' energy monitoring guidance document.

d) In the event that the 'In-use stage' evidence submitted under Clause c) shows that the 'As-built stage' performance estimates derived from Clause b) have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures identified in Clause c) shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable

Employment and Skills

21. Local employment, training and supply chain plans

Plans must be submitted 6 months prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

The Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted at least six months prior to commencement of development.

22. Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction of this proposed scheme.

The Owner will use reasonable endeavours to:

- ensure 25% of the total jobs (calculated on an FTE basis) created are new jobs filled by LBBB residents, either with the contractor or through the supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service at least three months before commencement of the development.

23. Training during Construction The Owner will use reasonable endeavours to ensure the following:

- Deliver one training opportunity for every 10 construction workers – at least half of which (or 5% of the FTE workforce) must be apprenticeships leading to a full recognised qualification.
- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks;
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services.

24. Supply chain development during Construction

The Owner will use reasonable endeavours to:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements;
- Source goods and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development;
- to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development;
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why);
- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

25. Monitoring

- Once the development has commenced monitoring forms must be submitted to the Council by the designated coordinator responsible for managing recruitment and training monthly for the first three months and quarterly thereafter.
- This designated employment coordinator will attend with the Council regular site visits or meetings to ensure compliance with this schedule and discuss how the obligations contained in this schedule are progressing. These site visits and meetings will take place quarterly in cases where the Council has concerns that the Owner or its contractors/sub-contractors have not been adequately complying with their obligations contained in this schedule. Where the Owner can demonstrate to the Council that they are complying with their obligations in this schedule, such site visits and meetings will be held on a less regular basis at the Council's discretion.
- Confirmation that all obligations have been met – or appropriate employment and training compensation agreed – must be provided before the Council will approve a developer's application for discharge of the obligations in this Agreement.
- Employment and training compensation will be calculated based on: the shortfall against the target number of jobs for LBBB residents X £5,000 (average cost of supporting an

unemployed borough resident into work) and the shortfall against the target number of apprenticeship starts X £8,000 (approximate wage costs of a one-year apprenticeship at the minimum apprenticeship rate);

- Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay employment and training compensation to the Council within 30 days of the Council's written request if it is found that the shortfall in the delivery of any employment or training specified in this schedule can be attributed to the Owner having not used all reasonable endeavours to follow the agreed processes.
- The Owner shall be responsible for all legal costs incurred by the Council in enforcing or ensuring compliance with this schedule.