

LONDON BOROUGH OF BARKING & DAGENHAM

PLANNING COMMITTEE

30th November 2020

Application for the Approval of Reserve Matters

Case Officer:	Nasser Farooq	Valid Date:	16/10/2020
Applicant:	London Borough of Barking and Dagenham	Expiry Date:	18/12/2020
Application Number:	20/01866/REM	Ward:	Gascoigne Ward
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 approval of reserved matters relating to the proposal below at Gascoigne Estate East, King Edwards Road, Barking.

Proposal

Application for the approval of all reserved matters (relating to Phases 2B and 2C) following outline approval 19/00310/FUL- Details in relation to the development comprising 526 dwellings, up to 822 sqm of commercial floorspace (Use Classes A1, A2, A3, and B1) a public square, and associated access roads, car parking and landscaping.

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 LBBD Legal Services to grant planning permission subject the completion of a Deed of Variation under S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 and the Conditions listed at Appendix 5 of this report; and
3. that, if by 1st March 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth has delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary

Summary of Conditions

1. In accordance with approved drawings
2. External materials - submission of details for approval
3. Hard landscaping - in accordance with approved drawings
4. Soft landscaping - in accordance with approved drawings
5. Tree protection measures during construction for retained trees

6. External lighting scheme - in accordance with approved details
7. Cycle and refuse storage areas - in accordance with approved drawings
8. Electric Vehicle Charging Points to be installed
9. London City Airport
10. Secure by Design
11. Parking Design
12. Highways Design
13. Car Club Spaces
14. 90% M4(2) Accessible and adaptable dwellings and 10% M4(3) Wheelchair adaptable dwellings
15. BREEAM sustainability rating

S106 – Summary of Heads of Terms:

The Section 106 Heads of Terms are already secured within the original planning permission under 4 separate s106 agreements (one for each phase):

- Affordable Housing – to be secured at 32.8% Market; 33.7% Shared Ownership; and 33.5% Affordable Rent on a phased approach with a review phase by phase on affordable housing levels depending on market values and viability of the development.
- Land to be safeguarded within land parcel G for a secondary school.
- Land to be safeguarded within land parcel K for a primary school.
- The provision of a combined heat and power plant within Phase 1A.
- One-year free membership to Zipcar for residents – setting aside two spaces for the car club;
- Future monitoring of queuing/highway capacity of King Edwards Road and any subsequent highways improvement works as necessary.
- Cost of relocation and re-provision of bus stops and waiting facilities to enable the re-routing of the 62 London bus route and to allow a new junction to be formed with Ripple Road.
- Cost of traffic management orders.
- A local labour and suppliers agreement.
- Funding towards the provision of a new community facility.
- The re-provision of CCTV cameras and provision of appropriate infrastructure to allow installation of cameras if required.

In addition to this, a further s106 obligation has been secured for this phase.

- Restriction on permits to park within the Control Parking Zone.

OFFICER REPORT

Planning Constraints

- Located in Barking Town Centre Area Action Plan (AAP) Area.
- Site falls just inside the Epping Forest Special Area of Conservation (SAC) Zone of Influence (3-6.2km Zone).

Site, Situation, Proposal and Relevant Background Information

The wider site 16.36 hectares and which is located immediately to the south of the commercial part of Barking Town Centre is bound approximately by St Pauls Road, Ripple Road, King Edwards Road, Alfred's Way (A13) (excluding the commercial uses fronting the trunk road but including Longreach Court and Fiske Court), Gascoigne Road, Gascoigne Primary School, and St. Ann's (part of which would be retained).

In terms of planning policy the whole of the site falls within the area covered by the Barking Town Centre Area Action Plan.

The proposed reserved matters application relates to Phases 2B and 2C of the consented outline planning permission. These phases have previously been approved under planning reference 19/00318/REM. This application was approved 3rd February 2020. Building C1 has been implemented. This will be superseded by this application if permission is granted.

The changes related to C1 as approved under 19/00318/FUL and the current application have previously been considered non-material under planning reference 20/00534/NMA.

Further to the south of Phase 2 is the recently completed Phase 1 (Weavers Quarter) providing 381 residential units.

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

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 associated 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. Current application Section 73 variation to 19/00310/FUL – 20/01251/VAR (Resolution to grant s106 agreement)

This application is a variation to the section 73 application as following a detailed consideration of the next development parcels requires a variation to the approved parameter plans. This application considered at the Planning Committee on 14th September 2020, where members resolved to grant planning permission subject to a section 106 agreement.

In relation to the application site, two applications are of particular relevance and mentioned above. These are listed below

5. 19/00318/REM

Approval of reserved matters granted on 03/02/2020 for the approval of all reserved matters (relating to Phases 2B and 2C) following outline approval 19/00310/FUL - Details in relation to the development comprising 526 dwellings, up to 822 sqm. of commercial floor space (Use Classes A1, A2, A3, and B1) a public square, and associated access roads, car parking, and landscaping.

6. 20/00534/NMA

On 8th September 2020, non-material amendments following grant of planning permission 19/00318/REM were approved. The amendments proposed updates to Block C1 only including; 1.Re configuring the deck access walkway; 2.Replacing clay cover tiles with projecting brick every 4th course; 3.Adjustments to the ground floor layout of 2 no. apartments and adjacent plant rooms; 4.Adjustments to the access steps to ground floor apartments; 5.Minor fenestration adjustments; 6.Omission of ground floor domestic balcony doors to NE elevation; 7.Adjustments to the courtyard landscape layout and buffer planting.

Key Issues

1. Principle of Development
2. Dwelling Mix and Quality of Accommodation
3. Design and Quality of Materials
4. Heritage
5. Impacts to Neighbouring Amenity
6. Sustainable Transport
7. Waste Management and Refuse Collection
8. Delivering Sustainable Development (Energy / CO₂ Reduction / Air Quality)
9. Biodiversity and Sustainable Drainage

Planning Assessment

1. Principle of Development

- 1.1 The National Planning Policy Framework (NPPF) speaks of the need for delivering a wide choice of quality homes which meet identified local needs, in accordance with the evidence base, and to create sustainable, inclusive, and mixed communities. Paragraph 17 specifically states that it is a core planning principle to efficiently reuse land which has previously been developed.
- 1.2 The London Plan, through Policies 3.3, 3.5 and 3.8, outlines that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures, in accordance with Local Development Frameworks. Residential development should enhance the quality of local places and take account of the physical context, character, density, tenure and mix of the neighbouring environment and as a minimum incorporate the space standards and more detailed requirements, as outlined in the Housing SPG. The Draft London Plan outlines comparable messages to the adopted London Plan in regard to the need for more and good quality homes through Policies GG4, D2, D4, H1, H10 and H12.
- 1.3 The principle of the development is established by the extant outline planning permission. This reserved matter application proposes a scheme which would fit within those parameter plans.

2. Dwelling Mix and Quality of Accommodation

<i>Proposed density</i>	Density is controlled by the outline planning permission. The proposal complies with the relevant density parameter plan for the site.	<i>Overall % of Affordable Housing</i>	65%
<i>London Plan density range</i>		<i>Comply with London Housing SPG?</i>	Yes
<i>Acceptable density?</i>		<i>Appropriate dwelling mix?</i>	Yes

2. Density

- 2.1 The NPPF emphasises the importance of delivering a wide choice of high-quality homes and, as part of significantly boosting the supply of housing, advises that Local Planning Authorities should set their own approach to housing density to reflect local circumstances.

- 2.2. Policy 3.4 of the London Plan sets out a density matrix as a guide to assist in judging the impacts of the scheme. It is based on the setting and public transport accessibility level (as measured by TfL) of the site. The policy states that proposals which compromise the policy should normally be resisted, although the policy also states that it is not appropriate to apply the matrix mechanistically.
- 2.3. Unlike the adopted London Plan, there is no density matrix in the Draft London Plan. Instead, Policy D6 of the Draft London Plan seeks to ensure that development proposals make the most efficient use of land and states that sites must be developed at the optimum density, with a design-led approach to optimising density.
- 2.4. Core Strategy and Borough Wide Policies CM2 and BP10 seek to ensure that housing densities are considerate to local context and accessibility, design, sustainability and infrastructure requirements, whilst ensuring optimum use of all suitable sites in the Borough in light of the high levels of identified housing need. Additionally, and similar to draft London Plan policy, Policy SP4 of the emerging local plan (at Reg 19 stage) advocates a design-led approach to optimise density and site potential.
- 2.5. The proposal is for 526 residential units. The outline planning permission separates the residential development on the estate into two areas “Gascoigne Gardens” and “Gascoigne Terraces”. The Gascoigne Gardens is the area towards the town centre and has the higher density range of 800 to 975 residential dwellings whilst the Gascoigne terraces are the area furthest from the town centre including the application site. As such, the principle of high-density closest towards the town centre is established by the outline planning permission and the number of units within the location also established under the previously approved reserve matters application (19/00318/REM). With no change in planning policy to consider otherwise, the proposed density is considered acceptable.

Housing Size Mix and Tenure

- 2.6. The following table shows the housing mix and tenure shown below:

	Private		London Shared Ownership		Affordable Rent		London Affordable Rent		Total	
	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms
1-bed	54	108	53	106	20	40	20	40	147 (28%)	294 (19%)
2-bed	93	279	58	174	32	96	48	144	231 (44%)	693 (44%)
3-bed	37	148	40	160	31	124	34	136	142 (27%)	568 (36%)
4-bed	0	0	0	0	0	0	6	30	6 (1%)	30 (1%)
total	184 (35%)	535 (34%)	151 (28%)	440 (28%)	83 (16%)	260 (26%)	108 (21%)	350 (22%)	526	1585

- 2.7. The number of units proposed remains the same as consented under 19/00318/REM . However, the proposed mix differs. The following table is a comparison of the two for information only.

	19/00318/REM (previously consented)	20/01866/REM (as proposed)	Difference +/-
1 bedroom units	141	147	+6
2 bedroom units	267	231	-36
3 bedroom units	114	142	+28
4 bedroom units	4	6	+2
Total	526	526	0

- 2.8. Policy 3.8 of the London Plan states that residential development should offer genuine housing choice with regard to the range of housing size and type. This is supported by Policy H12 of the Draft London Plan which seeks residential development to deliver an appropriate mix of housing.
- 2.9. 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), whilst acknowledging that not all sites are suitable for family-sized accommodation. Emerging local plan (at Reg 19 stage) DMH 2 also supports the delivery of family accommodation.
- 2.10. The proposed provision of 28% family accommodation (3+bedroom), although falling short of the 40% target set out in the Core strategy, is considered reasonably justified by the flatted nature of the development and site constraints. Furthermore, a substantial amount of the family sized units are affordable rent and would therefore 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.
- 2.11. Policy H5 of the draft London Plan requires 50% of the number of homes built over the plan period to be affordable, with a specific requirement for 50% affordable housing on public sector land as previously established in the Affordable Housing Supplementary Planning Guidance (SPG).
- 2.12. Policy H7 of the draft London Plan, also reflecting the targets previously set out in the SPG, further details the Mayor's preferred affordable tenure split, which consists of a minimum of 30% low-cost rented homes (including Social Rent and London Affordable Rent), a minimum of 30% intermediate products (including London Living Rent and London Shared Ownership) and the remaining 40% to be determined by the Local Authority based on identified need, provided they are consistent with the definition of affordable housing.
- 2.13. Similar affordable housing requirements, as well as the preferred tenure split set out in draft London Plan policy, are echoed by emerging Local Plan (Reg 19 stage) Policy DM1.
- 2.14. The proposed development delivers 65% affordable housing which is far in excess of the London Mayor's 50% target. It is considered that the proposal will make a significant contribution to the Borough's much needed provision of affordable housing. The proposed tenure mix comprising is considered acceptable and consistent with the requirements of draft London Plan policy and the Affordable Housing Supplementary Planning Guidance.
- 2.15. The delivery of affordable housing in accordance with the proposed mix has been secured by the main S106 Agreement.

Quality of Accommodation

- 2.16. At national level, the 'Technical Housing Standards – Nationally Described Space Standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage, and floor-to-ceiling heights. London Plan Policy 3.5 and Draft London Plan Policy D4 seek for new housing to achieve the space standards in line with those set at national level. The Core Strategy and Borough Wide Policy Document and emerging local plan (Reg 19 stage) also reiterate the need for housing developments to conform to these requirements.
- 2.17. Policy D4 of the Draft 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'.
- 2.18. Policy 3.8 of the London Plan and Policy D5 of the Draft 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 BC2 of the Borough Wide Policies and Policy SP4 of the emerging Local Plan (Reg 19 stage).
- 2.19. 10% of units have been designed to be fully wheelchair accessible, adhering to Building Regulations M4(3). All the remaining units have been designed to be fully wheelchair adaptable, adhering to Building Regulations M4(2). Details of these matters will be secured by condition.
- 2.20. The proposal accords with New London Plan Policy D7, London Plan Policy 7.2 and local policy BC2.
- 2.21. The proposed dwellings are also provided with the private amenity space required by the London Plan, Draft London Plan and Housing SPG in the form of balconies and meet draft London Plan policy D4. Lastly, the dwellings will be well lit and amenity spaces will have good access to daylight/sunlight.

Playspace

- 2.22. With respect to on-site provision of playspace, the proposed development is expected to yield 313 children requiring a play space requirement of 3131 square metres. The proposed scheme provides a range of spaces for people to meet and actively use, including: two internal courtyards within E2 and F1 as well as Gascoigne Square (9000 sqm), St Pauls Square (620 sqm), streets; and private terraces and balconies.
- 2.23. As set out within the accompanying Landscape Assessment, 3314 sqm of children's play will be provided on site, exceeding the minimum 3131 sqm needed.

The play provision is broken down as follows:

- 0-5 years = 920 sqm
- 5 to 11 years = 2,084 sqm
- 11 to 18 years = 1,310 sqm

- 2.24. This will ensure adequate provision exists for all play groups. Given the overall amount is significantly larger than the play space requirement, officers considered there is adequate space and provision of play space.

- 2.25. The submitted plans cover details on full play areas and full details of this matter will be reserved by planning condition.
- 2.26. Overall, the quality of the proposed accommodation is considered satisfactory and would provide future occupiers with acceptable living conditions.

3. 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. The NPPF, London Plan Policies 3.5, 7.1, 7.4, 7.5 and 7.6 and Draft London Plan Policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 19 stage).
- 3.2. Specifically, Policy 7.4 of the London Plan requires development to have regard to the form, function and structure of the local context and scale, mass, and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, that new development should build on the positive elements that can contribute to establishing an enhanced character for future function of the area. Policy D1 of the Draft London Plan reiterates these objectives.
- 3.3. The principle of the height schedule messing and citing of the proposed residential blocks has been established by the granting off the outline planning permission. This reserve matters application therefore considers the access, appearance, landscaping, layout and scale of the development.
- 3.4. The proposal 526 units are arranged into 5 buildings – Block C1, E1, E2, F1 and F2. The above-mentioned matters are discussion further in relation to the blocks proposed.
- 3.5. Block C1, faces Gascoigne Park and is made up of 4 family housing units towards the west and a 5-7 storey block with deck access units. Block C1 consists of all affordable tenure. Block C1 is not proposed to change from the approved reserve matters and the associated no-material amendment and is currently under construction.
- 3.6. Block E1 - Is a part 8 and part 14 storey building to be located at the north-east corner of the Gascoigne East estate, Block E1 is a gateway to the site and the rest of the estate. It is an L-shaped building with its highest corner acting as a visual landmark for pedestrians approaching from central Barking. A proposed community building is to come forward at a later date.
- 3.7. Block E2 – A is a part 4, part 7 and part 10 storey building proposed in a courtyard arrangement formed from central corridor access buildings. The building heights are stepped to allow daylight penetration and create a building variety. Affordable and private homes share the communal courtyard gardens.
- 3.8. Block F1 – Block F1 is a part 6, 8 and part 13 storey building. It is to be contained central corridor access buildings with deck access links to the north and south. The block is located between E1 and F2 at the northern boundary of the site. Affordable and private homes share the communal courtyard gardens.

- 3.9. Block F2 is to be 4 storeys and to contains 8 family sized units - four 4B6 duplex units accessed on ground level and two storeys above of single-level 3B5 units accessed via a central core.
- 3.10. In terms of appearance, a common material palette across the blocks is proposed however in order to create a distinct sense of place and new identity, a combination of Traditional brick, varying in colour between blocks and Metal window frames, balconies and copings provide contrast to the brickwork and unify various different architectural and landscape elements, such as balconies, windows, fences and plant room entrances are proposed.

Landscaping

- 3.11. As per the consented scheme, detailed landscaping plans have been provided which detail how the courtyards are to be arranged as well as Gascoigne Park. Officers are satisfied with the quality of the development coming forward with final details to be reserved by condition.

Summary

- 3.12. With the parameter of the development set by the outline planning permission, sufficient information has been provided within the submitted plans and design and access statement to demonstrate the proposed detailed design, landscaping and overall appearance will result in a high-quality well designed space that will contribute significantly to the regeneration of this part of the Gascoigne Estate, the design of the proposed development is considered acceptable.

4. Heritage

- 4.1. The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.2. Policy 7.8 of the London Plan, policy HC1 of the Draft London Plan, policies BP2 and CP2 of the Local Plan, policies SP2 and DMD4 of the Draft Local Plan and policy BTC19 of the BTCAAP seek to conserve heritage assets and avoid harm.
- 4.3. The application site is not subject to any heritage designations. The proposed blocks are sufficiently away from the Abbey and Barking Town Centre Conservation Area and from Abbey Green.
- 4.4. The proposed high-quality development will enhance the local area and contribute positively to the built environment. No adverse impact on any designated heritage asset is envisaged by the proposed development.
- 4.5. In reaching this conclusion, Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the adjacent Abbey and Barking Town Centre Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Officers have also 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.

5. Impacts to Neighbouring Amenity

- 5.1. Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further

reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.

- 5.2. Policies 7.1 and 7.6 of the London Plan states that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking. Policy BP8 of the Borough Wide Policies and Policy DMD1 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall consider and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.

Privacy, Outlook, Noise and Disturbance

- 5.3. The application site is situated within an urban environment with an existing degree of mutual overlooking between residential properties. Given the relative siting of neighbouring properties, it is considered that the development would maintain adequate separation to safeguard the outlook and privacy of their occupiers. The separation distances to neighbouring properties are the same as those consented and considered acceptable within the consented reserve matters. This remains acceptable.
- 5.4. In terms of outlook, given the separation distances involved and the proposed design, with slightly raised ground floors officers are satisfied the proposed development will have adequate outlook for future residents as well as protecting the outlook of existing residents.
- 5.5. The main noise impact will arise during construction and will be controlled via condition.
- 5.6. In other aspects of the proposal, officers are satisfied that the overall appearance of the new buildings will improve the visual amenity for surrounding residents and the general public.

Daylight, Sunlight and Overshadowing

- 5.7. The Mayor's 'Housing' SPG states that an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in accessible locations, and should consider local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.
- 5.8. The Daylight and Sunlight Assessment submitted with the application has tested the surrounding properties.
- 5.9. The following properties have been tested:
- 107 – 119 Ripple Road
 - 1 – 24 Mayflower House
 - 2 – 24 Westbury Court
 - 147 Ripple Road
 - 1 – 34 Millicent Preston House
 - Gascoigne East (Block A1)
 - Gascoigne East (Block B1)
 - Gascoigne East (Block D1)
 - 88 – 99 St Ann's Road
 - 82 – 87 St Ann's Road
 - 64 – 69 St Ann's Road
 - 59-95 Cooke Street
 - Chandler Court
 - 58a Ripple Road
 - 47 – 75 Ripple Road

5.10. The following properties adhere to the numerical values set out within the BRE Guidelines and are not discussed further:

- 107 – 119 Ripple Road
- 127 Ripple Road
- Gascoigne East (Block B1)
- Gascoigne East (Block D1)
- 64 – 69 St Ann’s Road
- 59-95 Cooke Street
- 58a Ripple Road
- 47 – 75 Ripple Road

5.11. The impact on the remaining properties is summarised in the tables below using the loss of Vertical Sky Component methodology. This measures the loss of sky as a result of the development and according to BRE Guidelines a loss of more than 20% is considered noticeable to occupiers.

5.12. The table below shows the impact on the existing properties.

	No of windows tested	BRE Compliant	20-30% reduction in VSC	31-40% reduction in VSC	41%+ reduction in VSC
Chandler Court	122	112	9	0	0
1 – 24 Mayflower House	54	38	0	2	14
2 – 24 Westbury Court	66	50	1	7	10
147 Ripple Road	5	2	0	2	1
1 – 34 Millicent Preston House	46	39	7	0	0
Gascoigne East (Block A1)	141	110	16	15	0
88 – 99 St Ann’s Road	40	12	8	20	0
82 – 87 St Ann’s Road	20	0	20	0	0

Table 1: Impact on existing properties.

5.13. The above results demonstrate the vast majority of windows in existing surrounding properties will meet or exceed the recommendations in the BRE guidelines.

5.14. However, a number of properties will have a noticeable impact. The impact on recently complete parts of Gascoigne East are considered acceptable given they are currently relying on an existing situation that is not reflective of the wider masterplan of the estate. Furthermore, the impact is broadly akin to the consented scheme and in the case of 82-87 St Ann’s Road which is significantly impacted the impact is from Block C1 which is not changing from the consented scheme.

5.15. The above properties and open spaces have also been tested for Sunlight, whilst there are some expected reductions. Overall, the impacts are considered acceptable.

5.16. To conclude, it is considered that the proposed development would have an overall acceptable impact on daylight and sunlight received by neighbouring occupiers and generally achieves a satisfactory level of compliance.

6. Sustainable Transport			
<i>car parking spaces</i>	53	<i>PTAL Rating</i>	6b
<i>Proposed number of cycle parking spaces:</i>	978 long stay and 18 short stay resident	<i>Closest Rail Station / Walking Distance</i>	539m (Barking Underground Station)
<i>Restricted Parking Zone:</i>	Yes	<i>Parking stress survey submitted?</i>	No

- 6.1. The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 6.2. Policy 6.3 of the London Plan and Policies T1 to T6 of the Draft London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 6.3. This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policies DM2 and DM3 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 6.4. The site has a PTAL of 6b which represents very good level of public transport accessibility, it is noted that there are a number of bus stops in the vicinity and a number of routes : 62, 287, 368, EL1, EL2 and EL3.

Car Parking and Cycle Parking

- 6.5. 16 disabled parking spaces are proposed equating to 3% of all units and 32% of all spaces to meet the Draft London Plan standards. The remaining 37 will be design to operate as visitor bays and will also provide two spaces for car club vehicles. In addition, the Section 106 Agreement associated with the outline planning consent secures one year's free car club membership to each new resident. The existing local provider is Zipcar which has car club parking bays in St Erkenwald Road and Axe Street, both within a short walk of this Phase.
- 6.6. The applicants transport statement confirms two car-club spaces can be supported by 526 units and given there are two spaces suggested within the development a condition is recommended to secure these.
- 6.7. Conditions are recommended securing a highway and parking designs to ensure the final details are acceptable and a deed of variation has been agreed to ensure the dwellings are exempt from being allocated parking permits as part of the CPZ. A further condition is recommended seeking the designation of the disabled parking and their implementation prior to occupation of the development,
- 6.8. It is considered that the accessible nature of the site, combined with a restrained approach to parking provision will likely serve to encourage the use of more sustainable modes of travel and reduce reliance on the private car.

- 6.9. The provision of Electric Vehicle Charging Points in accordance with both adopted and Draft London Plan policy requirements in relation to sustainable transport, being 20% active and 80% passive, will also be secured by condition. Lastly, an additional car club bay is proposed.
- 6.10. Secure, internal cycle parking will be provided in accordance with the requirements of the London Plan. The implementation of the cycle parking scheme in accordance with the submitted details will be secured under condition.
- 6.11. The site will be serviced on street. Secure refuse storage is provided with level to the carriageway. Deliveries and other servicing activity will also take place on street. The new street will allow servicing activity to take place in a lightly trafficked environment, remote from any primary thoroughfares.
- 6.12. Officers are overall satisfied that the proposed development adopts a sustainable approach to transport, to promote walking and cycling, whilst minimising its impact on local road infrastructure and parking amenity, in accordance with relevant policy.

7. Waste Management and Refuse Collection

- 7.1. Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Reg 19 stage) through Strategic Policy SP6 and DMSI9. Policy 5.17 of the London Plan seeks a wider goal for all development proposals in London
- 7.2. Underground Refuse Storage (URS) is proposed, helping to both ensure pick-up locations are suitable for waste collectors and also activate as much ground floor of the building proposals as possible.
- 7.3. The proposed refuse and recycling stores shown shall be provided before the first occupation of the development and thereafter permanently retained and is secured by condition.

8. Delivering Sustainable Development (Energy / CO2 Reduction / Air Quality)

<i>Renewable Energy Source / %</i>	PV Panels
<i>Proposed CO₂ Reduction</i>	Overall 40%

Energy and CO2 Reduction

- 8.1. Chapter 5 (London's response to climate change) of the London Plan and Chapter 9 (Sustainable infrastructure) of the Draft London Plan require development to contribute to mitigation and adaptation to climate change. Specifically, Policy 5.2 of the London Plan and Policy SI2 of the Draft London Plan set out the energy hierarchy development should follow – '1. Be Lean; 2. Be Clean; 3. Be Green'. The policies require major residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough's carbon offset fund and / or off-site, provided that an alternative proposal is identified and delivery is certain. These objectives and targets are also outlined in Policy DMSI 2 of the emerging local plan (Reg 19 stage).
- 8.2. Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation and ensure that they are considered at the beginning of the design process. Policy 5.6 states that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the

following hierarchy – ‘1. Connection to existing heating or cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling’. Policy 5.7 seeks an increase in the proportion of energy generated from renewable sources and states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

- 8.3. Policy 5.9 states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy – ‘1. Minimise internal heat generation through energy efficient design; 2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3. Manage heat within the building through exposed internal thermal mass and high ceilings; 4. Passive ventilation; 5. Mechanical ventilation; 6. Active cooling systems (ensuring they are the lowest carbon options)’.
- 8.4. The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan and Draft London Plan: sustainable design principles and optimum design of the building fabric and form (‘Be Lean’) and provision of PV Panels (‘Be Green’). A condition is recommended to ensure the renewable energy infrastructure, is implemented prior to first occupation of the dwellings.
- 8.5. Collectively, these measures achieve a total 40% reduction in carbon emissions site-wide over Part L of the Building Regulations 2013 which significantly exceeds the 35% on-site requirement set out in London Plan policy. Whilst current planning policy seeks Zero Carbon, this has not been secured at outline planning stage and as such, the requirement is on the reserve matters to comply with the outline permission.
- 8.6. The applicants sustainability assessment shows BREEAM very good can be secured for the commercial units. This will also be conditioned.

Air Quality

- 8.7. Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan also states that all development should be air quality neutral as a minimum. This is supported by Policy DMSI4 - Improving Air Quality of the draft Local Plan (Reg 19 version).
- 8.8. The applicants Air Quality report demonstrates the development transport emissions are considerably less than the total transport emissions benchmarks for both NOx and PM10. The proposed development is thus better than air quality neutral in terms of transport emissions. As such, the proposed development therefore complies with the requirement that all new developments in London should be at least air quality neutral.

9. Biodiversity, Landscaping and Sustainable Drainage

Biodiversity, Arboriculture and Landscaping

- 9.1. Policy 7.19 of the London Plan and Policy G6 of the Draft London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough’s natural environment. This approach is also set out in Policy DMNE3 of the emerging local plan (Reg 19 stage).

- 9.2. A Preliminary Ecological Assessment (PEA) was submitted and assessed the ecological value of this site and its potential to support notable and/or legally protected species.
- 9.3. In line with LB Barking & Dagenham's Local Development document on biodiversity the planting proposals aim to include 50 per cent of plants should be native and of local provenance. The use of nectar-rich and berry producing plants are included to attract a wide range of insects, birds and mammals and continue to accommodate those already utilising the site. Larger feature larger shrubs are underplanted to create greater structure and cover for wildlife. A variety of plant species are proposed.
- 9.4. In addition, biodiverse green roofs are included in order to enhance the site for wildlife and comply with LBBDD planning policy. This feature also provides a SuDS function by reducing storm water run-off from the roof and reducing the urban heat island effect and local air/noise pollution.
- 9.5. 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 resulting improvement to the street scene and overall public realm of the area is supported.
- 9.6. Overall, it is considered that the proposed development will positively contribute to the biodiversity, arboricultural and environmental value of the site and complies with relevant policy.

Sustainable Drainage

- 9.7. Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by Policy SI13 of the Draft London Plan and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMS16 of the emerging Local plan (Reg 19 stage).
- 9.8. A drainage strategy/flood risk assessment was submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers. A condition to secure that 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 is recommended.

Conclusions
<p>The redevelopment of the site for residential use is acceptable in principle and would contribute to the Borough's housing stock through the provision of 526 good quality units compliant with relevant standards. The proposal would comprise 65% affordable units which is considered to meet an identified need in the Borough.</p> <p>The scale, siting and design of the development is considered appropriate to the site's context and will result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers. The proposed landscaping strategy will positively contribute to the appearance and public realm of the area and enhance the arboricultural, biodiversity and environmental value of the site.</p> <p>The development adopts a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure. The proposal is also considered acceptable in terms of sustainability and air quality.</p>

It is therefore recommended that planning permission be granted subject to the conditions as listed within this report.

Appendix 1

Development Plan Context	
<p>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.</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 1.1 - Delivering the strategic vision and objectives for London Policy 3.1 - Ensuring equal life chances for all Policy 3.3 - Increasing housing supply Policy 3.4 - Optimising housing potential Policy 3.5 - Quality and design of housing developments Policy 3.8 - Housing choice Policy 3.9 - Mixed and balanced communities Policy 3.10 - Definition of affordable housing Policy 3.16- Protection and enhancement of social infrastructure Policy 5.3 - Sustainable design and construction Policy 5.10 - Urban greening Policy 5.17 - Waste capacity Policy 6.1 - Strategic approach Policy 6.3 - Assessing effects of development on transport capacity Policy 6.9 - Cycling Policy 6.10 - Walking Policy 6.13 - Parking Policy 7.1 - Lifetime neighbourhoods 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 and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes Policy 7.19 - Biodiversity and access to nature</p>
<p><i>The Mayor of London’s Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London’s form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards</p>

	<p>Policy D7 – Accessible Housing Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H2 - Small sites Policy H4 – Delivering affordable housing Policy H5 – Threshold approach to applications Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H10 – Redevelopment of existing housing and estate regeneration Policy H12 - Housing size mix Policy HC1- Heritage and conservation Policy S1 -Developing London’s social infrastructure Policy S3 – Education and childcare facilities Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI7 - Reducing waste and supporting the circular economy Policy SI8 - Waste capacity and net waste self-sufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP2 - Protecting and Promoting our Historic Environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP2 - Conservation Areas and Listed Buildings Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design Policy BC6- Loss of Community Facilities</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an “mid” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation</i></p>	<p>Policy SPDG1 - Delivering Growth Policy SP4 - Delivering Homes that Meet People’s Needs Policy SP2 - Delivering High Quality Design in the Borough Policy SP6 – Green and Blue Infrastructure Policy SP7 - Securing a Sustainable and Clean Borough</p>

<p><i>19 Consultation Version, November 2020)</i></p>	<p>Policy SP4- Delivering social infrastructure in the right locations Policy DMH1 - Affordable Housing Policy DM2 - Housing Size and Mix Policy DMD1 - Responding to Place Policy DMNE1 - Protecting and Improving Parks and Open Spaces Policy DMNE2 Urban greening Policy DMNE3- Nature Conservation and Biodiversity Policy DMNE5 - Trees Policy DMSI 2 - Energy, Heat and Carbon Emissions Policy DMSI4 - Improving Air Quality Policy DMSI6 - Managing Flood Risk Policy DMSI9 - Managing our Waste Policy DMT1 - Making Better Connected Neighbourhoods Policy DMT 2: Car parking Policy DMT 3: Cycle parking Policy SP4: Planning for social infrastructure Policy DMS1- Protecting or enhancing facilities</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 (2017) Accessible London: Achieving an Inclusive Environment (2014) Affordable Housing and Viability (2017) Character and Context (2014) Housing (2016) Play and Informal Recreation (2012) Sustainable Design and Construction (2014)</p>

Additional Reference

Human Rights Act

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

Equalities

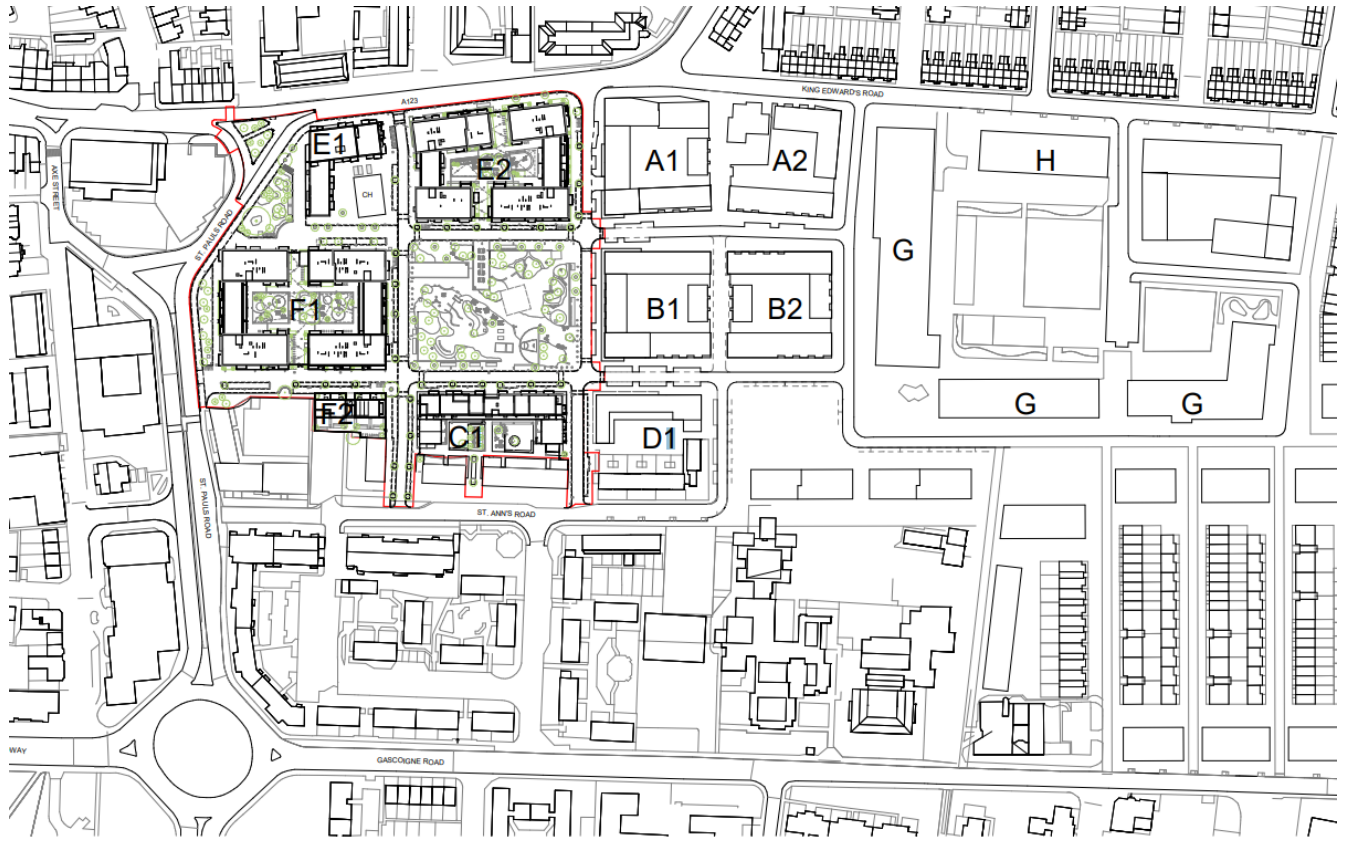
In determining this planning application, Be First, on behalf of the London Borough of Barking & Dagenham, has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended). For the purposes of this application there are not considered to be any adverse equalities issues.

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Core Strategy and Borough Wide Policies

Appendix 2 Site Plan



Appendix 3:

The following consultations have been undertaken:

- LBBB Community Solutions
- LBBB Policy and Participation
- LBBB Employment and Skills
- LBBB District Heating / Energy
- LBBB CCTV, Community Safety and Public Protection
- LBBB Environmental Health
- LBBB Emergency Planning
- LBBB Refuse Services
- LBBB Car Club / Travel plan / CPZ / Parking
- LBBB Access Officer
- LBBB Lead Local Flood Authority
- Designing Out Crime
- Essex and Suffolk Water Company
- National Grid
- UK Power Networks
- London Fire Brigade
- Thames Water
- Historic England Archaeology
- Historic England Buildings
- Transport For London
- London City Airport
- Natural England
- Environment Agency
- Be First Regeneration
- Be First Transport Development Management

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
LBBB Flood Risk Manager	This application for approval of drainage reserved matters (relating to Phases 2B and 2C) following outline approval 19/00310/FUL is accepted and agreed.	Noted.
Secure by Design	We can confirm we have that we have been consulted by the design team. We would request that a condition is added by the local authority.	The relevant condition has been recommended.
Environment Agency (e-mail dated 1 st October 2020)	No objections.	Noted.
Historic England (Archaeology) (14 th October 2020)	The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.	Noted.
Historic England (Building)	Do not wish to comment on the application.	Noted.

London City Airport (letter dated 05/10/2020)	No objections subject to condition.	Noted. The requested condition has been imposed.
London Fire Brigade (Water Team) (5 th October 2020)	The Fire Commissioner is satisfied with the proposal.	Noted.
Natural England 08/10/2020	No comments to make	Noted.
Transport for London Infrastructure protection	No comments to make	Noted.
Transport for London (email 14/10/2020)	<p>The quantum of long stay and short stay spaces for residential cycle parking spaces are in line with Intend to Publish London Plan standards, they are not fully in line the quality expected for London Cycling Design Standards (LCDS).</p> <p>Although the residential cycle parking spaces are designed on the ground floor generally opening onto the public realm or courtyards and are divided into smaller units with a mix of two tier and oversized bicycle parking, there are several deficiencies in the design which should be addressed.</p> <p>It is welcomed as set out in TA 6.6. that the design for two-tier space will include a Sheffield stand at the lower level, which will allow for additional non-standard and oversized provision it could and demand for childrens' bicycles.</p>	<p>Noted, cycle parking and car parking is considered further within the above report. Officer consider an appropriate balance has been secured between quantum and quality.</p> <p>The detailed comments have also been based to the applicant.</p>
Transport Development Management (31/10/2020)	<p>Based on the information provided it is our considered view that there would not be any unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe or a detrimental impact arising from the proposed development to the transportation network.</p> <p>The development should be secured as 'car -free' and conditions should be imposed on highway design and car parking.</p>	A number of conditions have been recommended to address the comments raised.
LBBD Arboricultural Officer	I am satisfied with the tree retention and protection methods presented and support the arboricultural supervision recommendations.	Noted.

Appendix 4:

Neighbour Notification:	
Site Notices Erected:	Yes -14 th October
Date of Press Advertisement:	30th September 2020
Number of neighbouring properties consulted:	1154
Number of responses:	none

Appendix 5 - Conditions

1. Approved drawings

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

Plans:

GEP2 WAB C1 02 DR A 1001 Second Floor Ga Plan S8 P09
GEP2 WAB C1 01 DR A 1001 First Floor Ga Plan S8 P09
GEP2 WAB E1 06 DR A 1001 Block E1 Sixth Floor S8 P02
GEP2 WAB C1 06 DR A 1001 Sixth Floor Ga Plan S8 P09
GEP2 WAB C1 05 DR A 1001 Fifth Floor Ga Plan S8 P09
GEP2 WAB C1 04 DR A 1001 Fourth Floor Ga Plan S8 P09
GEP2 WAB C1 03 DR A 1001 Third Floor Ga Plan S8 P09
GEP2 WAB E2 XX DR A 3101 Bay Studies Facade Type 1 S8 P03
GEP2 WAB C1 XX SK A 6028 Block C1 Planning Elevations S8 P03
GEP2 WAB F2 XX DR A 3001 Block F2 Elevations S8 P03
GEP2 WAB E2 XX DR A 3002 Block E2 Nw Se Elevation S8 P05
GEP2 WAB F1 XX DR A 3104 Bay Studies Facade Type 2 S8 P02
GEP2 WAB E2 XX DR A 2001 Block E2 Section A A Section B B S8 P06
GEP2 WAB F2 XX DR A 3101 Block F2 Detail Elevation S8 P03
GEP2 WAB E2 XX DR A 3102 Bay Studies Facade Type 2 S8 P03
GEP2 WAB E2 XX DR A 2002 Block E2 Section C C And D D S8 P04
GEP2 WAB FX ZZ SP L 1000 Planting Concept Blocks F1 And F2 S8 P01
GEP2 WAB F1 XX DR A 3103 Bay Studies Detail Elevation 3 Facade Type 2 S8 P03
GEP2 WAB E1 XX DR A 3001 Block E1 Elevations S8 P02
GEP2 WAB F1 GF DR L 1001 Landscape Plan Block F1 S8 P03
GEP2 WAB E2 XX DR A 3001 Block E2 Ne Sw Elevation S8 P05
GEP2 WAB E2 XX DR A 3003 Block E2 Courtyard Elevations S8 P05
GEP2 WAB E1 XX DR A 3002 Block E1 Elevations S8 P02
GEP2 WAB E2 XX DR A 3103 Bay Studies Courtyard Elevation S8 P01
GEP2 WAB E1 GF DR L 1001 Landscape Plan Block E1 S8 P03
GEP2 WAB E1 XX DR A 2001 Block E1 Section A A B B S8 P02
GEP2 WAB F1 XX DR A 3102 Bay Studies Facade Type 2 S8 P03
GEP2 WAB F1 05 DR A 1001 Block F1 Fifth Floor S8 P05
GEP2 WAB F2 03 DR A 1001 Block F2 Third Floor Plan S8 P02
GEP2 WAB E1 12 DR A 1001 Block E1 Twelfth Floor S8 P02
GEP2 WAB E2 05 DR A 1001 Block E2 Fifth Floor Plan S8 P05
GEP2 WAB F2 GR DR A 1001 Block F2 Ground Floor Plan S8 P02
GEP2 WAB E2 08 DR A 1001 Block E2 Eighth Floor Plan S8 P05
GEP2 WAB E1 06 DR A 1001 Block E1 Sixth Floor S8 P02
GEP2 WAB E2 09 DR A 1001 Block E2 Ninth Floor Plan S8 P05
GEP2 WAB F1 11 DR A 1001 Block F1 Eleventh Floor S8 P05
GEP2 WAB C1 04 DR A 1001 Fourth Floor Ga Plan S8 P09
GEP2 WAB E1 08 DR A 1001 Block E1 Eighth Floor S8 P02
GEP2 WAB F1 RF DR A 1001 Block F1 Roof Plan S8 P05
GEP2 WAB F1 04 DR A 1001 Block F1 Fourth Floor S8 P05
GEP2 WAB E2 09 DR A 1001 Block E2 Ninth Floor Plan S8 P05
GEP2 WAB F2 01 DR A 1001 Block F2 First Floor Plan S8 P02
GEP2 WAB F2 RF DR A 1001 Block F2 Roof Plan S8 P02
GEP2 WAB C1 GF DR A 1001 Ground Floor Ga Plan S8 P09
GEP2 WAB F2 02 DR A 1001 Block F2 Second Floor Plan S8 P02
GEP2 WAB DR A 0102 Site Plan Existing S8 P04
GEP2 WAB C1 03 DR A 1001 Third Floor Ga Plan S8 P09
GEP2 WAB F2 XX DR A 2001 Block F2 Sections S8 P02
GEP2 WAB E2 02 DR A 1001 Block E2 Second Floor Plan S8 P05
GEP2 WAB C1 ZZ DR A 2001 Section A A B B Ga Section S8 P07

GEP2 WAB DR A 0101 Site Location Plan S8 P04
GEP2 WAB F1 GF DR A 1001 Block F1 Ground Floor S8 P05
GEP2 WAB F1 GF DR A 1001 Block F1 Ground Floor S8 P05 (1)
GEP2 WAB E2 07 DR A 1001 Block E2 Seventh Floor Plan S8 P05
GEP2 WAB C1 05 DR A 1001 Fifth Floor Ga Plan S8 P09
GEP2 WAB ZZ XX SP L 1000 Planting List S8 P01
GEP2 WAB E2 GF DR L 1002 Planting Plan Block E2 S8 P03
GEP2 WAB F1 12 DR A 1001 Block F1 Twelfth Floor S8 P05
GEP2 WAB E1 GF DR A 1001 Block E1 Ground Floor S8 P02
GEP2 WAB F1 01 DR A 1001 Block F1 First Floor S8 P05
GEP2 WAB E1 01 DR A 1001 Block E1 First Floor S8 P02
GEP2 WAB E2 GF DR A 1001 Block E2 Ground Floor Plan S8 P05
GEP2 WAB E1 10 DR A 1001 Block E1 Tenth Floor S8 P02
GEP2 WAB E2 06 DR A 1001 Block E2 Sixth Floor Plan S8 P05
GEP2 WAB E1 05 DR A 1001 Block E1 Fifth Floor S8 P02
GEP2 WAB C1 03 DR A 1001 Third Floor Ga Plan S8 P09
GEP2 WAB F1 XX DR A 3105 Bay Studies Courtyard Elevation Facade Type 1 S8 P02
GEP2 WAB E2 RF DR A 1001 Block E2 Roof Plan S8 P05
GEP2 WAB F1 XX DR A 3002 Block F1 Northwest And Southeast Elevations S8 P05
GEP2 WAB F1 06 DR A 1001 Block F1 Sixth Floor S8 P05
GEP2 WAB E1 GF DR L 1002 Planting Plan Block E1 S8 P03
GEP2 WAB E1 13 DR A 1001 Block E1 Thirteenth Floor S8 P02
GEP2 WAB F1 GF DR L 1002 Planting Plan Block F1 S8 P03
GEP2 WAB C1 GF DR L 1002 Planting Plan Block C1 And Gascoigne Park S8 P03
GEP2 WAB E2 04 DR A 1001 Block E2 Fourth Floor Plan S8 P05
GEP2 WAB E1 07 DR A 1001 Block E1 Seventh Floor S8 P02
GEP2 WAB XX ZZ SA A 6144 Accommodation Schedule S8 P12
GEP2 WAB F1 XX DR A 2001 Block F1 Section A A And B B S8 P04
GEP2 WAB C1 01 DR A 1001 First Floor Ga Plan S8 P09
GEP2 WAB F1 XX DR A 3003 Block F1 Northeast And Southwest Courtyard Elevations S8 P05
GEP2 WAB C1 06 DR A 1001 Sixth Floor Ga Plan S8 P09
GEP2 WAB E1 02 DR A 1001 Block E1 Second Floor S8 P02
GEP2 WAB F1 XX DR A 3001 Block F1 Elevations S8 P05
GEP2 WAB F1 XX DR A 3004 Block F1 Courtyard Elevations S8 P05
GEP2 WAB E1 11 DR A 1001 Block E1 Eleventh Floor S8 P02
GEP2 WAB E2 03 DR A 1001 Block E2 Third Floor Plan S8 P05
GEP2 WAB C1 02 DR A 1001 Second Floor Ga Plan S8 P09
GEP2 WAB C1 02 DR A 1001 Second Floor Ga Plan S8 P09 (1)
GEP2 WAB F1 07 DR A 1001 Block F1 Seventh Floor S8 P05
GEP2 WAB E1 09 DR A 1001 Block E1 Ninth Floor S8 P02
GEP2 WAB F1 08 DR A 1001 Block F1 Eighth Floor S8 P05
GEP2 WAB E2 01 DR A 1001 Block E2 First Floor Plan S8 P05
GEP2 WAB E1 03 DR A 1001 Block E1 Third Floor S8 P02
GEP2 WAB E1 04 DR A 1001 Block E1 Fourth Floor S8 P02
GEP2 WAB E1 Rf DR A 1001 Block E1 Roof Plan S8 P02
GEP2 WAB F1 02 DR A 1001 Block F1 Second Floor S8 P06
GEP2 WAB DR A 0103 Site Plan Proposed S8 P05
GEP2 WAB C1 Gf DR L 1001 Landscape Plan Block C1 And Gascoigne Park S8 P03
GEP2 WAB F1 09 DR A 1001 Block F1 Ninth Floor S8 P05
GEP2 WAB C1 RF DR A 1001 Roof Ga Plan S8 P08
GEP2 WAB F1 03 DR A 1001 Block F1 Third Floor S8 P05
GEP2 WAB F1 10 DR A 1001 Block F1 Tenth Floor S8 P05

Documents:

Design and Access Statement (prepared by White Arkitekter).

Planning application form and ownership certificates.

Planning Statement (prepared by Be First).

Acoustic Report (prepared by Sandy Brown).

Air Quality Assessment and Air Quality Neutral Assessment (prepared by Air Quality Consultants).
Construction Logistics Plan (prepared by Willmott Dixon).
Construction Management Plan (prepared by Willmott Dixon).
Preliminary Ecological Appraisal (prepared by Greengage).
Energy Statement (prepared by MACH).
Desk-based Archaeological Assessment (prepared by AOC Archaeology).
Flood Risk Assessment and Drainage Strategy (prepared by Civic Engineers).
BREEAM pre-assessment (prepared by White Arkitekter).
Phase 1 and Phase 2 Land Contamination Assessment (prepared by Land Science).
Sunlight, Daylight and Overshadowing Assessment (prepared by MACH).
Sunlight, Daylight and Overshadowing – Assessment on existing neighbours (prepared by MACH).
Transport Statement (prepared by Civic).
Tree Survey and Arboricultural Impact Assessment (prepared by Sharon Hosegood Associates).
Statement of Community Involvement (prepared by Be First).

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

2. Details of materials

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

Reason: To protect or enhance the character and amenity of the area.

3. Hard landscaping

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

Reason: To safeguard and improve the appearance of the area.

4. Soft landscaping

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

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area.

5. Tree protection

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

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

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

Reason: To ensure that retained trees are identified prior to the commencement of development and adequately protected during the construction phase in accordance.

6. Lighting

Prior to the occupation of each hereby approved building the external lighting for that building shall be installed shall thereafter be maintained.

Reason: In the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity.

7. Refuse and cycle storage

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

Reason: To provide satisfactory refuse and cycle storage provision in the interests of the appearance of the site and locality and in the interests of promoting cycling as a sustainable and non-polluting mode of transport.

8. Electric Vehicle Charging Points

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

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

9. London City Airport.

1.No Construction Works in respect of any Building shall be carried out unless and until a detailed scheme for green and/or brown roofs and associated aggressive bird management strategy has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport. All green and/or brown roofs should be designed to make them unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby presenting a bird strike threat to aircraft operating at the Airport.

2. No Phase shall be Occupied unless and until an Estate Management Strategy (EMS) for that Phase to include: the aggressive bird management strategy so far as it relates to that Phase; has been submitted to and approved by the Local Planning Authority in consultation with London City Airport.

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.

10. Secure by Design

The development shall achieve a Certificate of Compliance to a Secure by Design scheme where they exist. Or alternatively achieve secure by design standards to the satisfaction of the Metropolitan Police, details of which shall be provided in writing to the Local Planning Authority prior to first

occupation of each building. All security features are to be retained and maintained for the lifetime of the development.

Reason: To provide a safer environment for future residents and visitors to the site and reduce the fear of crime.

11. Parking Design

Prior to above ground works of the development the developer shall submit to the council a detailed parking design that is The Traffic Signs Regulations and General Direction (TSRGD) compliant both in term of the bays and the accompanying signage and a management plan reflecting the highways marking and restrictions agreed in principle.

The development shall not be occupied until the works have been carried out in full.

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 person.

12. Highway design to adoptable standards

Prior to above ground works of the development the developer shall submit to the council a detailed highway design to ensure a detailed design to accord with the Councils adoptable standards and relevant road safety audit and cover new Traffic Management Orders to ensure parking and loading and service arrangements and street lighting.

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.

13. Car Club Spaces

The provision of two car club spaces shall be made prior to occupation of the development.

The car-club spaces shall be retained in perpetuity for the users of the development.

Reason: To ensure that sufficient off-street parking areas are provided and to promote sustainable modes of transport.

14. 90% M4(2) Accessible and adaptable dwellings and 10% M4(3) Wheelchair adaptable dwellings

Ninety percent (90%) of the residential units hereby permitted shall be constructed to achieve Building Regulation M4(2) 'Accessible and adaptable dwellings' standards and ten percent (10%) of the residential units hereby permitted shall be constructed to achieve Building Regulation M4(3) 'Accessible and adaptable dwellings' standards (wheelchair adaptable units).

The final layout of all the M4(3) is to be approved in writing by the Local Planning Authority for that Phase/Sub-Phase prior to any above ground development within that Block.

A. The details submitted under condition 20/00423/CDN are considered sufficient in respect of Phase 2 Block C1

The development shall then be carried out in accordance with the approved details. Minor variations may be agreed in writing by the Local Planning Authority.

Reason: To ensure that accessible housing is provided.

15. BREEAM

The commercial units hereby approved shall be constructed to achieve the following:

An 'Very Good' Building Research Establishment Environmental Assessment Methodology (BREEAM) rating or equivalent.

The BREEAM post-construction assessment shall be submitted to and approved in writing by the Local Planning Authority within THREE (3) MONTHS of the retail unit opening for trading to demonstrate that the development is in accordance with an agreed methodology to ensure that the required minimum rating has been achieved and can be maintained.

Reason: In the interest of energy efficiency and sustainability.

Appendix 6 – Heads of Terms

The Section 106 Heads of Terms are already secured within the original outline planning permission under 4 separate s106 agreements (one for each phase) as are set out below:

- Affordable Housing – to be secured at 32.8% Market; 33.7% Shared Ownership; and 33.5% Affordable Rent on a phased approach with a review phase by phase on affordable housing levels depending on market values and viability of the development.
- Land to be safeguarded within land parcel G for a secondary school.
- Land to be safeguarded within land parcel K for a primary school.
- The provision of a combined heat and power plant within Phase 1A.
- One-year free membership to Zipcar for residents – setting aside two spaces for the car club;
- Future monitoring of queuing/highway capacity of King Edwards Road and any subsequent highways improvement works as necessary.
- Cost of relocation and re-provision of bus stops and waiting facilities to enable the re-routing of the 62 London bus route and to allow a new junction to be formed with Ripple Road.
- Cost of traffic management orders.
- A local labour and suppliers agreement.
- Funding towards the provision of a new community facility.
- The re-provision of CCTV cameras and provision of appropriate infrastructure to allow installation of cameras if required.

In addition to this, a further s106 obligation has been secured for Phase 2 (this phase)

- Restriction on permits to park within existing and proposed Controlled Parking Zones.