**Barking and Dagenham Council**  
**Development Control Board**  

<table>
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<tr>
<th><strong>Application No.</strong></th>
<th>17/01736/REM</th>
<th><strong>Date:</strong> 12 February 2018</th>
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<tr>
<td><strong>Ward:</strong></td>
<td>Gascoigne</td>
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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:**  
Fresh Wharf Estate, Fresh Wharf Road, Barking, IG11 7BG

**Development:**  
Application for approval of reserved matters following outline approval 14/01196/OUT - Details of appearance and landscaping in relation to the first phase of development comprising 531 residential dwellings and 952 sqm of Class A1 (shops) and/or Class A2 (financial services) and/or Class A3 (restaurants & cafes) and/or Class A4 (drinking establishments) and/or Class D1 (non-residential institutions) floorspace in buildings ranging in height between 3 and 15 storeys, public open space and ancillary infrastructure.

**Applicant:**  
Countryside Properties (UK) Limited & Notting Hill Developments Limited

**Summary:**  
The application site falls within the Barking Town Centre Area Action Plan (AAP) area. It is located adjacent to the River Roding, to the east of the A406 and to the west of Barking Town Centre. The site forms part of the larger Fresh Wharf Estate, the southern part of which, Muirhead Quay, has been redeveloped to provide modern industrial / commercial units.

The site is located adjacent to both the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area. This site is in close proximity to a number of other heritage assets, including a Scheduled Ancient Monument and statutory and locally Listed Buildings.

The site already benefits from outline planning permission (14/01196/OUT) and this reserved matters application seeks approval solely for matters concerning the appearance and landscaping of Phase 1 of the development in relation to the erection of 531 dwellings and 952 square metres of Class A1 (shops) and/or Class A2 (financial services) and/or Class A3 (restaurants & cafes) and/or Class A4 (drinking establishments) and/or Class D1 (non-residential institutions) floorspace in buildings ranging in height between 3 and 15 storeys, public open space and ancillary infrastructure. It should be noted that reserved matters for Phase 2 of the development, comprising up to 380 dwellings, will be submitted at a later date. Members should note that matters such as financial obligations, subsidised housing, viability reviews, transport improvements, community facilities, moorings, sustainability and provisions to maximise local labour/local supply and related S106 Agreement have already been agreed under the outline permission and therefore are not under consideration as these do not form part of this application.
All 204 dwellings within the Barrier Block would comprise Private Rented Sector (PRS) units, while the remaining 327 dwellings in Phase 1 would be private for sale.

The submitted Design and Access Statement sets out key principles and features around the appearance of Phase 1 of the development. The appearance of the blocks within Phase 1 have been inspired by the textile industry history of the site and its surroundings, as well as from a range of local historic and contemporary buildings and features.

Private amenity space is proposed for all the dwellings in the form of wintergardens, balconies or terraces. These spaces are sized in accordance with London Plan standards.

Key landscaping features in Phase 1 of the development comprise the Northern Square, riverside walk, Central Park and courtyard/podium spaces. With the exception of one podium, these spaces would be available for residents and the wider community to use. The good design and quality of these spaces is supported by officers.

The quality and amount of play space proposed within Phase 1, which would result in 1,186 square metres of equipped play space and a further 3,494 square metres of informal play space, is welcomed.

Conditions are proposed to secure the submission and approval of full hard and soft landscaping details and external materials in due course.

Overall, officers support the submitted details which illustrate a good quality standard of design throughout Phase 1 of the development with respect to matters of appearance and landscaping. It is considered that the proposals would result in attractive buildings and a high quality public and private realm. The greening of the urban environment is welcomed.

In considering the proposed matters of appearance and landscaping, officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the two adjacent Conversation Areas and the settings of the nearby Scheduled Ancient Monument and statutory and locally Listed Buildings. The proposed development is not considered to significantly affect either of the Conservation Areas or any of the heritage assets.

The proposal complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.

**Recommendation:**

That the Development Control Board grants reserved matters consent subject to the following conditions (with any amendments that might be necessary up to the issue of the decision).

**Conditions:**

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

   1702 P 101 001 Rev 02
   1702 P 101 002 Rev 02
Fresh Wharf - Design and Access Statement dated 12 January 2018, prepared by Metropolitan Workshop; and
Fresh Wharf – Landscape Design Statement (Rev P2) dated October 2017, prepared by Landscape Design Architecture.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. No works to the superstructure in Phase 1 shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development in Phase 1 have been submitted to and approved in writing by the Local Planning Authority. Phase 1 of the development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policies 7.1, 7.4 and 7.6 of the London Plan.

3. No works to the superstructure in Phase 1 shall take place until full details of the hard landscaping for Phase 1 have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited to, details of the following:
   a) surface materials;
   b) street furniture;
   c) play spaces and any related equipment; and
   d) management and maintenance.

The hard landscaping scheme shall be implemented prior to occupation of Phase 1 of the development in accordance with the approved details and thereafter permanently maintained, to the satisfaction of the Local Planning Authority.

Reason: In the interests of design quality, residential amenity, walking, accessibility and public safety, in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

4. No works to the superstructure in Phase 1 shall take place until a detailed scheme of soft landscaping for Phase 1 has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or completion of Phase 1 of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of Phase 1 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.

Reason: To secure the provision of the landscaping in the interests of the visual amenity of the area and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

5. Before occupation 90% of the dwellings in Phase 1 shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check
compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the London Plan.

6. Before occupation 10% of the dwellings in Phase 1 shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy 3.8 of the London Plan.

| Contact Officer | Title: Planning Development Management Officer | Contact Details: Tel: 020 8227 3552 E-mail: adele.lawrence@befirst.london |

1.0 Description of the Site and Surrounding Area

1.1 The application site is located adjacent to the River Roding, to the east of the A406 and to the west of Barking Town Centre. The site forms part of the larger Fresh Wharf Estate, the southern part of which, Muirhead Quay, has been redeveloped to provide modern industrial / commercial units.

1.2 The site falls within the Barking Town Centre Area Action Plan (AAP) area.

1.3 The site is also located adjacent to both the Abbey and Barking Town Centre Conservation Area and the Abbey Road Riverside Conservation Area and is in close proximity to the Barking Abbey Scheduled Ancient Monument, the Grade I Listed Parish Church of St Margaret, the Grade II Listed Tomb of Captain John Bennett at St Margaret’s Church, the Grade II* Listed Fire Bell Gate (Curfew Tower), the Grade II Listed remains of Barking Abbey and the old churchyard walls, the Grade II listed Old Granary at Town Quay and the locally listed Malthouse and Granary at Abbey Road.

2.0 Background and Description of Development

2.1 The whole site already benefits from outline planning permission. Planning Permission 08/01325/OUT was granted by the London Thames Gateway Development Corporation on 29 March 2011 for 950 homes and up to 1,987 square metres of Class A1-A5 commercial uses and 1,616 square metres of Class D1 use (non-residential institutions). The outline permission allows for buildings ranging in height between 6 and 22 storeys. It includes the erection of a 4 metre high landscaped acoustic bund 'Green Screen'; provision of up to 418 residential car parking spaces and 16 visitor and car club car parking spaces; provision of up to 113 motorcycle parking spaces and associated bicycle parking spaces; open space and landscaping including riverside walk; highways and transport works; works to river wall; demolition; engineering operations; moorings; together with all associated and ancillary works. Matters of appearance and landscaping were reserved
2.2 A S73 application for minor material amendments to the outline permission was
granted by the Council on 2 April 2015 (Ref: 14/01196/OUT). Amongst other things,
this amended building heights and reduced the maximum number of dwellings to
911. The development is to be built out in two phases.

2.3 The current application seeks reserved matters consent in relation to appearance
and landscaping for Phase 1 of outline permission 14/01196/OUT for the erection of
531 dwellings and 952 square metres of Class A1 (shops) and/or Class A2
(financial services) and/or Class A3 (restaurants & cafes) and/or Class A4 (drinking
establishments) and/or Class D1 (non-residential institutions) floorspace in buildings
ranging in height between 3 and 15 storeys, public open space and ancillary
infrastructure. It should be noted that reserved matters for Phase 2 of the
development, comprising up to 380 dwellings, will be submitted at a later date.

2.4 Phase 1 of the development comprises 162 one-bedroom dwellings; 322 two-
bedroom dwellings and 47 three-bedroom dwellings. Of the 531 dwellings
proposed in Phase 1, 327 of these would be for private sale and 204 would be
private rented sector (PRS) units.

2.5 The whole of the Barrier Block, which is located adjacent to the A406 (North
Circular) and made up of Blocks I, J, JK, K, KL and L, would comprise PRS
dwellings and these would be privately managed by Folio London which is a
subsidiary of Notting Hill Developments Limited. Future residents of the PRS
dwellings would also benefit from access to communal facilities in Block L.

2.6 The proposed blocks within Phase 1 are described below:

<table>
<thead>
<tr>
<th>Block</th>
<th>Height</th>
<th>Number of Units</th>
<th>Tenure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block A</td>
<td>12-storeys</td>
<td>143 flats</td>
<td>Market Sale</td>
</tr>
<tr>
<td>Block B</td>
<td>15-storeys</td>
<td>113 flats</td>
<td>Market Sale</td>
</tr>
<tr>
<td>Block B1</td>
<td>3-storeys</td>
<td>5 town houses</td>
<td>Market Sale</td>
</tr>
<tr>
<td>Block C</td>
<td>9-storeys</td>
<td>66 flats</td>
<td>Market Sale</td>
</tr>
<tr>
<td>Block I (Barrier Block)</td>
<td>6-storeys</td>
<td>46 flats</td>
<td>Private Rented Sector</td>
</tr>
<tr>
<td>Block J (Barrier Block)</td>
<td>6-storeys</td>
<td>56 flats</td>
<td>Private Rented Sector</td>
</tr>
<tr>
<td>Block JK (Barrier Block)</td>
<td>3-storeys</td>
<td>2 town houses</td>
<td>Private Rented Sector</td>
</tr>
<tr>
<td>Block K (Barrier Block)</td>
<td>6-storeys</td>
<td>50 flats</td>
<td>Private Rented Sector</td>
</tr>
<tr>
<td>Block KL (Barrier Block)</td>
<td>3-storeys</td>
<td>3 town houses</td>
<td>Private Rented Sector</td>
</tr>
<tr>
<td>Block L (Barrier Block)</td>
<td>6-storeys</td>
<td>47 flats</td>
<td>Private Rented Sector</td>
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3.0 Consultations

3.1 Neighbours / Publicity:

20 site notices were posted on 27 October 2017 and expired on 17 November 2017.
A press notice was also published in the Barking and Dagenham Post on 1
November 2017 and expired on 22 November 2017. There has been no response
to the consultation process.
3.2 **Consultees:**

**London Fire and Emergency Planning Authority** – Response provided setting out the Building Regulations requirements for access for fire and rescue service vehicles.

*Officer Note:* The applicant has advised that fire engineered solutions have been developed to ensure that the provisions for fire vehicle access and firefighting are as good as, if not better than, those suggested by the Building Regulations guidance.

**London Fire Brigade Water Team** – In respect of water supply, four new fire hydrants are required.

*Officer Note:* The applicant was advised at the outline planning stage of the same requirement and these hydrants are to be provided as part of the development.

**Historic England (Archaeology)** – No comments on the submitted details but recommend that the previously advised archaeology condition on the overall permission remains in place until submissions are made and approved addressing it.

*Officer Note:* Condition 20 of outline permission 14/01196/OUT requires a programme of archaeological investigation and assessment to take place and the applicant has already submitted an application for approval of part of the condition.

**Historic England (Buildings)** – We do not consider that it is necessary for this application to be notified to us.

**Essex and Suffolk Water Company** – We have apparatus located in the proposed development. We have no objection to this development subject to compliance with our requirements. Consent is given to the development on the condition that a water connection is made onto our company network for the new dwellings.

**National Grid** – No objection.

**Transport for London (TfL)** – Condition 48 of outline permission 14/01196/OUT will determine the details of bus stops, which isn’t included in detail in these plans, and for avoidance of doubt we would need to see the relevant details for that condition to be discharged. Essentially, a cage 28 metres long should be marked on the highway. If the applicant wishes to undertake any ground works as part of the public realm we would be pleased to discuss if that makes it easier to install stops at a later date.

All the parking bays seem to be inset off the main carriageway so buses would not need to manoeuvre around stopped vehicles. The swept path analysis for a bus shows buses can get through the site and there are “passing bays” for cars to pass around stationary buses at the bus stops and this should allow for vehicles to pass in the event that there is a broken-down bus at the stop.
It should be clarified at some stage if the internal site roads will be private roads or offered for adoption. If the former then TfL will need to secure licences for bus running.

916 cycle parking spaces are provided in line with current London Plan standards and this is welcomed.

Paragraph 4.17 of the Planning Statement says that 20% of the car parking spaces will be fitted with charging infrastructure which is in line with the wording of condition 24, however, the applicant should clarify if the 20% provision will be active. They should also provide 20% passive provision in line with the London Plan.

*Officer Note: The applicant has confirmed that 20% of the car parking spaces within the development will be fitted with charging infrastructure, comprising 10% active and 10% passive provision. This is in accordance with the requirements set out in Condition 24 of 14/01196/OUT. On this basis, it is not acceptable to request 20% active and 20% passive provision.*

London City Airport – The development has been assessed from an aerodrome safeguarding perspective and London City Airport has no physical safeguarding objection to the completed structure.

Port of London Authority (PLA) – It is noted that as part of the outline permission 14/01196/OUT a number of conditions were put in place regarding the river wall (conditions 7 and 35), details of external lighting (condition 8), Construction Environmental Management Plan (condition 33), provision of riparian lifesaving equipment (condition 36), assessing the potential for moving freight by water (condition 46) and details of the proposed moorings (condition 54). It will be important that these conditions are adhered to and relevant information is provided to discharge them at the appropriate time.

Regarding the proposed reedbed areas within the development, a long-term management and maintenance plan should be conditioned. This will ensure any failed planting is replaced and that litter is swiftly cleared to ensure the success of the new habitat. All planting should be of native species and any intertidal terracing should follow the best practice guidance provided in the Environment Agency document “Estuary Edges – Ecological Design Guidance”.

*Officer Note: Condition 10 of outline permission 14/01196/OUT already secures a landscape management plan, which includes for the long-term management and maintenance of the reedbed areas.*

Natural England – No comment.

Environment Agency – No response.

Thames Water – No response.

UK Power Networks – No response.

London Borough of Newham – No response.
Transport Development Management – No objection.

Environmental Health Officer – No comment.

Clean and Green Division – General information provided about the refuse requirements for flatted developments.

Arboricultural Officer – I have no objections or concerns at this stage to any aspects of this proposal. The site is currently impoverished for trees so any planting would be an improvement. The proposal looks well thought out. I support the open public areas where there is an opportunity to plant open grown large mature canopy trees. The species choice is a largely standard spread of commonly successful species in the Borough with a good spread of soft and hard woods. There is a screen planting proposed along Fleet Road.

4.0 Local Financial Considerations

4.1 The outline planning permission was approved prior to the adoption of both the Mayor of London and Borough Community Infrastructure Levies (CIL). As such, subsequent applications for reserved matters consent are not liable for CIL.

5.0 Equalities Considerations

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, 90% of the proposed dwellings are designed in accordance with Part M4(2) ‘Accessible and adaptable dwellings’ of the Building Regulations and 10% of the proposed dwellings are designed in accordance with Part M4(3) ‘Wheelchair accessible dwellings’ of the Building Regulations. Furthermore, the submitted details confirm that the public realm would be a clear and inclusive environment suitable and safe for everyone, including people with disabilities, the elderly and children in pushchairs.

6.0 Analysis

6.1 Reserved Matters

6.1.1 The site already benefits from outline permission and this reserved matters application seeks approval solely for matters concerning the appearance and landscaping of Phase 1 of the development.

6.1.2 The relevant reserved matters are defined as follows:

   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.

6.1.3 The application was accompanied by drawings, as well as a Design and Access Statement and a Landscape Design Statement, which summarise the emerging design proposals for Phase 1 of the development.
6.2 Matters of Appearance

Block A

6.2.1 At 12-storeys high, Block A is one of a pair of buildings that address the Northern Square. Block A frames the western edge of the square and is also designed to act as a barrier to traffic noise from the A406.

6.2.2 Block A incorporates ground floor commercial space with 143 flats above.

6.2.3 The design of Block A seeks to maximise the amount of active frontage and the amount of commercial floorspace and uninterrupted commercial frontage facing the square at ground floor level. At 4 metres high, the proposed commercial frontage would be prominent and, along with the proposed provision of retail spill out areas, this would help to activate the square.

6.2.4 The main residential entrances are proposed at either end of Block A in visible corner locations. A colonnade at the base of the block is also proposed to serve as a shelter from the elements along the desire line leading towards the Central Park.

6.2.5 A pair of cores, each with two lifts and a staircase, are proposed to service the dwellings. Both cores are located on the western facade with access to natural light and ventilation.

6.2.6 172 cycle parking spaces are proposed over the ground and lower ground floor levels. It is proposed to locate most of the cycle parking spaces, as well as the residential and commercial refuse storage areas, at the lower ground floor level facing the A406 in order to prioritise ground floor space for more active uses. Both residential cores would continue down to this lower level to provide easy access for residents. Secondary core entrances are also proposed at this level.

6.2.7 There is no car parking proposed within Block A and therefore residents would need to park in one of the other blocks. Given the lack of direct access to car parking within the block, no wheelchair adaptable units are proposed within Block A.

6.2.8 Private amenity space is proposed in the form of balconies which would either be recessed or cantilevered.

Blocks B, B1 and C

6.2.9 Blocks B, B1 and C are clustered together around a first floor level, communal landscaped podium.

6.2.10 At 15-storeys high, Block B is considered to be a landmark building and forms the southern edge of the Northern Square. Block C which is 9-storeys high is located on the opposite corner of the podium and alongside a terrace of 3-storey town houses (Block B1) which front the riverside walk.

6.2.11 Blocks B, B1 and C incorporate 179 flats and 5 town houses across the ground and upper floor levels, along with some ground floor commercial/community space.
6.2.12 The applicant has sought to maximise the amount of active frontage and the amount of commercial and community floorspace and frontage facing the square and the riverside walk. Block B incorporates a retail unit fronting the square, while houseboat welfare facilities are proposed at the corner of Block B fronting the riverside walk.

6.2.13 The residential entrances are proposed in prominent locations. The entrance to Block B is located off the square, the entrances to the town houses are from the riverside walk and the entrance to Block C is adjacent to Central Park.

6.2.14 A single access core, with two lifts and a staircase, is proposed for each of Blocks B and C.

6.2.15 Private amenity space for the flats is proposed in the form of balconies which would either be recessed or cantilevered.

6.2.16 Private amenity space for the town houses is proposed in the form of a second floor roof terrace (11 square metres) and a ground level front garden space.

6.2.17 24 car parking spaces, including 3 wheelchair accessible spaces, and 8 motorcycle spaces are proposed underneath the landscaped podium, along with 350 cycle parking spaces.

*Barrier Block*

6.2.18 The Barrier Block, comprising Blocks I, J, JK, K, KL and L, forms the western edge, and part of the southern edge, of the development.

6.2.19 The western edge of the Barrier Block which is adjacent to the A406 is 6-storeys high and 167 metres long. The block is designed to act as an acoustic barrier for the development from road traffic noise. The dwellings are typically arranged around courtyards which face the Central Park thereby minimising the number of dwellings which overlook the A406.

6.2.20 The whole of the Barrier Block would comprise PRS dwellings in the form of 199 flats and 5 town houses. The entrance lobby in Block L would provide access to PRS communal facilities which are currently proposed to include lounge, kitchen and games facilities, office/reading space and a function room/gym.

6.2.21 Each block within the Barrier Block has an entrance lobby which addresses the Central Park, with a secondary means of escape for each core located on the Fleet Road elevation which faces the A406.

6.2.22 On the western edge, dwellings would be accessed via an internal gallery which mitigates noise from the A406.

6.2.23 The proposed private amenity space for the flats comprises wintergardens, projecting balconies and terraces. The private amenity space for the town houses is proposed in the form of a second floor roof terrace (11 square metres) and a ground level front garden space.
6.2.24 At ground level, car parking is proposed below a pair of landscaped podiums which are fronted by the town houses which face Central Park. This ensures the frontages to Central Park are active and the car parking can be discreetly hidden from view with access from a ramp adjacent to Block J. The car park would be visible from Fleet Road where it occupies the central third of the Fleet Road elevation, however it is proposed to treat the car park facade to disguise its appearance. All cycle parking and refuse storage is proposed at this level.

6.2.25 A lower ground floor level within the Barrier Block comprises additional car parking and a small amount of plant. The lower ground floor level is accessed from Fleet Road via a curved downward ramp which is located above the flood level. It is proposed that this lower level of car parking would primarily be allocated to other blocks on the site, with a discreet access stair out towards the Central Park.

6.2.26 182 car parking spaces are proposed, including 17 wheelchair accessible spaces, as well as 40 motorcycle spaces and 332 cycle parking spaces.

External Materials and Architectural Treatments

6.2.27 The submitted Design and Access Statement which is to be secured by condition sets out key principles and features around the appearance of Phase 1 of the development. The appearance of the blocks within Phase 1 have been inspired by the textile industry history of the site and its surroundings, as well as from a range of local historic and contemporary buildings and features.

6.2.28 The primary external materials for the blocks would comprise good quality brickwork. Drawing on the textile industry history of the local area, the applicant proposes to introduce panels of stitch and weave patterns into the brickwork to add both character and texture to the proposed elevations. Officers welcome this attention to detail.

6.2.29 London Stock brick is the primary material for much of the local wharf-side architecture, so a buff coloured brick is proposed for some blocks. The proposed development is considered to have five distinct character areas (the Northern Square, riverside, Central Park, courtyards and western edge) and therefore the applicant has selected a wider palette of brick tones to complement and reinforce each character area.

6.2.30 The applicant has produced detailed window bay elevations for Blocks A, B and C. These add character to the elevations through, for example, the introduction of features such as double soldier courses on every other floor, concrete cills, infill panels comprising stitch and weave designs, different window heights and deep window reveals. It is currently proposed that the external elevations of Blocks A and C would be finished in buff brick; Block B would be finished in dark grey brick; and Block B1 would be finished in light grey brick. The windows and doors for these blocks are currently proposed to be bronze coloured.

6.2.31 In designing the proposed elevations for the Barrier Block, the applicant has drawn on successful historic examples of long elevations that use repetition. The proposed elevations incorporate a range of brick textures, blank panels and subtle changes in bay details. It is currently proposed that the external elevations of the
Barrier Block would be finished mainly in buff brick but complemented by light and dark grey brick.

6.2.32 All blocks would have a plinth architectural treatment at the base to ground each building and make them feel part of the landscape. This is a welcome design feature.

6.2.33 Three different balcony types are proposed within the development, comprising projecting balconies with solid balustrades, laser cut with wave/weave pattern; recessed and semi-recessed balconies with thin metal railings/flat balusters in a colour finish matching the window frames; and recessed balconies with solid balustrades, laser cut with wave/weave pattern.

6.2.34 It is considered that the proposed appearance of Phase 1 of the development is of a good quality befitting the development’s prominent location within the Barking Town Centre AAP area and alongside the River Roding and the A406. A condition is proposed to secure the submission and approval of external materials in due course.

6.3 Landscaping

6.3.1 A range of different landscape spaces are proposed across the development in order to provide amenity, recreation and biodiversity enhancements.

6.3.2 Private amenity space is proposed for all the dwellings in the form of wintergardens, balconies or terraces. These spaces are sized in accordance with London Plan standards.

6.3.3 Key landscaping features in Phase 1 of the development comprise the Northern Square, riverside walk, Central Park and courtyard/podium spaces, as described below.

Northern Square

6.3.4 The Northern Square is situated adjacent to the historical Town Quay and the Mill Pool. The square is the gateway to the development and it establishes clear pedestrian/cycle connections to Barking Town Centre to the north and the along the riverside walk to the south. The retail and commercial uses would be concentrated around the square.

6.3.5 The vision is for the square to be a place which encourages activity and to provide a pleasant setting to sit and enjoy the river view. Spill out restaurant/cafe space from Blocks A and B would help to animate the square further.

6.3.6 The key features of the square include a ramped approach from Highbridge Road, a reedbed zone, terraced steps, seating, tree and shrub planting and a water feature set within the paving to act as a focal feature. The design quality is supported by officers.
Riverside Walk

6.3.7 The riverside walk is a good quality linear pocket park which provides an 11 metre buffer zone between the built form of the development and the river wall. Reedbed zones would be located at either end of the riverside walk.

6.3.8 The proposed design, which is supported by officers, seeks to provide an active and useable pedestrian and cycle route alongside the river.

6.3.9 The proposed riverside walk would comprise a two-tier walkway separated by a soft planted verge and occasional stepped access. A lower 4 metre wide walkway along the edge of the river would provide a continuous route for pedestrians and cyclists, whilst enabling occasional maintenance access associated with the river. A higher level walkway would provide a route to the building entrances and between buildings. Ramped access between the two-tiers would be provided at either end for wheelchair users.

6.3.10 Defensible planting, such as densely planted native hedgerow, would be used as a buffer to protect the amenities of the occupiers of the dwellings that front onto the riverside walk.

6.3.11 The riverside walk would also feature lamp columns, seating and mooring buoys.

Central Park

6.3.12 The Central Park, which as the name suggests, lies central to the development and is a significant green open space which would benefit residents of the development as well as the wider community. The park is bordered and overlooked by residential development to the east and west and this helps to define its form and size. The main car and bus route through the development forms a one-way loop around the park.

6.3.13 Key elements of the park include semi-mature trees; fruit trees along the western edge; grass mounding to provide a sculptural quality to the space and offering opportunities for seating and play; areas of low planting, hedges and lawns; feature lighting; good quality paving materials and a variety of formal and informal play areas. The quality and combination of hard and soft landscaping is welcomed by officers and will help ensure that the park is both attractive and appealing to a wide range of users.

Courtyards / Podiums

6.3.14 Three good quality landscaped courtyards are proposed within the Barrier Block. These spaces would be primarily accessed to the south-west of the Central Park but also through the main cores of Blocks I and J. The courtyards include lawn areas, play areas for doorstep play, seating and planted garden areas.

6.3.15 Two of the proposed courtyards in the Barrier Block are located on top of the car parking podium, while the third courtyard is located at ground level. The landscaped courtyards would all provide communal amenity space for residents, as well as being publicly accessible spaces.
6.3.16 Public access to the two podium courtyards would be via steps fronting the Central Park. As some dwellings can be accessed from the podiums, the courtyard designs have sought to delineate the private / public boundaries with robust planting and boundary treatments.

6.3.17 It should be noted that the proposed podium within Blocks B, B1 and C would be gated and would be for the sole use of residents only with a fob / key code. Access would be from block cores or via a gated series of steps that rise from the riverside walk.

*Play Space*

6.3.18 The play space strategy for the development seeks to create public realm that is genuinely child-friendly and inclusive in line with the London Plan aspirations to ensure that all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision.

6.3.19 The proposals allow for sufficient publicly accessible open space to meet the benchmark of 10 square metres of playable space per child in accordance with the Mayor’s Supplementary Planning Guidance on play. A minimum of 1,180 square metres of play space is required in this case.

6.3.20 Most of the play facilities would not be segregated and fenced-off, but rather play opportunities would be threaded throughout the public realm, including play equipment, open space and facilities for games and wheeled activities and incidental features such as mounding and slopes that encourage natural play. There is considered to be a variety of play spaces to cater for the various age groups.

6.3.21 A total of 1,186 square metres of equipped play space would be provided across Blocks B, C, KL, JK, JL, I and J and the Central Park. A further 3,494 square metres of informal play space is included across these areas.

6.3.22 Officers support the quality and amount of play space within Phase 1.

*Hard and Soft Landscaping*

6.3.23 The submitted Landscape Design Statement to be secured by condition identifies design principles for hard and soft landscaping that will help ensure that the final hard and soft landscaping details to be approved in due course would result in the good quality landscape features that have been highlighted in this report.

6.3.24 The Landscape Design Statement and the Tree Strategy Plan indicate good quality soft landscaping proposals across the development. The amount of green space to be delivered is supported. Officers welcome the number of extra heavy standard and semi-mature trees to be provided as this would help to establish a good quality landscaped environment early on.

6.3.25 Overall, officers support the amount, variety and quality of the hard and soft landscaping proposed.
6.3.26 Conditions are proposed to secure the submission and approval of full hard and soft landscaping details in due course.

Movement and Parking

6.3.27 The submitted details identify the proposed vehicular, cycle and pedestrian routes through the site, as well as the location of parking entrances and future bus stops. The details are consistent with the outline permission.

6.3.28 As described earlier in this report, parking would typically be arranged underneath discreet landscaped podiums in Blocks B, B1 and C and across two levels under the Barrier Block. A small number of spaces are also proposed around the park and within the ground level courtyard at the southern end of the site (Block I). Car parking spaces are predominantly located adjacent to each block core for convenience, although the Barrier Block has additional spaces which would be allocated to Blocks A, B and C so that each block receives the same proportion of parking.

6.3.29 Lay-bys are proposed throughout the development to provide access for refuse collection and servicing.

6.3.30 A total of 206 residential car parking spaces are proposed in Phase 1, however it should be noted that 86 of these spaces would be allocated to future Phase 2 of the development once it is completed. A further 14 visitor parking spaces are proposed. Blue badge parking is proposed to be clustered closest to the nearest accessible cores, making up 10% of the overall spaces. The car parking numbers are in keeping with the outline permission. It is important to note that the amount of car parking does not form part of the decision for this reserved matters application.

6.3.31 916 cycle parking spaces are proposed in Phase 1 of the development in keeping with London Plan standards.

6.4 Compliance with the Outline Permission

6.4.1 The submitted details are in accordance with the agreed parameters as conditioned under the outline permission in terms of layout, scale and means of access.

Conditions on Outline Permission

6.4.2 The outline permission 14/01196/OUT secured 54 conditions for the overall development which generally need to be approved on a phase by phase basis. The applicant has already started to discharge some of those conditions. The proposed conditions to be attached to this reserved matters application are additional to those secured under 14/01196/OUT and seek further information in relation to the matters of appearance and landscaping for Phase 1 of the development.

Internal Space Standards

6.4.3 Condition 25 of the outline permission (as amended by non-material amendment 17/01853/NMA) requires the applicant to submit full details of the internal layout of the dwellings prior to works on the superstructure in a relevant phase and that these should satisfy the minimum internal space standards set out in Policy BP6 of the
Borough Wide Development Policies Development Plan Document, unless otherwise agreed in writing by the Local Planning Authority. Policy BP6 has been superseded in recent years by London Plan internal space standards. The submitted drawings show that the dwellings have been designed to meet the current internal space standards set out within the London Plan and officers welcome this provision. The applicant would need to apply for approval of condition 25 of 14/01196/OUT in due course once the internal floor layouts are finalised.

**Accessible and Adaptable Dwellings and Wheelchair User Dwellings**

6.4.4 Condition 22 of the outline permission requires the applicant to submit a detailed Access Statement prior to the occupation of the first phase of the development. Amongst other things, the condition requires details of the wheelchair accessible dwellings and details of the Lifetime Homes specifications to be submitted. Lifetime Homes no longer exists and has been replaced by M4(2) of the Building Regulations ‘accessible and adaptable dwellings’ and M4(3) of the Building Regulations ‘wheelchair user dwellings’. The applicant has confirmed that 90% of the dwellings would meet M4(2) and 10% of the dwellings would meet M4(3). A condition is proposed on this reserved matters application to secure these revised matters. The applicant would need to apply for approval of condition 22 of 14/01196/OUT in due course having regard to the requirements of M4(2) and M4(3).

**Dwelling Aspects**

6.4.5 The dual aspect to single aspect ratio across the dwellings in Phase 1 is 57% dual or triple aspect and 43% single aspect facing due east, west or south. This exceeds the minimum of 50% dual aspect dwellings shown on the indicative drawings for the outline permission 14/01196/OUT and officers are satisfied with the proposal in this respect.

**Daylight and Sunlight**

6.4.6 Clause 16 of Schedule 1 of the principal S106 Agreement requires the developer to use reasonable endeavours to design each of the buildings within the development having regard to Building Research Establishment (BRE) guidance for both daylight within habitable rooms and for the degree of sunlight falling on areas of public amenity (measured as the percentage of overshadowing). A written report detailing the design steps taken to meet this obligation, as well as a prediction and assessment of the levels of daylighting at representative dwellings and of overshadowing of representative areas of public realm, is required to be submitted with the reserved matters application for each phase of the development.

6.4.7 This reserved matters application was accompanied by a Daylight and Sunlight Report which considers the proposed detailed layout of Phase 1 of the development in relation to the BRE guidelines and the British Standards. The submitted report highlights that the detailed design has been optimised over several iterations in order to ensure maximum possible daylight compliance commensurate with other design considerations, such as balcony space, structural requirements and elevation treatment.
6.4.8 The submitted details show that daylight values within the proposed development would generally be good or very good. Over 90% of the habitable rooms within Phase 1 would exceed the BRE and British Standards in terms of daylight values. Overall, this is considered to represent a good level of compliance for new high density development in a town centre location.

6.4.9 In relation to sunlight, the submitted details highlight that the southerly facades would generally receive very good levels of sunlight and accord with the BRE guidance. Some locations would have lower levels of sunlight, particularly on the north-facing facades, and under balconies, but this is not considered to be unusual for this type of development.

6.4.10 In regards to overshadowing, the submitted details highlight that the majority of public amenity space achieves BRE guideline figures. It is noted that the two southern-most courtyards in the Barrier Block do not meet the recommended BRE guidelines, however, this was also the case for the approved building massing under the outline permission.

6.4.11 Having regard to the above results, officers are satisfied that future residents of Phase 1 of the development would generally enjoy good levels of daylight and sunlight.

**Fire Strategy**

6.4.12 For member’s information, the following details indicate the current fire strategy for Phase 1 of the development. This is likely to evolve as the detailed design of the development is worked up. While fire safety is a Building Regulations matter for approval, it should be noted that officers would expect a detailed fire strategy to accompany the external materials planning condition submission in due course to give officers confidence that all of the proposed materials are non-combustible and that the strategy for preventing the spread of any fire is sound. It should be noted that no aluminium composite material panels are proposed within the development. The applicant’s Fire Strategy Advisor has advised that all materials, including insulation, within the external wall build up would be non-combustible.

6.4.13 All new buildings above 30 metres are required to be fitted with sprinklers. Accordingly, the applicant has confirmed that Blocks A and B would be fitted with sprinkler systems. In addition, the applicant has advised that Block C, which has a top floor height of 26.1 metres, would be fitted with a sprinkler system. Following discussions with the Fire Brigade around access to the town houses in Block B1, the applicant has also confirmed that those town houses would also be fitted with a sprinkler system.

6.4.14 The Barrier Block would be mechanically vented and fitted with mechanical automatic opening vents (MAOVs) on all floors.

6.4.15 The proposed fire strategy has been developed to comply with both the Building Regulations ‘Approved Document B - Fire Safety’ and BS9991.

6.4.16 The nature of the site and design of the new road allows for a sufficient number of laybys where fire appliance vehicles could park to access dry riser inlets.
7.0 Conclusion

7.1 In considering the proposed matters of appearance and landscaping, officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the two adjacent Conversation Areas in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is not considered to significantly affect either of the Conservation Areas.

7.2 The proposed details are not considered to significantly affect the setting of the nearby Scheduled Ancient Monument and statutory and locally Listed Buildings. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.3 Overall, officers support the submitted details which illustrate a good quality standard of design throughout Phase 1 of the development with respect to matters of appearance and landscaping. It is considered that the proposals would result in attractive buildings within a high quality public and private realm.

7.4 The proposal complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.

7.5 It is recommended that planning permission be granted subject to the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

Background Papers

- Local Plan Policy

   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 CE1 - Vibrant and Prosperous Town Centres
   Policy CP2 - Protecting and Promoting Our Historic Environment
   Policy CP3 - High Quality Built Environment


   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 BC8 - Mixed Use Development
Policy BE2 - Development in Town Centres
Policy BE3 - Retail Outside or on the Edge of Town Centres
Policy BP2 - Conservation Areas and Listed Buildings
Policy BP3 - Archaeology
Policy BP4 - Tall Buildings
Policy BP5 - External Amenity Space
Policy BP6 - Internal Space Standards
Policy BP8 - Protecting Residential Amenity
Policy BP9 - Riverside Development
Policy BP10 - Housing Density
Policy BP11 - Urban Design

Barking Town Centre Area Action Plan (February 2011):

Policy BTC1 - Additional Shopping Floorspace
Policy BTC5 - Leisure Uses and the Evening Economy
Policy BTC6 - Barking as a Visitor Destination
Policy BTC7 - Improving Public Transport
Policy BTC8 - Traffic Management/Abbey Road Home Zone
Policy BTC9 - Town Centre Car Club
Policy BTC10 - Pedestrian Movement
Policy BTC11 - Cycling Facilities
Policy BTC13 - Housing Supply
Policy BTC15 - Social Infrastructure/Community Facilities
Policy BTC16 - Urban Design
Policy BTC17 - Tall Buildings
Policy BTC18 - Public Realm
Policy BTC19 - Heritage and the Historic Environment
Policy BTC20 - Parks, Open Spaces, Play Areas and Tree Planting
Policy BTC21 - Riverside Development and Informal Leisure
Policy BTC22 - Sustainable Energy
Policy BTC23 - Developer Contributions
Policy BTCSSSA2 - Fresh Wharf Estate

Other Guidance:


‘Biodiversity’ Supplementary Planning Document (2012)
The London Plan (March 2016):

Policy 2.15 - Town Centres
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 4.7 - Retail and Town Centre Development
Policy 4.8 - Supporting a Successful and Diverse Retail Sector
Policy 4.9 - Small Shops
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 Environs
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 7.7 - Location and Design of Tall and Large Buildings
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
Policy 7.24 - Blue Ribbon Network
Policy 7.25 - Increasing the Use of the Blue Ribbon Network for Passengers and Tourism
Policy 7.27 - Blue Ribbon Network: Supporting Infrastructure and Recreational use
Policy 7.28 - Restoration of the Blue Ribbon Network

‘Housing’ Supplementary Planning Guidance (March 2016)

- National Planning Policy Guidance
  - National Planning Policy Framework (March 2012)
  - Planning Practice Guidance
  - Technical Housing Standards – Nationally Described Space Standard (March 2015)