Barking and Dagenham Council  
Development Control Board  

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<th>Application Number:</th>
<th>16/01971/REM</th>
<th>Date:</th>
<th>06 March 2017</th>
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Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution

The application is a strategic development which is of a scale and importance that should be determined at DCB.

Address:  
Plots 201-203 Barking Riverside, Renwick Road, Barking

Development:  
Application for approval of reserved matters pursuant to Condition 45 (zone details) of planning permission 08/00887/FUL for Plots 201-203 within Stage 2 comprising the erection of 378 dwellings, associated car parking, landscaping and tertiary roads.

Applicant:  
Barking Riverside Ltd

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Summary:

The application site forms part of the Barking Riverside development which occupies a 179.3 hectare site of brownfield land historically associated with the old Barking Power Station. Barking Riverside has had a number of outline planning permissions since 2007 and most recently, Members may recall that a revised outline planning application for Barking Riverside was approved by Development Control Board on 27 July 2016 (Ref: 16/00131/OUT). However this application falls under the previous outline permission (Ref: 08/00887/FUL).

This application seeks reserved matters consent for the erection of 378 new homes, associated car parking, landscaping and tertiary roads on development plots 201-203 which are located within Stage 2 of the development located to the south of Choats Road and accessed off the new Drovers Road which is currently under construction.

For Members information, the reserved matters submission comprises detail on access, appearance, landscaping, layout and scale. The reserved matters stage essentially provides further detail on what was approved at the outline planning application stage. Given the scale of Barking Riverside, an additional approval process sitting between the outline planning permission and the reserved matters application known as a Sub Framework Plan was established to act as a bridge between the two. This is bespoke to Barking Riverside. Applications for reserved matters consent at Barking Riverside must demonstrate general conformity and compatibility with the outline planning permission and relevant Sub Framework Plan to be considered acceptable. The Sub Framework Plan which covers these plots was approved on 20 August 2009 (Ref: 08/00895/CDN).

Members will be aware that Development Control Board do not normally see applications for reserved matters consent however, given the number of new homes the application will
create (378) and as this is the first reserved matters submission since London and Quadrant (L&Q) acquired Bellway Homes stake in Barking Riverside, it was considered appropriate to present the application to Development Control Board.

In terms of the detail of the submission, the principle of new residential development in this location is accepted by virtue of the outline permission (Ref: 08/00887/FUL). The masterplan work envisaged this area would largely continue the theme of Stage 1 and provide more traditional family houses with some apartment blocks. This reserved matters submission consequently provides a series of terraces of 3 and 4 storey houses perpendicular to Drovers Road. The terraces are flanked by a number of mansion (apartment) blocks on the eastern, southern and western elevations ranging between 5 and 6 storeys in height which are orientated to provide a direct frontage onto Drovers Road (with the western block fronting the sports pitches associated with the new Riverside Campus).

Members should be aware that there are two areas where the scheme marginally exceeds both the density range and the height ranges established in the outline planning permission/Sub Framework Plan. In terms of density, the site was divided into two parts; a range of between 40-59 dwellings per hectare for the eastern part and 80-99 dwellings per hectare for the western part of the site was established. The tabled scheme seeks consent for 378 units which equates to a density of approximately 78 dwellings per hectare (which exceeds one range and falls below the other). The approved maximum height parameter for this part of the site was set at 5 storeys. The eastern podium block proposed as part of this submission would be at 6 storeys with the remaining blocks at 5 storeys and the townhouses at 3 and 4 storeys in height.

Whilst it is acknowledged that the density and height parameters are breached, the difference between the approved parameters and this reserved matters application are not considered significant deviations and more fundamentally, the reserved matters application accords with the vision for this part of the site which proposed lower density development favouring family houses with some apartment blocks akin to what has already been developed on Stage 1 of the site and linked to levels of public transport accessibility.

The application proposes a mix of units comprising 16% (60 no.) 1 bed, 45% (170 no.) 2 bed, 18% (68 no.) 3 bed and 21% (80 no.) 4 bed homes which accords with the Section 106 legal agreement which seeks to ensure that 30% of all new homes across the site will be 3 beds or more. The scheme has a tenure split of approximately 50% (188 no.) shared ownership and 50% (190 no.) open market private units.

The existing Section 106 legal agreement requires that 41% of the habitable rooms must be affordable (broadly equivalent to 33% of units) and 50% of these shall be social rent and 50% intermediate/shared ownership. So far 743 new homes have been built and 413 (55.5%) of these are affordable. The affordable is split as follows 308 social/affordable rent and 105 intermediate rent/shared ownership. This will be diluted with the introduction of a further 414 private units to the south of the Rivergate Centre (currently under construction) taking the overall affordable on Stage 1 to 35% by units. This plot would be the first residential plot developed in Stage 2 and would increase the overall affordable housing provision to 39% by unit number. The development would also result in 51% of the affordable housing being social/affordable rent which also accords with the Section 106 legal agreement.
The reserved matters application is considered to demonstrate general conformity with both the extant planning permission (Ref: 08/00887/FUL) and Sub Framework Plan. The development will create 378 high quality new homes within a well landscaped setting and will contribute to the ongoing realisation of Barking Riverside.

**Recommendation:**

That the Development Control Board grant planning permission subject to the following conditions:

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

   LDS 0947B P0100 Rev B
   LDS 0947B P0101 Rev B
   LDS 0947B P0108 Rev B
   LDS 0947B P0151
   LDS 0947B P0152
   LDS 0947B P0153 Rev A
   LDS 0947B P0154 Rev A
   LDS 0947B P0155 Rev A
   LDS 0947B P0156 Rev A
   LDS 0947B P0157 Rev A
   LDS 0947B P0158 Rev A
   LDS 0947B P0159 Rev A
   LDS 0947B P0160 Rev A
   LDS 0947B P1011 Rev A
   LDS 0947B P1012 Rev A
   LDS 0947B P1013 Rev A
   LDS 0947B P1014 Rev A
   LDS 0947B P1015 Rev A
   LDS 0947B P1016 Rev A
   LDS 0947B P1021 Rev A
   LDS 0947B P1022 Rev A
   LDS 0947B P1023 Rev A
   LDS 0947B P1024 Rev A
   LDS 0947B P1025 Rev A
   LDS 0947B P1026 Rev A
   LDS 0947B P1031 Rev A
   LDS 0947B P1032 Rev A
   LDS 0947B P1033 Rev A
   LDS 0947B P1034 Rev A
   LDS 0947B P1035 Rev A
   LDS 0947B P1036 Rev A
   LDS 0947B P1041 Rev A
   LDS 0947B P1042 Rev A
   LDS 0947B P1043 Rev A
   LDS 0947B P1044 Rev A
   LDS 0947B P1045 Rev A
   LDS 0947B P1046 Rev A
   LDS 0947B P1051 Rev A
1. **Introduction and Description of Development**

1.1 This application seeks reserved matters consent for the erection of 378 new homes, associated car parking, landscaping and tertiary roads on development plots 201-203 which are located within Stage 2 of the Barking Riverside development. Plots 201-203 are located to the south of Choats Road and accessed off the new Drovers Road which is currently under construction.

2. **Background**

2.1 Barking Riverside has a detailed planning history. Most recently, an application was approved (Ref: 16/00131/OUT) by Development Control Board for the variation of all conditions following the grant of planning permission 08/00887/FUL for the redevelopment of the site known as Barking Riverside. The main reason for the submission of a new application was due to a change in public transport improvements extending the London Overground Gospel Oak to Barking line to Barking Riverside. This application falls under the existing outline planning permission and Sub Framework Plan approved in 2009.

3. **Consultations**

3.1 a) Neighbours/Publicity

3 site notices were displayed around the site and the application advertised in the local paper. No letters of representation were received.

b) Environment Agency

No objections.

c) London Fire & Emergency Planning Authority (Water Supply & Vehicle Access)

In respect of water supply, 7 new hydrants are required.

In respect of access, this is considered satisfactory subject to compliance with the Building Regulations.

*Officer Note:*

An informative can be imposed on any planning permission advising the applicant that 7 new fire hydrants will be required and that they should contact the London Fire Brigade for further details.

d) High Speed 1
No objections.
e) Sport England
No objections.
f) Essex and Suffolk Water
No objections.
g) National Grid
No objections.
h) Thames Water
No response received.
i) Network Rail
No response received.
j) London City Airport
No response received.
k) Designing Out Crime Officer
No response received.

Officer Note:
The development has been designed to comply with the principles of Secure by Design for Homes, Schools and Commercial (2016 Guide) and should achieve a minimum silver award.

l) Environmental Health Team
No objections.
m) Transport Development Management Team
No objections.
n) Drainage and Flooding Team
No objections.

4. Local Financial Considerations
4.1 The outline planning permission was approved prior to the adoption of both the GLA and LBBD Community Infrastructure Levy (CIL). As such, subsequent applications for reserved matters consent will not be liable for either the GLA or LBBD CIL.

5. Analysis

5.1.1 The extant outline planning permission was submitted with all matters reserved for future determination by the Council. For Members information, reserved matters are defined as:

Access – This covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

Appearance – The aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping – This is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example through the planting of trees, hedges or screening by fences or walls.

Layout – The way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside of the development.

Scale – The height, width and length of each building proposed in relation to its surroundings.

This report will therefore focus on these matters and how the application performs against the parameters established at the outline planning application stage.

Access

5.1.2 Plots 201-203 will be accessed off the new Drovers Road (currently under construction). This road forms the eastern and southern boundary to the plot. Five vehicular access points are shown into the plot from this new road. However, two of the access points provide one way vehicular routes in a ‘U’ shape. These routes are of a shared surface and designed for low speeds (but can accommodate larger vehicles such as the fire brigade or delivery vehicles). The access point on the western boundary would be a dead end vehicular route providing access to the podium block only. In terms of vehicular movements, the plot is largely self contained in that there is no opportunity to short cut or drive through the plot to access another part of the site. Essentially, it is anticipated that the only people utilising these internal roads would be residents or their visitors. A pedestrian and cycle route to the park is also provided on the western boundary together with an informal path along the northern boundary.

5.1.3 In terms of car parking, 265 spaces are provided with a further 38 Blue Badge spaces which gives a ratio of approximately 0.80 spaces per unit. The previously agreed standards were one car parking space per dwelling for the first 4000 dwellings (to date 743 homes have been built with a further 414 homes under construction with an average car parking ratio of 1 space per dwelling), then a
maximum of 0.7 spaces per dwelling across the completed site. The proposed level of car parking is consistent with these standards. Secure cycle storage is provided for each new home totalling 696 cycle stores. The Section 106 legal agreement requires a site wide Controlled Parking Zone to be implemented with a car parking management plan setting out how this will be enforced.

5.1.4 The new homes have been designed to comply with the inclusive design principles of the GLA Housing SPG (2016) which seeks to provide an accessible environment for all and includes ensuring level access points and appropriate ramp gradients, sizes and layout of communal entrances, lobbies and internal design of the units. All podium and mansion block cores (serving between 3-4 units) are provided with one lift. 10% of the homes have been designed to satisfy Part M4(3) of the Building Regulations which relates to wheelchair user dwellings and where possible, wheelchair user dwellings have been maximised on the ground floors of the mansion blocks together with the provision of 38 Blue Badge car parking spaces. All other homes are designed to the accessible and adaptable dwelling standard to satisfy Part M4(2) of the Building Regulations. The public realm has also been designed to be fully inclusive.

5.1.5 Overall, the application demonstrates a legible and safe road layout designed to accommodate vehicles, cyclists and pedestrians and should lend itself well to a shared surface type environment. The homes demonstrate compliance with the GLA Housing SPG (2016) and accessible design best practice and will provide accessible homes together with an accessible public realm.

Appearance

5.1.6 In respect of appearance, information should be provided on the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

5.1.7 In this regard, the plot is flanked by mansion blocks on the southern boundary with podium blocks on the eastern and western boundaries designed to provide a uniform appearance and formal edge to the plot fronting onto Drovers Road. The podium block on the eastern boundary is the largest block which provides a focal point into the new development. Within the plot, the appearance is traditional terraced family housing which provides a more intimate feel with views of the park to the north.

5.1.8 The mansion and podium blocks are generally defined by clear repetition and symmetry, an entrance lobby subdivides the building together with individual front doors to provide an active frontage, railings and hedges are used to provide a formal frontage, private gardens, balconies and communal gardens are used for amenity spaces. The townhouses are similarly characterised by repetition and a common language with a vertical emphasis. A mix of on and off street car parking is used to provide some variety along the street together with the use of dwarf brick walls, railings and hedging.

5.1.9 The traditional feel of the plot is evidenced through the use of a simple palette of robust materials which focuses on high quality brick. The mansion and podium blocks utilise a brown textured brick (Ibstock Olde English Grey) with a grey mortar which is also used for the parapet roofs. Black and grey balustrades, balconies,
windows and rain water pipes are utilised together with grey and white oak (timber coloured) front doors to differentiate between the communal and private front doors. The townhouses utilise a buff textured brick (Bespoke Brick Alaska Sintered) with a light mortar which will be contrasted with a more smooth buff coloured brick for elements of recessed brick work. The roofs are finished in a dark graphite grey slate (Marley Eternit Rivendale Cromleigh) with composite windows coloured dark yellow. Brick corbelling, soldier courses and recessed solid brick panels are used to provide areas of detail and craft.

5.1.10 Overall, the simple palette of materials proposed is considered to work well. The emphasis on a more textured brick and the use of detail such as brick corbelling along the public facing elevations is strongly supported.

Landscaping

5.1.11 In respect of landscaping, information should be provided on the treatment of private and public space to enhance or protect the site's amenity through hard and soft measures, for example through the planting of trees, hedges or screening by fences or walls.

5.1.12 In terms of soft landscape, the plot has been designed so that the public amenity space creates a green link to the park which forms the northern boundary. The town houses benefit from traditional rear gardens and will include planted beds with parking framed by linear planting strips. Feature trees will give each street a slightly different character with Envac bins (for refuse disposal) discreetly incorporated within the streetscape and softened with landscaping.

5.1.13 The apartments within the mansion and podium blocks will benefit from a range of amenity space either private terraces defined by low brick walls, railings and hedges, balconies or podium communal gardens which will incorporate children’s playspace, pergolas, seating, planted edges and hard paved paths. The western podium block provides amenity space at a podium (first floor) level and this has been designed with a setback to reduce the height of the podium for the adjacent townhouses who have courtyards at ground floor level. This is an unusual arrangement but it is considered that these ground floor courtyard gardens will still maintain reasonable levels of sunlight and daylight and should remain un-overlooked from the podium amenity space. Amenity space for the townhouses adjacent the eastern podium block has however been designed at podium level to mirror the eastern podium block.

5.1.14 A path along the western podium block provides access to the park to the north. The northern edge will be planted with rough grass, wild meadows, scrub, hedges and trees to provide a more natural landscape and transition between the plot and the park. Beyond this there will be a fence constructed by Transport for London associated with the new railway which will be screened by native scrub land and groups of trees. Swales are used to help attenuate surface water which forms part of the surface water drainage strategy for the whole of the Barking Riverside development.

5.1.15 In terms of hard landscape, a very comprehensive palette of robust materials are proposed which largely continues the theme established throughout Stage 1 of the development. The internal routes will be one way shared surface porous light, mid
and silver grey block paving and banded in contrasting blocks with recycled aggregate concrete edging. Private amenity terraces associated with the mansion and podium blocks will utilise a variety of grey concrete flag paving or decking bounded by brick wall, metal railings, standalone railings or close boarded fencing between 1.2 – 2.25 metre high. Footpaths will utilise a variety of resin bound gravel and cobbled concrete block paving.

5.1.16 Landscape design has always been at the heart of Barking Riverside and this is evidenced through the comprehensive hard and soft landscaping strategy which is well considered and improves on the work established on Stage 1 of the development.

Layout

5.1.17 In respect of layout, information should be provided on the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside of the development.

5.1.18 In terms of layout, the drawings indicate a series of terraces of houses perpendicular to Drovers Road. The terraces are flanked by a number of mansion blocks on the southern boundary and podium blocks on the eastern and western boundaries which are orientated to provide a direct frontage onto Drovers Road (with the western block fronting the sports pitches associated with the new Riverside Campus). This arrangement also provides a uniform appearance and formal edge to the plot fronting onto Drovers Road. Five vehicular access points are shown into the plot from Drovers Road. However, two of the access points provide one way vehicular routes in a ‘U’ shape. These routes are of a shared surface and designed for low speeds.

5.1.19 Internally, the homes have been designed to comply with the design standards of the GLA Housing SPG (2016) which covers matters including internal floorspace standards, floor to ceiling heights, dual and single aspect homes and the number of units served by cores in apartment blocks. The development includes 16 no. 3 bedroom single aspect apartments in the mansion and podium blocks which the GLA Housing SPG seeks to avoid, however, this figure represents a small quantity of apartments and, more importantly, none would be north facing and each have been tested to ensure reasonable levels of sunlight, daylight and ventilation.

5.1.20 Private amenity space is provided in the form of traditional rear gardens and podium gardens for the townhouses and a range of amenity space either private terraces defined by low brick walls, railings and hedges, balconies or podium communal gardens which will incorporate children’s playspace, pergolas, seating, planted edges and hard paved paths for the mansion and podium blocks.

5.1.21 Overall, the layout works well and is considered to be in general conformity with both the extant planning permission (Ref: 08/00887/FUL) and the revised parameter plans submitted pursuant to the revised outline planning application (Ref: 16/00131/OUT.

Scale
5.1.22 In respect of scale, information should be provided on the height, width and length of each building proposed in relation to its surroundings.

5.1.23 In this regard, the podium block on the eastern boundary is the largest block at 6 storeys with a parapet flat roof and a frontage of approximately 76 metres and a depth of approximately 18 metres which provides a focal point into the new development. The mansion blocks along the southern boundary are 5 storeys in height with a parapet flat roof and a frontage of approximately 76 metres and a depth of approximately 18 metres. The podium block on the western boundary is 5 storeys in height with a parapet flat roof and a frontage of approximately 52 metres and a depth of approximately 18 metres. The mansion and podium blocks contribute to framing the perimeter of the plot and provide an active hard edge to Drovers Road.

5.1.24 Within the plot, the scale is more traditional terraced family housing which provides a more intimate feel with views of the park to the north with two of the terraces at 4 storeys in height and six of the terraces at 3 storeys in height each with individual pitched roof designs. The terraces are approximately 60-72 metres in length with an average depth of 10 metres.

5.1.25 Linked to scale, the application has also been accompanied with a microclimate study which assesses how the development performs in terms of ensuring good levels of sunlight, daylight and minimising overshadowing together with the impact of the development upon pedestrian-level wind microclimate conditions.

5.1.26 The assessment advises that in respect of sunlight and daylight, a small number of rooms have internal day lighting below guideline recommendations. This is in part due to the impact of future development plots to the south of the site together with the apartment block layouts which incorporate balcony spaces with recessed living rooms behind. The majority of rooms either meet or are only marginally below the guideline recommendations for internal daylight. In terms of sunlight, the assessment advises that access to direct sunlight will be affected by the expected density of future blocks to the south of the site but should remain satisfactory.

5.1.27 In respect of overshadowing of amenity spaces, the assessment advises that the mansion and podium blocks courtyards will enjoy good access to sunlight but the townhouse gardens are more mixed with some of the gardens closer to the south facing mansion blocks more poorly lit (as would be expected). However, the assessment notes that there are well sunlit public spaces in close proximity. The findings of the sunlight, daylight and overshadowing assessment are in line with the conclusions of the 2016 Environmental Statement.

5.1.28 In respect of the wind climate, the assessment advises that thoroughfares are expected to be suitable for pedestrian access to and through the site. All main entrances are located away from corners and are partially sheltered to ensure suitable conditions for ingress and egress. The assessment advises that some areas of the amenity spaces are susceptible to channelled winds but are still expected to be suitable for general recreational activities and some parts suitable for outdoor seating during at least the summer months. The findings of the wind climate assessment are in line with the conclusions of the 2016 Environmental Statement.
5.2 **Sustainability and Energy**

5.2.1 The energy strategy submitted with the application demonstrates that the site wide energy strategy based on the London Plan 35% target (to reduce carbon dioxide emissions below current (2013) Building Regulations) will be met through a combination of 1) passive design measures such as orientation of dwellings for solar gain which will also combat overheating, for example, the balconies on the apartment blocks will provide shading during the summer; 2) energy efficiency measures through enhanced building fabric (such as high performance glazing and insulation, improved U values (to improve air tightness and minimise heat loss), mechanical ventilation with heat recovery where natural ventilation is not possible and energy efficient lighting; 3) supplying energy efficiently through a series of combined heat and power plants (CHP) to provide hot water and heating throughout the year along with electricity (the CHP plants which will come forward through stand alone planning applications potentially within stage 2). Prior to connection to the CHP system, the plots will serviced by a temporary containerised boiler plant room located to the north east of the site.

5.3 **Amenity Issues**

5.3.1 In respect of general amenity issues, Policy BP8 of the Borough Wide Development Policies DPD seeks inter alia, to protect existing and proposed occupiers from unacceptable levels of general disturbance arising from proposed developments.

5.3.2 In terms of the construction phase, there is a site wide Code of Construction Practice in place which is designed to minimise the impact of the construction phase on adjoining occupiers by utilising best practice techniques together with controlled working hours. The plot developer will be required to demonstrate compliance with this document.

5.3.3 In terms of existing background noise levels and sources, the application has been accompanied with a noise impact assessment which advises that the facades of the apartments along the eastern elevation fronting the new Drovers Road will experience the highest levels of noise from road traffic (associated with Drovers Road). These properties will benefit from high performance double glazing and external wall construction and acoustic ventilation (as an alternative to opening windows). Facades to the north and south facing the future Gospel Oak Barking London railway lines and Drovers Road respectively will benefit from moderate performance double glazing and external wall construction and potentially some form of acoustic ventilation (as an alternative to opening windows). All other facades are exposed to relatively low noise levels where standard double glazing and opening windows should ensure adequate internal noise environments. The assessment also advises that the majority of external spaces are likely to provide suitable acoustic conditions for residential amenity areas.

5.3.4 The noise impact assessment concludes that an adequate internal noise environment can be maintained across the site and apartments on the most exposed facades (eastern elevation) will have a satisfactory alternative to opening windows. The findings of the assessment are in line with the conclusions of the 2016 Environmental Statement. The applicant has also confirmed that during the detailed design stage, specific calculated assessments shall be carried out of the
sound insulation of the building envelope. The Environmental Health Team therefore raise no objections to the application on noise grounds.

5.3.5 In terms of air quality, the whole of the Borough has been designated an Air Quality Management Area (AQMA) as there are exceedences of the air quality strategy for both nitrogen dioxide (NO2) and small particulate matter (PM10). The air quality assessment submitted with the application advises that the highest points of concentrations are registered from the ground floor windows closest to the temporary energy centre.

5.3.6 The air quality assessment concludes that the predicted impacts and effects on air quality are lower than those predicted in the 2016 Environmental Statement. The Environmental Health Team have advised that the development exceeds the air quality neutral assessment Transport Emissions Benchmark, and as such on or off-site mitigation (e.g. NOx abatement) or offsetting may be required. This is mainly due to the low public transport availability levels in the area in the years assessed. However, the transport emissions are expected to be reduced over time as the whole area is developed and more public transport alternatives are available. In view of this and given the wider site has an approved green travel plan and will include a network of footpaths, cycleways together with electric vehicle charging points, it is considered adequate mitigation for what will be a temporary breach.

5.4 Ground Contamination

5.4.1 In respect of ground contamination, Policy BR5 of the Borough Wide Development Policies DPD requires development on land known to be contaminated to have appropriate site investigations and risk assessments undertaken. The site is currently being remediated by the applicant in accordance with the approved remediation strategy agreed under the outline planning permission. Conditions attached to the outline planning permission also require the plot developer to submit a validation report for approval demonstrating the effectiveness of the remediation undertaken. This is necessary to ensure the new development poses no health risk to either construction workers or future occupiers.

6. Conclusion

6.1 The proposal is considered to represent sustainable development. The application would contribute towards the Council’s vision which identifies the Borough as London’s growth opportunity and would contribute towards the regeneration of the area which is one of the Council’s growth areas in line with the corporate priority to grow the Borough.

6.2 As the proposal accords with the Local Plan and demonstrates general conformity with both the extant planning permission (Ref: 08/00887/FUL) and Sub Framework Plan and for the reasons set out above, the application is recommended for approval.

Background Papers

• Planning Application File
Local Plan Policy

Local Plan Core Strategy (July 2010)

Policy CM1 - General Principles for Development
Policy CM2 - Managing Housing Growth
Policy CM4 - Strategic Transport Links
Policy CM5 - Town Centre Hierarchy
Policy CR1 - Climate Change and Environmental Management
Policy CR2 - Preserving and Enhancing the Natural Environment
Policy CR4 - Flood Management
Policy CC1 - Family Housing
Policy CC2 - Social Infrastructure to meet Community Needs
Policy CC3 - Achieving Community Benefits through Developer Contributions
Policy CP2 - Protecting and Promoting Our Historic Environment
Policy CP3 - High Quality Built Environment

Local Plan Borough Wide Policies DPD (March 2011)

Policy BR1 - Environmental Building Standards
Policy BR2 - Energy and On-Site Renewables
Policy BR3 - Greening the Urban Environment
Policy BR4 - Water Resource Management
Policy BR5 - Contaminated Land
Policy BR9 - Parking
Policy BR10 - Sustainable Transport
Policy BR11 - Walking and Cycling
Policy BR13 - Noise Mitigation
Policy BR14 - Air Quality
Policy BC1 - Delivering Affordable Housing
Policy BC2 - Accessible and Adaptable Housing
Policy BC7 - Crime Prevention
Policy BP3 - Archaeology
Policy BP5 - External Amenity Space
Policy BP8 - Protecting Residential Amenity
Policy BP10 - Housing Density
Policy BP11 - Urban Design

Local Plan Site Specific Allocations DPD (December 2010)

London Plan (March 2016)

Policy 3.3 - Increasing Housing Supply
Policy 3.4 - Optimising Housing Potential
Policy 3.5 - Quality and Design of Housing Developments
Policy 3.6 - Children and Young People’s Play and Informal Recreation Facilities
Policy 3.7 - Large Residential Developments
Policy 3.8 - Housing Choice
Policy 3.9 - Mixed and Balanced Communities
Policy 3.10 - Definition of Affordable Housing
Policy 3.11 - Affordable Housing Targets
Policy 3.12 - Negotiating Affordable Housing on Individual and Private Residential and Mixed Use Schemes
Policy 3.13 - Affordable Housing Thresholds
Policy 5.1 - Climate Change Mitigation
Policy 5.2 - Minimising Carbon Dioxide Emissions
Policy 5.3 - Sustainable Design and Construction
Policy 5.5 - Decentralised Energy Networks
Policy 5.6 - Decentralised Energy in Development Proposals
Policy 5.7 - Renewable Energy
Policy 5.9 - Overheating and Cooling
Policy 5.10 - Urban Greening
Policy 5.11 - Green Roofs and Development Site Environ
Policy 5.12 - Flood Risk Management
Policy 5.13 - Sustainable Drainage
Policy 5.15 - Water Use and Supplies
Policy 5.21 - Contaminated Land
Policy 6.1 - Strategic Approach
Policy 6.2 - Providing Public Transport Capacity and Safeguarding Land for Transport
Policy 6.3 - Assessing Effects of Development on Transport Capacity
Policy 6.7 - Better Streets and Surface Transport
Policy 6.9 - Cycling
Policy 6.10 - Walking
Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
Policy 6.12 - Road Network Capacity
Policy 6.13 - Parking
Policy 7.1 - Building London’s Neighbourhoods and Communities
Policy 7.2 - An Inclusive Environment
Policy 7.3 - Designing Out Crime
Policy 7.4 - Local Character
Policy 7.5 - Public Realm
Policy 7.6 - Architecture
Policy 7.8 - Heritage Assets and Archaeology
Policy 7.14 - Improving Air Quality
Policy 7.15 - Reducing Noise and Enhancing Soundscapes
Policy 7.19 - Biodiversity and Access to Nature

Table 6.2 - Car Parking Standards
Table 6.3 - Cycle Parking Standards

London Riverside – Opportunity Area Planning Framework

- National Planning Policy Framework
- Planning Practice Guidance