


**LONDON BOROUGH OF BARKING & DAGENHAM**
**PLANNING COMMITTEE**
**Monday 30<sup>th</sup> November 2020**
**Application for Planning Permission**

|                            |                              |                     |                   |
|----------------------------|------------------------------|---------------------|-------------------|
| <b>Case Officer:</b>       | Nathaniel Soneye-Thomas      | <b>Valid Date:</b>  | 24.08.2020        |
| <b>Applicant:</b>          | <b>LBBD</b>                  | <b>Expiry Date:</b> | <b>23.11.2020</b> |
| <b>Application Number:</b> | 20/01675/FULL                | <b>Ward:</b>        | Gascoigne         |
| <b>Address:</b>            | Gascoigne West Phase 2, IG11 |                     |                   |

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at Gascoigne West Phase 2, IG11.

**Proposal:**

Demolition of all existing buildings and structures; and, construction of buildings ranging from 3 to 20 storeys, to provide 386 residential units (Class C3), flexible ancillary 'residents hub' (Class D1, A1, A3, B1) (202 sqm GEA), associated means of access, ancillary plant, servicing, car parking, landscape and associated works. This application is affecting the setting of a conservation area, a grade 2 listed building and an ancient monument.

**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 to any direction from the Mayor of London, the completion of a Unilateral Undertaking under S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 of this report and the Conditions listed at Appendix 6 of this report; and
3. that, if by 30 May 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

**Conditions Summary:**
Mandatory conditions

- Time
- Approved Drawings & Documents

Prior to all works/commencement Conditions

- Contaminated Land
- Scheme of Acoustic Protection

- Construction Management
- Archaeology (WSI)
- Delivery and Servicing
- Materials and Balcony Details
- Electric vehicle charging points
- Trees
- Hard/Soft Landscaping Details
- Tree Protection

Prior to first occupation and/or use Conditions

- Travel Plan
- Play space implementation
- Car Parking Implementation
- Cycle Parking Implementation
- Sustainable Drainage
- Crime Prevention Scheme
- External Lighting
- Renewable Energy Infrastructure
- Details of Kitchen Extract Ventilation System

Monitoring & Management Conditions

- Archaeology
- Building Regulations M4(2)
- Building Regulations M4(3)
- Circular Economy
- Control of community uses
- Removal of Permitted Development Rights
- Hours of operation

**S106 – Summary of Heads of Terms:**

**Administrative:**

- Payment of the Council's professional and legal costs, whether the agreement completes.
- Payment of the Council's fees of £3,500 in monitoring and implementing the Section 106 and payable on completion of the deed and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made.

**Affordable Housing**

- Provision of on-site affordable housing offer at 59% on a unit basis comprising the following:

- Plot 6A
  - Block 01 – 90 Units – London Affordable Rent
  - Town Houses – 11 Units – Affordable Rent
- Plot 6B:
  - Block 3 – 32 Units – Affordable Rent
  - Block 4 – 75 Units – Affordable Rent
  - Town Houses – 7 Units – Affordable Rent
- Plot 7

o Town Houses – 13 Units – Affordable Rent

An early-stage affordable housing review is to occur in the event that the development is not implemented within two years of approval Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.

A late-stage affordable housing review mechanism is to occur upon 75% occupation of the private tenure units Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.

### **Transport**

- Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and cover new Traffic Management Orders, kerb alignment and adjustment, upgrade and new pedestrian crossings, footway resurfacing / recon, to ensure parking and loading and service arrangements. The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications.
- Prior to above ground works of the development the developer shall submit to the council a detailed parking design that is TSRGD compliant both in term of the bays and the accompanying signage and a management plan reflecting the highways marking and restrictions implementation of the proposed works
- Car Parking permit free development. with a commitment to provide two-year free car club membership to all residents.

### **Employment and Skills**

- Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development, ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses

### **Sustainability**

- The development shall achieve a minimum 49% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.

### **Play Space Contribution**

- A sum of £50,000 to be paid and to go towards children's play space off site within the Barking Town Centre Action Plan Area and Conservation Area.

### **Superseded development – Deed of variation**

- This application through the completion of the deed would simultaneously seek to vary the extant s106 Unilateral Undertakings (Unilateral Undertaking dated 14 December 2018 attached to permission reference 17/00977/OUT and Deed of Variation dated 31 December 2019 attached to application reference 19/01320/OUT). The new s106 would serve to bind the s106 attached to the proposed development (ref: 20/01675/FULL) to the extant s106 Unilateral Undertakings. The deed attached to this application will update the Definition of Development, any relevant mechanisms that relate to Phase 2 of the extant permission including the mid stage affordable housing trigger.

## OFFICER REPORT

### Planning Constraints:

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

### Site, Situation and relevant background information:

The application site sits within the existing Gascoigne Estate south of Barking Town Centre. Historically, the estate has consisted of a range of building forms and types with high and low rise flatted residential buildings. The wider estate regeneration aspirations for the council have been undertaken within the Western part and Eastern part of the Gascoigne Estate which is separated by Gascoigne Road.

Gascoigne West received outline planning permission for the redevelopment of the site to provide 850 residential units under reference 17/00977/OUT and later amended by way of application 19/01320/OUT. The existing permissions at the site outlined 3 phases of development. Phase 2, which this application concerns, is located in the Northernmost part of the West portion of the Gascoigne Estate at the junction of St Pauls Road and Gascoigne Road. The existing site is predominantly characterised by 3 storey flatted buildings which currently comprise 90 residential units. As mentioned previously, the Gascoigne Estate consists of residential buildings and as such the wider context is similarly characterised to the application site itself with Barking Abbey Grounds located to the North of the site. The proposed development seeks full planning permission for the provision of 386 residential units with 202sq.m of flexible community and commercial floorspace. Officers note the proposed development is not sought as a reserved matters application and deviates from the original masterplan. This is outlined in detail in the below sections.

The site falls within the Barking Town Centre Area Action Plan Area and is near a number of listed heritage assets, ancient monuments and affects the setting of a conservation area. Additional consideration is given to these matters in the relevant sections of the report.

### Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Employment
- Impact on existing Education Provision
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO<sub>2</sub> reduction / Water efficiency)
- Biodiversity & Sustainable drainage

### Understanding the Application

As previously mentioned, Gascoigne West benefits from an extant outline planning permission under reference: 17/00977/OUT, which was later updated by way of application 19/01320/OUT. The extant application was approved permission for the provision of 850 residential units and up to 350 sq/m of flexible commercial/community floor space. The outline permission through its parameter and phasing plans outlined that the proposed development and respective reserved matters applications would be carried out in 3 separate phases of development.

The application for reserved matters was approved under reference 19/01321/REM for the provision of 201 residential units. Officers opinion on amendments to the approved drawings was sought as part of the pre-application process. More specifically, amendments were sought to the approved parameter plans which would result in reconfiguration of the three development parcels that fall within Phase 2 of the extant permission. These amendments also required the increase in building heights having particular regard to Plot 7 with an increase in the maximum building heights from 15 to 20 storeys. Whilst

the overall number of units sought by the applicant within Phase 2 would be less as part of this proposal; It is noted that such amendments could not be sought as s73 (Minor material amendment) or s96 (Non-material amendment) applications given the significant material variations from the approved parameter plans.

Taking the above into consideration, through the pre-application process, the applicant was advised that a stand-alone application would be required which has been referred to as a “Slot in” application. Whilst the proposed development subject of this application is being assessed on its own individual merits, the proposal must comply with the conditions and obligations set out within the approved application. This is in reference to the overall maximum amount of units and permitted ancillary floorspace approved within the extant permission. The applicant has provided a statement of superseded development which has outlined that the following plans approved by the extant planning permission are sought to be superseded:

- BF0037-WAB-X-XX-PL-A-0901 Phasing Plan.
- BF0037-WAB-X-XX-PL-A-0903 Development Parcels.
- BF0037-WAB-X-XX-PL-A-0904 Building Heights.
- BF0037-WAB-X-XX-PL-A-0905 Vehicular and Pedestrian Circulation Plan.
- BF0037-WAB-X-XX-PL-A-0906 Amenity Space and Defensible Zones.
- BF0037-WAB-X-XX-PL-A-0907 Ground Floor Frontage Uses.
- BF0037-WAB-X-XX-PL-A-0908 Upper Floor Uses.

Officers accept this approach of seeking a slot in to supersede this phase of development sought under the extant planning permission. It is noted given that this proposal is a slot in application and as such is an individual planning application, it has also been referred to the Greater London Authority for consideration due to the site area, number of residential dwellings sought and building heights. Nevertheless, whilst the method of determination is agreed by officers, there are a number of material planning considerations as part of this submission. Such matters are addressed below in detail.

### Planning Assessment:

| <b>Principle of the development:</b> |                    |
|--------------------------------------|--------------------|
| <i>Existing use(s) of the site</i>   | C3                 |
| <i>Proposed use(s) of the site</i>   | Class C3, E and F1 |

#### *Residential Development*

- 1.1 The National Planning Policy Framework (NPPF) (MHCLG, February 2019) seeks to promote delivery of a wide choice of high quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership, and which create sustainable, inclusive and mixed communities.
- 1.2 The London Plan - The Spatial Development Strategy for London (GLA, consolidated with alterations since 2011 and published March 2016) (LP) Policy 3.3 which outlines that there is a pressing need for more homes in London to meet need, allocating a strategic target of 19,945 homes in Newham between 2015 and 2025. Policies 3.5 and 3.8 also require 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 developments should enhance the quality of local places and take account of the physical context, character, density, tenure and mix of the neighbouring environment and incorporate as a minimum the space standards outlined within table 3.3 and the more detailed requirements as outlined within the London Housing Supplementary Planning Guidance (SPG, GLA March 2016). Draft London Plan: The Spatial Development Strategy for Greater London (Draft for Consultation December 2017 with minor consolidated changes July 2019) (Draft London Plan) aims to deliver ‘good growth’, while significantly increasing housing delivery within its boundaries, with a renewed focus on delivery of affordable housing.

- 1.3 Policy H8 of the intend to publish London Plan outlines that demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent, housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. This is reiterated within the Area Action Plan Policy BTC14.
- 1.4 On a local level, Policy CM1 of the Core Strategy DPD that development should meet the needs of new and existing communities and deliver a sustainable balance between housing, jobs and social infrastructure, with Policy CM2 further emphasising the specifying housing growth targets of the Borough. Policy BP10 of the Borough Wide DPD further supports this by emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need.
- 1.5 Officers support the demolition of the existing 90 residential units on site to accommodate the intensification of residential uses on site. Regard is given to the principles of estate regeneration outlined above with respect to the reprovision of affordable housing on a like for like basis. Officers are satisfied with the applicants proposal in this regard which is expanded upon in greater detail within the Affordable Housing section of this report.
- 1.6 Nevertheless, the proposed development seeks to provide a total number of 386 residential units. Officers note that the application site benefits from an extant outline planning permission which has previously established the suitability of residential development in this location and officers are therefore accepting of the provision of residential development in this location.

#### *Commercial/Community Floorspace*

- 1.7 Chapter 7 of the NPPF outlines that planning policies should promote competitive town centre environments and seek to ensure that new developments support their viability and vitality. The NPPF (2019) states that assessments should include assessment of; the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and, the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme). Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 90, it should be refused.
- 1.8 London Plan Policy 2.15 seeks to direct retail and commercial uses to identified town and local centres and discourage these uses outside the identified town centre network. London Plan Policies 4.7 and 4.8 seek to enhance the vitality and viability of town centres and support a successful and diverse retail sector and related facilities and services. These principles are carried forward in the Draft London Plan Policy SD6 which promotes and seeks to enhance the vitality and viability of London's varied edge town centres.
- 1.9 The application site is located within the Barking Town Centre Area Action Plan Area. The site allocation provides justification for small scale commercial and community uses on the site to provide a buffer between the retail core of the Town centre located further North of the site and the residential development within the Gascoigne Estate. The proposed development seeks to provide 202sq/m of flexible community and commercial floorspace for the benefit of future residents. Officers consider this quantum of floorspace to be commensurate to the surroundings given the situation of this development in the Northern portion of the wider estate.
- 1.10 Officers note that the there is not an identified end user for the occupation of the residents hub. Appropriate conditions have been recommended to control any loss of amenity that would be experienced with respect to hours of operation, noise insulation, ventilation details and a community facility management plan. These are considered appropriate in safeguarding any potential future occupation of this space.
- 1.11 Whilst officers do not contest the principle of providing the flexible community and commercial floorspace, it is noted that the outline permission sought a maximum of 350 sq/m of flexible floorspace. As such, officers note that this falls within the above capped amount of floorspace

permissible for these uses and does not present a conflict within the outline permission that exists concurrently alongside this “Slot in” application.

| <b>Dwelling mix and Quality of accommodation:</b> |            |   |     |
|---|------------|---|-----|
| <i>Proposed Density u/ph:</i>                     | 276        | <i>Overall % of Affordable Housing:</i> | 59% |
| <i>LP Density Range:</i>                          | 70-270u/ha | <i>Comply with London Housing SPG?</i>  | Yes |
| <i>Acceptable Density?</i>                        | Yes        | <i>Appropriate Dwelling Mix?</i>        | Yes |

#### *Density*

- 1.12 London Plan Policy 3.4 seeks to optimise housing output for different types of locations within the relevant density range as indicated within Table 3.2. This policy also acknowledges that the density matrix should not be applied mechanistically, and that other factors such as context, layout, residential quality and impact to amenity need to be taken into account in concluding whether the density is appropriate. The site is characterised as urban for the purposes of calculating density and benefits from a PTAL of 6a in the northern part of the site however reduces to 2 within the southern portions of the application site. As such, the London Plan requirements for the site would be a density range between 45-260 u/ha.
- 1.13 Draft London Plan Policy D6 states that development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. The Draft London Plan has not yet been adopted and whilst material and relevant, officers apportion less weight to these requirements than those within adopted policies outlined above which are accorded full weight. Draft London Plan Policy H12 seeks to ensure schemes deliver an appropriate mix of units to the nature and location of the site.
- 1.14 On the basis of the site being urban in character and having a PTAL rating, Table 3.2 of the London Plan sets out indicative density guidance of between 200-700 hr/ha or 45-260 u/ha. The development proposes a density of 276 u/ha. As such, the proposed density marginally exceeds the upper ranges of the density matrix as set out in the London Plan.
- 1.15 Officers note that the proposal exceeds the ranges specified for an urban setting in the London Plan in terms of units per hectare and habitable rooms per hectare, however the density range should not be applied mechanically. In order for the increased density to be considered acceptable the proposal would need to satisfy all other material considerations.

#### *Dwelling Mix*

- 1.16 The NPPF seeks “to deliver a wide choice of high-quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. In addition, Policy 3.8 of the London Plan seeks to ensure that new residential developments comprise a mix of unit sizes to address the housing needs of the local area.
- 1.17 Draft London Plan Policy H12 sets out all the issues that applicants and boroughs should take into account when considering the mix of homes on a site. In particular H12C states the following: “Boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes.”.
- 1.18 Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3-bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family-sized accommodation. Emerging local plan (at Reg 19 stage) SP4 also supports the delivery of family accommodation but does not specify a particular target.
- 1.19 The application proposes 386 residential units which comprise the following residential mix:

- 99 x 1 Bedroom units (26%)
- 210 x 2 Bedroom units (54%)
- 77 x 3 Bedroom units (20%)

1.20 As outlined above, the proposed development provides a mix of 1, 2- and 3-bedroom units across the site. Whilst officers accept that the provision of family units falls below the aspirations set out within the core strategy, significant weight is placed on the overall benefits of the scheme which delivers 59% affordable housing on a unit basis and seeks to provide all of the 3-bedroom units as affordable products with a mix of tenures. Moreover, officers note that the percentage of family units is a marginal increase from the indicative housing mix attached to the extant planning permission for the Gascoigne West Estate. Taking the above into consideration, officers are satisfied with the proposed scheme in promoting mixed and balanced communities through an appropriate housing mix.

#### *Affordable Housing*

1.21 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 57 states: “Where up to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.”

1.22 Policy 3.12 of London Plan (Negotiating affordable housing should be sought when negotiating on individual private residential and mixed-use schemes) states that:

A) The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes, having regard to:

- a) Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8, 3.10 and 3.11 and having particular regard to the guidance provided by the Mayor through the London Housing Strategy, supplementary guidance and the London Plan Annual Monitoring Report;
- b) Affordable housing targets adopted in line with Policy 3.11;
- c) The need to encourage rather than restrain residential development (Policy 3.3);
- d) The need to promote mixed and balanced communities (Policy 3.9);
- e) The size and type of affordable housing needed in particular locations;
- f) The specific circumstances of individual sites;
- g) Resources available to fund affordable housing, to maximise affordable housing delivery output and the investment criteria set by the Mayor;
- h) The priority to be accorded to provision of affordable family housing in policies 3.8 and 3.11.

B) Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation (‘contingent obligations’) and other scheme requirements.

C) Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided offsite. A payment in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and



should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

- 1.23 The salient points of the above London Plan context are reiterated through Policies H1, H2, H5 and H6 of the Draft London Plan which seek to deliver 50% of all new homes delivered across London to be affordable.
- 1.24 The proposed development has proposed 59% affordable housing on a unit basis which is above the mayors 50% target and significantly above the agreed sitewide affordable housing levels attached to the extant outline permission. The table below outlines the proposed mix and tenure considerations:

|              | Target Rent               |                            | London Affordable Rent    |                            | Affordable Rent            |                            | Market Rent                |                            | TOTAL      |             |
|--------------|---------------------------|----------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------|-------------|
|              | Units                     | Hab Rooms                  | Units                     | Hab Rooms                  | Units                      | Hab rooms                  | Units                      | Hab Rooms                  | Units      | Hab Rooms   |
| 1-bed        | 9                         | 18                         | 6                         | 12                         | 46                         | 92                         | 38                         | 76                         | 99         | 198         |
| 2-bed        | 22                        | 66                         | 8                         | 24                         | 60                         | 180                        | 120                        | 360                        | 210        | 630         |
| 3-bed        | 29                        | 116                        | 32                        | 128                        | 16                         | 64                         | 0                          | 0                          | 77         | 303         |
| <b>TOTAL</b> | <b>60</b><br><b>(16%)</b> | <b>200</b><br><b>(18%)</b> | <b>46</b><br><b>(12%)</b> | <b>164</b><br><b>(14%)</b> | <b>122</b><br><b>(31%)</b> | <b>336</b><br><b>(30%)</b> | <b>158</b><br><b>(41%)</b> | <b>436</b><br><b>(38%)</b> | <b>386</b> | <b>1136</b> |

- 1.25 The development proposes a mix of Target Rent (16%), London Affordable Rent (12%) , Affordable Rent (31%) and market rented products (41%). Officers consider that the proposed scheme provides a high quantum of affordable housing on a unit basis with an acceptable tenure split. Officers acknowledge that the existing site comprises 46 social rented units. Having regard to Policy H8 of the London Plan and best practice on estate regeneration it is expected that there will be no loss of social housing and that this should be provided on a like for like basis. The proposed development as outlined above seeks to provide 60 units at target rent which would be an increase in 14 units from the existing level of site which is considered acceptable as it goes above and beyond minimum policy expectations. Moreover, whilst not a specific policy requirement, officers welcome the approach by the applicant to deliver all of the family sized units as affordable products.
- 1.26 Furthermore, it is outlined that through estate regeneration despite the scheme exceeding 50% affordable housing targets; where the scheme is considered estate regeneration maximum levels of affordable housing should be provided. This has been reviewed by the Greater London Authority at pre-application stage and application stage and it is considered that the proposed development has provided the maximum levels of affordable housing. Officers accept this position and note given the proposed development which exceeds the aspirations set out by the Mayor of London and the Local Plan insofar as it exceed 35-50% thresholds, that the site provides an acceptable amount of affordable housing on site.
- 1.27 Officers give regard to the legal agreement attached to ref: 17/00977/OUT which made reference to a number of triggers that were to be actioned at the point at which the separate phases of development were introduced. It has been recommended by the GLA that an early review mechanism and late stage review mechanism be included. The early review mechanism is required in the event that the scheme is not implemented within 2 years from the date of the permission. A late stage review mechanism is also recommended and shall trigger at the point at which 75% of the homes have been sold. This will ensure at any additional profit generated by the scheme can be captured and contributed to off-site affordable housing.
- 1.28 Having consideration of the above, officers are satisfied that this would supersede the mid stage review mechanism established within the outline permission.

### *Quality of Accommodation*

- 1.29 The MHCLG Technical Housing Standards – nationally described space standard specifies the space standards required for new dwellings. The London Plan, Policy 3.5 and Supported Housing SPG require new housing development to meet these standards as a minimum and provides further criteria to ensure an acceptable quality of accommodation is provided for users. The Council's Local Plan reiterates the need for housing development to conform to these requirements. The Technical Housing Standards stipulate minimum gross internal floor areas (GIAs) for dwellings/units based on the number of bedrooms, intended occupants and storeys, minimum bedroom sizes of 7.5m<sup>2</sup> for single occupancy and 11.5m<sup>2</sup> for double/twin occupancy, plus further dimension criteria for such spaces. Built in storage is required for all units with minimum sizes depending on the number of bedrooms and occupants, and minimum floor to ceiling heights are stipulated as at least 2.3m for at least 75% of the GIA.
- 1.30 Officers give further regard to adopted London Plan Policy 3.5 which outlines that "Housing developments should be of the highest quality internally and externally in relation to their context and to the wider environment". In addition to the space standards above the SPG also specifies standards in relation to access to outlook, daylight and sunlight.
- 1.31 London Plan Policy 3.8 (Housing choice) requires ninety percent of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings'. The Council may impose a condition in respect of the quantum of housing that must meet Category M4(2) and M4(3) of the Building Regulations, however the applicant is required to conform to building regulation requirements and ensure the development is deliverable.
- 1.32 Policy D6 of the Draft London Plan seeks minimum standards in relation to private internal space and private outdoor space. Draft London Plan Policy D5 seeks to ensure that at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and that all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 1.33 The London Housing SPG requires all dwellings to be accompanied by adequate private open space (i.e. outdoor amenity area). Standard 26 of the Housing SPG sets a minimum space requirement of 5 sq. m per 1-2 person dwelling with an extra 1 sq. m for each additional occupant.
- 1.34 The draft London Plan specifically through Policies GG4, D1, D2, D4 and D6 all emphasise the importance of high-quality design in development. Policy D4 reiterates and includes further requirements of the Technical Housing Standards within the policy itself and the minimum 2.5m floor to ceiling height is stipulated as a requirement rather than merely strongly encouraged.
- 1.35 The space standards outlined in the London Plan are expressed as minimums and should be exceeded where possible. They should be a basis to promote innovative thinking about designing space and how it is to be used within the home. Additionally, the Mayor's Housing SPG stipulates developments should avoid single aspect dwellings that are north facing.
- 1.36 The proposed development comprises a range of high rise blocks and 3 storey town houses across the 3 development plots referred to as Plot 6A, 6B and 7. It is noted that all of the 386 residential units accord with the minimum internal space standards set out above; additionally, adequate private amenity space has been provided in accordance with the Housing SPG and London Plan standards. The submitted plans have also indicated that the floor plans would allow efficient use of the internal space without creating undue additional effort, contributing positively to the fitness for purpose of the internal spaces. Furthermore, the stacking of units is generally acceptable and consistent throughout the development.
- 1.37 As per the GLA's Play and Informal Recreation SPG, based on the type and number of units provided within the development, the scheme is required to provide child's play space. The applicant has given reference to the required quantum of play space required for this phase of development which has been stated as 3049sq/m. There has however been an inclusion within this phase that was not provided as part of Phase 1 of 194sq/m. The applicant has outlined that there is a range of spaces used for play through the provision of dedicated spaces throughout the development as well as informal spaces. Notwithstanding this however there is a marginal shortfall in the overall provision. This has been proposed to be offset by a financial contribution of

£50,000 towards childrens play space within the Barking Town Centre Action Plan Area and Conservation Area. This is considered acceptable and has been reflected within the Heads of Terms.

- 1.38 Having regards to access to natural light and positive outlook, it is noted that the majority of the proposed units across the scheme are dual aspect. Given the high density of the residential blocks across the three development parcels officers note that there are a small proportion of single aspect units. Notwithstanding this, it is acknowledged that a large proportion of the single aspect units have been afforded to 1 bedroom units and are not North facing to minimise potential impacts with respect to outlook and access to natural light.
- 1.39 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). The plans have demonstrated accordance with these standards however, officers consider it necessary to recommend a compliance condition to ensure that these units are designed to this standard upon occupation of the residential units.
- 1.40 Taking into consideration the above and imposition of relevant conditions. Officers consider the proposed development in respect of the quality of accommodation to be acceptable.

| <b>Design, heritage and quality of materials:</b>  |     |
|--|-----|
| <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 |

- 1.41 Objective 124 of the NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
- 1.42 Objective 125 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 1.43 Objective 127 details that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 1.44 Objective 129 states: “Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life”.
- 1.45 Further, objective 130 states: “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)”.
- 1.46 Policy 7.1 of the London Plan states that the design of new buildings and the spaces they create should help reinforce the character and accessibility of the neighbourhood.
- 1.47 Policy 7.2 of the London Plan details that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and will support the principles of inclusive design which seek to ensure that developments can be used by all, regardless of disability, age, gender, ethnicity or economic circumstances.
- 1.48 Policy 7.4 of the London Plan additionally requires development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, new development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.
- 1.49 Policy 7.5 stipulates that the quality of the public realm has a significant influence on quality of life and can affect people’s sense of place, security and belonging, as well as having an influence on a range of health and social factors. For this reason, public and private open spaces, and the buildings that frame those spaces, should contribute to the highest standards of comfort, security and ease of movement possible. Moreover, it is considered that places should be distinctive, attractive, vital and of the highest quality. Policy 7.6 of the London Plan outlines that the architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. It also advises that buildings and structures should be of the highest architectural quality and comprise details and materials that complement, not necessarily replicate, the local architectural character.
- 1.50 Policy D1 of the Draft London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the Draft London Plan which seeks good design.
- 1.51 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the sites context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 1.52 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 1.53 Policy D5 of the Draft London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design.

- 1.54 Policy D6 considers the importance of achieving and maintaining a high quality of design through the planning process and into delivery stage.
- 1.55 Tall and large buildings should always be of the highest architectural quality, (especially prominent features such as roof tops for tall buildings) and should not have a negative impact on the amenity of surrounding uses. Additionally, adopted and emerging London Plan and states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline.
- 1.56 Policy D8 of the Draft London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 1.57 Draft London Plan Policy D9 seeks to ensure tall buildings are sustainably developed in appropriate locations and are of the required design quality having regard to local context as specified in Development Plans. Policy D12 of the Draft London Plan states to development proposals must achieve the highest standards of fire safety. Policy D14 of the Draft London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life.
- 1.58 This is further supported by policy BP11 of the Borough Wide DPD, policy CP3 of the Core Strategy DPD and policy DM16, SP4 and DM11 of the Draft Local Plan Regulation 19 which ensures that development is designed in a sensitive and appropriate manner which minimises impact on surrounding neighbours and respects the character of the area.
- 1.59 As previously mentioned the application site benefits from a concurrent outline planning permission reference: 17/00977/OUT later amended by 19/03210/OUT. The approved plans and documentation were inclusive of parameter and phasing plans. The proposed development subject of this application consisted of 3 development parcels (6A, 6B and 7). Officers note that whilst this proposal has materially altered the layout and building heights set out within the abovementioned plans; the proposal has still retained the 3 development parcels.
- 1.60 The image below reflects the material differences between in massing and building heights in the approved parameter plan and the current development proposal:



- 1.61 The approved drawing outlining the building heights detailed buildings that would range from 2-15 storeys; with the massing being concentrated to the Northernmost portions of the site fronting St Pauls Road. The proposed development has amended the maximum height of the buildings and now comprises buildings from 3-20 storeys.
- 1.62 Officers note that the proposed development has evolved significantly throughout the pre-application process prior to the submission of this application as well as 2 presentations to the Quality Review Panel (QRP) for additional design consideration.

### *Scale and Massing*

1.63 The proposed blocks comprise the following buildings and heights:

#### **Plot 6A**

- Block 1 – 16 Storeys
- Block 2 – 12 Storeys
- 3 Storey Townhouses

#### **Plot 6B**

- Block 3 – 9 Storeys
- Block 4 – 17 Storeys
- 3 Storey Townhouses
- Community Hub building

#### **Plot 7**

- Block 5 – 20 Storeys
- 3 Storey Townhouses

1.64 Officers acknowledge that the proposed development would seek to introduce a number of tall buildings to the proposal that were not originally sought as part of the outline proposal. Officers apportion weight to the wider context in townscape terms. It is accepted that there is an aspiration for the delivery of taller buildings in the surrounding developments of Barking Abbey Grounds.

1.65 Taking into consideration the changes to the built environment within the vicinity of the application site, officers accept that the increased building heights to be commensurate to the surrounding context. Additionally, the proposed development has positioned the tallest elements of the proposal as originally sought, to the North of the application site fronting St Pauls Road. This is inclusive of the tallest building (Block 5) at 20 storeys positioned as a corner block within the North East corner of scheme.

### *Design/Materiality/Landscaping*

1.66 The detailed design of the scheme has progressed through the pre-application process. As mentioned previously this included additional scrutiny from the Quality Review Panel to ensure that the proposed development is of exemplary standard given the quantum of development and prominent location. The proposed development includes a number of different building forms and typologies across the separate development blocks.

1.67 Officers consider the external design and indicative materiality to be of a high quality. Whilst the proposed blocks have been given their own identity through the use of contrasting bricks; the detailed plans have demonstrated that the blocks include high quality detailing that contribute positively to the architectural quality of the scheme. These details include but are not exclusively limited to vertical and horizontal brick courses, full height glazed windows and loggia structures.

1.68 The proposed Townhouses have adopted a simple but well-designed approach. These buildings provide a range of materials that are considered successful, providing contrasting materials to the principle elevations to give the buildings more visual interest. This is considered particularly effective with the window details to break up the different floor levels and reduce the probability of creating a blank façade.

1.69 The residents hub has been designed as a modern flexible welcoming community space. The plans have outlined the hub will comprise a metal cladding with full height glazing. Officers consider this aspect of the proposal in principle to be successful in achieving a design that would encourage this space to be used.

1.70 The proposed development seeks a number of landscaping measures including the retention of trees on site. Soft and hard landscaping within the pocket parks and town houses. Officers consider these aspects of the scheme to be paramount in achieving a high quality of design. As such, conditions have been recommended requiring full schemes of landscaping as well as

boundary detailing to be submitted for additional review and to be kept in perpetuity once implemented and occupied. Officers consider it further necessary to impose a condition restricting permitted development rights on the Townhouses to ensure there are no external works carried out on the property without seeking full planning permission to ensure the quality of the units is not altered without full consideration upon their occupation.

- 1.71 The scheme is considered high quality however it is considered necessary to recommend conditions requiring samples of materials, in depth 1:20 drawings of the window details and reveals to be submitted and reviewed in detail prior to the commencement of the development. This is to ensure that the built-out quality of the scheme is exemplary and remains in accordance with the above policies which seek high quality sustainable development. This is considered particularly important given the uplift in the built form than presently exists on site.

#### *Layout*

- 1.72 Officers acknowledge the positive internal layouts of the residential units which have contributed positively to the overall quality of accommodation for future occupiers. The high rise blocks benefit from communal residential entrances with the townhouses benefitting from individual street level entrances.
- 1.73 From a wider place making perspective, officers note that the existing layouts across the Gascoigne Estate do not constitute positive place making due to the lack of surveillance and legible pedestrian walking routes. This has negative implications with respect to residents and visitors perception of safety and manoeuvrability around the buildings.
- 1.74 The proposed routes through the scheme were welcomed by the Quality Review Panel. Officers consider the spaces between the different development plots and blocks to reduce potential for inappropriate use of spaces. In essence it is considered that there is successful legibility between public and private spaces.

#### *Crime and Safety*

- 1.75 Officers have received a consultation response from the Metropolitan Police regarding the proposed development. In response to the consultation received, conditions have been recommended by Metropolitan police requiring each part of the building to achieve the secured by design accreditation prior to the first occupation of the development.

#### *Summary*

- 1.76 Officers concluded that the architecture and overall design of the building has the potential to be successful and related successfully to the emerging vernacular in the vicinity of the site. However further specific details in relation to the materials and appearance would be necessary in order to ensure that an exemplar design quality was achieved, to justify the increased building heights. These have therefore been secured by way of a condition requiring these details prior to the commencement of the development. Officers therefore consider that the external design of the proposed development subject to the imposition of relevant conditions and heads of terms is acceptable.

#### *Heritage and Archaeology*

- 1.77 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 1.78 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 1.79 Section 15 of the NPPF (Conserving and enhancing the historic environment) advises Local Planning Authorities to recognise heritage assets as an "irreplaceable resource" and to "conserve them in a manner appropriate to their significance" (para.184). Paragraph 195 goes on to say LPAs need to consider whether a proposed development will lead to substantial harm to or total

loss of significance of a designated heritage asset. Proposals that lead to substantial harm to or a total loss of significance of a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. The NPPF states that heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing) as stated in Appendix 2.

- 1.80 Paragraph 190 of the NPPF states that “Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”
- 1.81 Paragraph 194 of the NPPF states that: “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”
- 1.82 NPPF Paragraph 195 states: “Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
  - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
  - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
  - d) the harm or loss is outweighed by the benefit of bringing the site back into use.”
- 1.83 NPPF Paragraph 196 states: “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 1.84 In taking planning decisions, London Plan Policy 7.8 states that:
- A. Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.
  - B. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
  - C. New development should make provision for the protection of archaeological resources, landscapes and significant memorials.
- 1.85 Draft London Plan Policy HC1 states that “development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings.”
- 1.86 The above policies are reiterated at a local scale within, Policies BP2 and CP2 of the Local Plan, policy DM14 of the Draft Local Plan and policy BTC19 of the BTCAAP which seek to conserve heritage assets and avoid harm.
- 1.87 The application site is within the vicinity of a number of nationally listed heritage assets and borders the edge of the Abbey and Barking Town Centre Conservation Area. The proposed heritage assets are as followed:
- Fire Bell Gate (Grade II\*) - Late C15-early C16. Two storey gateway. Coursed rubble and stone dressings. Crenellated parapet with embattled octagonal stair turret to north-west corner. Inner and outer archways with moulded jambs, 4-centred arches and labels. Angle buttresses to**



gateway. Ogee shaped niche above each archway. Early C19 iron gates. Upper floor formed Chapel of the Holy Rood with cinquefoiled lights in a 4-centred head to east and west walls. Fine early mediaeval stone roof. Below and to the north of the east window is late C12 Rood in stone with figures of Virgin and St John. The upper storey has been largely rebuilt in the late C19.

**Tomb of Captain John Bennett (Grade II)** - A chest tomb, dated 1716, commemorating Captain John Bennett, probably by Thomas Stayner, mason. The chest is limestone, and the slab black limestone. The sides are covered in bulbous acanthus leaves; each side has a shallow central projection with symbolic motifs: a war ship on one side, and on the other, naval weaponry. Each end has a cartouche with Bennett's family crest. Curved and stepped mouldings form the base and cornice of the chest. The top of the tomb has a thick and deeply overhanging slab with moulded edges. It is inscribed 'HERE LYETH INTERR'D YE BODY OF / CAP. JOHN BENNETT / COMMANDER OF HIS MAJESTY / SHIP LENOX & WHO DIED / THE 30TH OF JANUARY 1716 / AGED 46 YEAR'. The moulded stonework on the base survives in good condition, and the inscription remains clearly legible.

**Remains of Barking Abbey and Old Churchyard Walls (Grade II)** - C12 and later. Remains of general layout of main building. Outer walls of abbey church survive in places to a height of several feet. Remains of other parts of abbey including the cloisters are in parts indicated by restored footings. Churchyard walls are mediaeval stone or C16 brick with later repairs. Ruins are those of one of the most important nunneries in the country. Founded in 666 AD by St Erkenwald, dissolved in 1539 and destroyed in 1541. The abbey was excavated in 1910. AM.

**Parish Church of St Margaret (Grade 1)** - C13 and later, mainly C15. Complex history. Flint and ragstone rubble walls. Reigate stone ashlar tower. Crenellated 3 stage western tower with taller stair turret dating from mid-C15. Chancel-C13 with later nave and aisles utilising earlier C12 columns. Fine mediaeval roofs to nave and north aisle. Plaster ceiling of 1772 to chancel. Outer north aisle and chapel added in stages in C16 using debris from destroyed Abbey. Outstanding series of monuments and fittings including early C17 octagonal moulded font, good brasses, late C16 funeral helm and early C19 seating incorporating C18 woodwork.

- 1.88 Officers note that the nearest heritage asset is located approximately 200m to the North of the site. It is accepted that the proposed developments given their increase in height and massing would be visible from the nationally listed heritage assets. Notwithstanding this however, officers are satisfied however given the proximity from the listed buildings and monuments that there would be less than substantial harm that would arise as a result of the proposed development. As mentioned in the previous sections; there is an aspiration for the delivery of taller buildings in neighbouring sites around the Abbey Green and the proposed development would be within acceptable parameters in townscape terms and ensuring that no undue harm would arise for these existing heritage assets. Moreover, whilst the application is assessed on its own merits; it is acknowledged that there is a consented baseline established by the extant outline permission which concluded that there would be less than substantial harm to the heritage surrounding heritage assets. Given that the proposed development would represent a marginal material increase in building heights fronting St Paul's road; officers continue to maintain that there would be less than substantial harm on heritage assets as a result of the proposal.
- 1.89 In consideration of the NPPF tests set out above however in such circumstance officers must give regard to the wider public benefits of the scheme. In this instance officers consider the provision of a high quantum of affordable housing above the mayor's aspirations of 50% with an acceptable tenure high quality, with a high quality of external design and flexible usable community floor space for the benefit of residents. It is considered that the public benefits of the scheme would outweigh the harm to the heritage assets which has been considered less than substantial.

#### *Below Ground Archaeology*

- 1.90 Officers note that Historic England initially issued an objection in response to the archaeology document submitted with the application. Following further consultation with Historic England, the applicant provided an updated document which has been accepted. As such, a compliance condition has been recommended and shall ensure that the proposed development complies with the approved document and any findings of significant archaeological interest will require a stage 2 WSI to be submitted for approval.

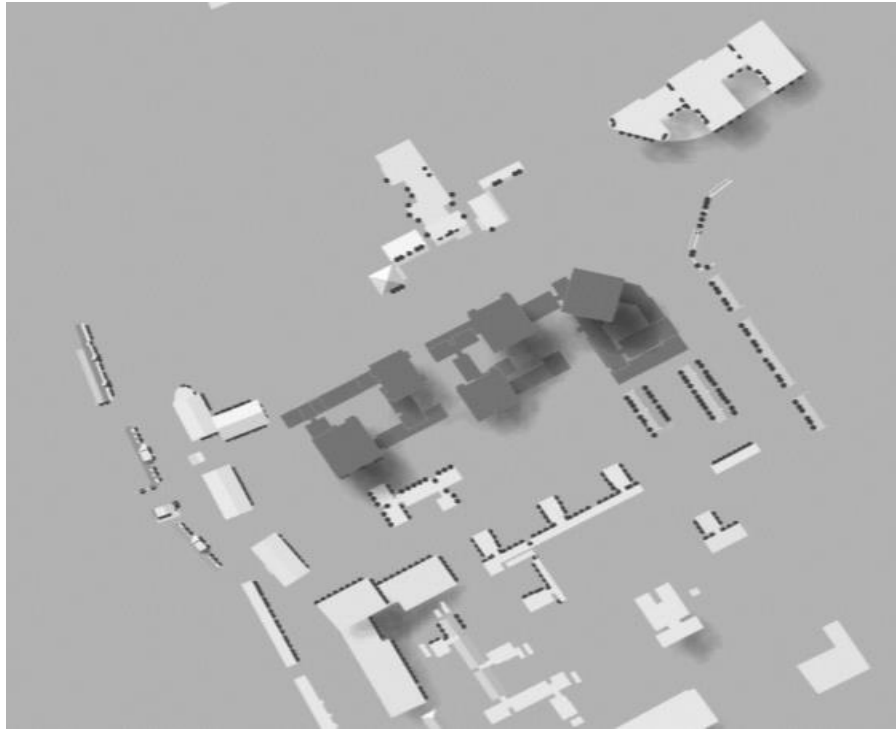
- 1.91 Officers therefore support this element of the proposal subject to the imposition of the aforementioned condition.

### **Impacts to neighbouring amenity:**

- 1.92 NPPF Objective 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 1.93 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal and should minimise carbon dioxide emissions across the site. London Plan Policy 7.1 requires, amongst other things, that the design of new buildings and the space they create should help reinforce or enhance the character, legibility, permeability and accessibility of the development. Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 outlines that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.14 seeks to protect people in areas of poor air quality (such as AQMAs). Policy 7.15 seeks to avoid significant adverse noise impacts on health and quality of life as a result of new development.
- 1.94 Policy D1 of the Draft London Plan states that development design should deliver appropriate outlook, privacy and amenity. Policy D14 of the Draft London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life. The Draft London Plan is at an early stage of public consultation and whilst material and relevant, Officers apportion lesser weight to these requirements than those within adopted policies outlined above which are accorded full weight.
- 1.95 Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings and goings and/ or lighting during construction and occupation. This is supported by policies DM11, DM16 and DM25 of the Draft Local Plan.
- 1.96 In relation to standards for privacy, daylight and sunlight the London Plan Housing SPG states that “An appropriate degree of flexibility needs to be applied when using 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 opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.”

#### *Daylight and Sunlight*

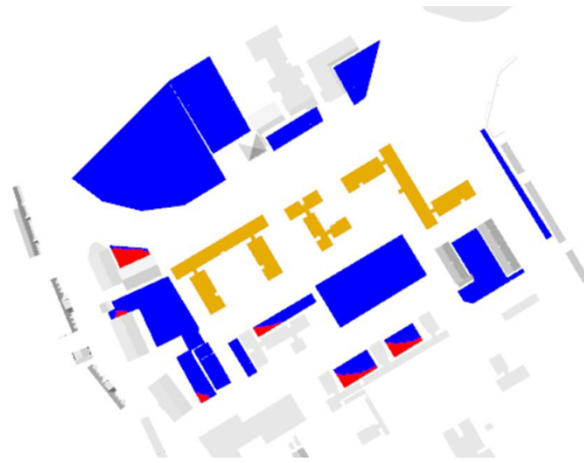
- 1.97 The application has been accompanied by a Daylight and Sunlight Assessment prepared by AECOM, dated July 2020. The applicant has conducted an assessment which has taken into consideration the vertical sky component (Vsc) and Average Daylight Factor (ADF) for the surrounding residential properties. The proposed survey took into consideration 1726 properties within the surrounding vicinity. The image below outlines all the windows that were included in the survey:



- 1.98 The report concluded that of the **1927** windows surveyed **86(4%)** of the windows did not accord with the BRE Guidelines with respect to levels of VSC. The windows are located at:
- 56-64 Hardwick Street (Located to the immediate South of the development site)
  - 65-73 Hardwick Street (Located to the immediate South of the development site)
  - St Josephs RC Primary School (Located to the immediate North of the development site)
  - Gascoigne West Phase 3 (Located South West of the development site)
  - 1-9 Cook Street (Located to the East of the development site)
  - 45, 56 Abbey Road (Located to the West of the development site)
  - Skipper Court (Located to the immediate West of the development site)
  - 1-45 Tomlins Orchard (Located to the immediate South of the development site)
  - 17-32 Abbey Road. (Located to the West of the development site)
- 1.99 Officers give regard to the existing built form on site which comprises buildings of 3 storeys. As such, in the existing iteration there would be little to no impact in terms of the VSC. Given the significant increase providing a number of tall buildings in excess of 10 storeys, it is expected that there would be impacts upon nearest surrounding neighbouring properties. Officers note however as detailed above; these are limited to a small proportion of properties located in the immediate vicinity of the application site. Given the close proximity of these properties, similar effects would likely be felt with the building heights previously deemed acceptable within the extant outline permission which agreed maximum building heights of 15 storeys.
- 1.100 Further to the above, officers note that some of the windows tested are not afforded to habitable rooms and are located within the school to the immediate North of the application site. When taking the windows located solely in residential properties into consideration, the number falls to 67 windows that do not pass the required test which equates to 3.4%. Moreover, officers have balanced this marginal shortcoming with the overall benefits of the scheme including a high quantum of affordable housing.
- 1.101 In respect of annual probable sunlight hours (ASPH) measured during the summer and winter months. A total of 584 windows were surveyed, of these windows it is noted that only 2 of the windows fall below the guidelines. These two windows are located in 1-45 Tomlins Court to the immediate South of the development. Officers maintain that the proposed development would generally accord with the BRE Guidelines in this respect given the low level of impact that would

be experienced in only 0.3% of the surrounding windows. Taking into consideration the scale and massing of the buildings proposed officers are satisfied that this effect would be negligible.

- 1.102 The daylight and sunlight report has also included an open space assessment. This survey included both existing and proposed open spaces and determines whether the areas would receive less than 2 hours of sunlight on the 21<sup>st</sup> of March. The below image represents the findings of the report. The areas in blue outline the areas that would accord with the guidelines and the areas in red demonstrate where there would be a discernible impact.



- 1.103 As shown above, it is forecasted that the areas that would receive less sunlight are minimal and the surrounding open spaces would generally maintain similar levels of sunlight.
- 1.104 Officers acknowledge following the review of the submitted daylight report that the scheme is generally in accordance with the BRE guidelines. Officers consider that that the proposed development with respect to daylight/sunlight matters would be acceptable; and would not result in any unacceptable harm upon the quality of the neighbouring residential properties with respect to loss of daylight/sunlight.

#### *Outlook and Privacy*

- 1.105 Given the change in the use and the scale of the development within an urban setting it is reasonable to assume that the existing situation in terms of privacy and outlook will be highly perceptible to those existing residential occupiers who neighbour the site and indeed those that are retained on site. Additionally, the QRP raised initial concerns with respect to overlooking and loss of privacy for units within the scheme given the difference in building heights between the taller elements of the proposal and the 3 storey townhouses.
- 1.106 Officers are generally satisfied with the measures adopted by the applicant with respect to the above matters. The proposed overlooking impacts of the townhouses would be limited to garden spaces and would not give rise to any direct views into the habitable spaces. Additionally, given the generous separation distances between the residential blocks and the surrounding existing residential developments which would generally maintain distances in excess of 15m, officers are satisfied that this would soften the perception of overlooking for occupants of the surrounding dwellings.

#### *Noise*

- 1.107 The proposed development would be considered to be a significant intensification of uses at the application site given the large increase in residential units. This would in-turn result in the increase of comings and goings from the dwellings and by visitors into the site as well as the flexible community space and pocket park. Notwithstanding this, officers apportion weight to the wider context in which the wider Gascoigne Estate is undergoing intense redevelopment which would result in a large uplift in residential units for the area. The site would therefore be considered commensurate to its surroundings in this regard.
- 1.108 Additionally, it is noted that the North of the site fronts a main road with a main roundabout to the North East edge of the site connecting to the main town centre and other parts of the borough. This accordingly creates a noisy environment with high volumes of pedestrian and vehicular activity along the abovementioned roads. LBBD Environmental Health have reviewed the

application and have recommended the imposition of a condition requiring the provision and adherence to a scheme of acoustic protection to ensure that all of the proposed units are properly safeguarded against background and surrounding noise from neighbouring properties or surrounding roads.

- 1.109 Further regard has been given to the construction phase of the development which would give rise to additional noise. It is noted that the construction phase of the development would be temporary and would not be a permanent contributor of noise to the surrounding properties. Furthermore, officers have recommended a robust demolition and construction management plan shall be required to be submitted by way of a condition. Officers note that this must be submitted and agreed by the Local Planning Authority prior to any above ground works being carried out. This is to ensure that the method of demolition and construction is agreed and would be designed to minimise the potential risk of adverse impacts to any of the surrounding neighbouring properties. Additionally, officers have recommended a compliance condition controlling hours of construction given that there are existing residential properties within proximity to the development site. As such, the construction hours shall be limited to: 08:00 and must finish no later than 18:30 Monday to Friday and 09:00 – 13:00 on Saturdays with no construction works taking place on Sundays or public holidays.

#### *Air Quality*

- 1.110 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.
- 1.111 The air quality report has been considered by officers and is acceptable in aligning with the above policies. The proposed development has adopted on site measures to remain air quality neutral. Environmental Health have reviewed the report and has considered it essential to adopt the mitigation measures to ensure compliance with air quality neutral targets. The report has outlined that no operation mitigation measures are required. It is noted that a number of the mitigation measures are secured through the demolition and construction management plan, delivery and servicing and through the Heads of Terms which are securing a car free development with conditioned electrical vehicle charging points.

#### *Summary*

- 1.112 Officers note that a total number of 2418 letters were sent to the surrounding neighbouring properties. As outlined above, 6 representations were received in objection of the proposal. Officers have considered all the material considerations outlined within the objections and note that the low levels of consultation responses in such a prominent location would further support the presumption of sustainable development given the negligible impacts identified.
- 1.113 Such limited impacts upon the amenities of neighbouring occupiers have been identified, but mindful of the constraints of the site, the urban context and the limited number of properties materially affected; officers have taken an on balance view in favour of the proposals and consider the proposals to be on the whole consistent with the objectives of the aforementioned policies. Subject to the imposition and accordance with the recommended conditions mentioned in the above sections.

| <b>Sustainable Transport:</b>                   |                |  |                |
|---|----------------|--|----------------|
| <i>Net gain/loss in car parking spaces:</i>     | 12(Blue Badge) | <i>PTAL Rating</i>                         | 2-6a           |
| <i>Proposed number of cycle parking spaces:</i> | 724            | <i>Closest Rail Station / Distance (m)</i> | Barking (800m) |
| <i>Restricted Parking Zone:</i>                 | Yes            | <i>Parking stress survey submitted?</i>    | Yes            |

- 1.114 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 1.115 Policy 6.1 (Strategic Approach) of the London Plan seeks to promote sustainable modes of transport and accessibility and reduce the need to travel by car. Policy 6.3 (Assessing Effects of Development on Transport Capacity) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. London Plan Policy 6.13 (Parking) seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well-considered travel plans aim to reduce reliance on private means of transport
- 1.116 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 1.117 The application site has a PTAL level ranging from 2-6a, which represents poor to excellent levels of access to public transport. There are 10 bus stops ( 169, 368, 287, 62, EL1, EL2, 238, 5 366) located within 600m of the application site. Additionally Barking station is located approximately 800m from the site providing London underground, national rail and London overground services. In practical terms given the town centre location and the sites situation in the northern portions of the Gascoigne Estate it is considered relatively well connected with easy pedestrian access to the main retail core of the town centre.

#### *Car Parking and Blue Badge*

- 1.118 Officers note that the planning application has been submitted with a transport assessment which has been prepared by AECOM dated: July 2020.
- 1.119 A total number of 12 blue badge spaces have been provided at ground floor level of the proposed development which would be approximately a 3% provision of the residential aspect of the development. Having regard to the above mentioned regional and local policies that seek to reduce private car ownership and the reliance on the car, the level of car parking is expected to not only accord with the adopted London Plan standards but also the Draft London Plan standards. Given the site is within an area of good public transport access, the proposed scheme has been assessed by highways officers and have concluded that a car free development in this instance would be acceptable. The proposal provides for 20% of the accessible spaces will have electric vehicle charging points. The applicant would be expected to provide a parking management plan which would need to detail how the spaces will be allocated in the event not all of the blue badge bays are taken up by residents in the accessible units, and the mechanism that will be used to allocate bays that become required by blue badge holders in the accessible units.

#### *Cycle Parking*

- 1.120 A total of 724 cycle spaces are to be provided within the development. The resident cycle parking is also accessible from the main cores thereby encouraging use of it. The proposals exceed the minimum requirement and therefore accord with the abovementioned policies. Officers have included a condition to ensure that the cycle parking shall be delivered in full prior to the occupation of the residential units and retained thereafter. This is to ensure that sustainable modes of transport are promoted and easily available without additional effort for residents.

### *Public Realm/Obligations*

- 1.121 In order to secure works to the highway for the proposed development, the applicant would be required to enter into a Section 278 agreement with the London Borough of Barking and Dagenham to secure the highways works which will be tied to the legal agreement. These have been added as heads of terms.
- 1.122 More specifically these would respond to land that does not fall within the redline boundary of the application site such as the improvement of a crossing to the North of Gascoigne Road. The applicant would be required to provide a detailed highways plan outlining the adopted land and the full scope of the works that will be carried out. This also includes removal or provision of any redundant crossovers.
- 1.123 In addition to the above the development is proposed to be a car free development with the exception of the blue badge spaces. The extant permission required commitment to a car club membership. A fee of £10,000.00 was required to provide 2 car club spaces. Officers note that this included Phase 2 of the wider development for Gascoigne West. As such, given the commitment that already exists in this respect, officers are satisfied that it is sufficient for the applicant to provide the car club membership for all residents for a period of 1 year.

### *Demolition and Construction*

- 1.124 An outline Demolition and Construction Management has been submitted addressing various logistics matters pertaining to the demolition and construction phase of the development. This has been considered by transport officers however it is considered necessary to recommend a condition requiring a detailed document outlined method of mitigation for potential impacts to the highway and surrounding environment. This is to be submitted for approval and subsequent implementation. A detailed condition is recommended to secure as such. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding highways or quality of the public realm and neighbouring amenity during the development phase.

### *Servicing and Delivery*

- 1.125 A servicing and delivery plan has been included within the transport assessment. The plan outlines that there will be dedicated servicing bays on St Pauls Road and internally from Hardwicke Street with a 20-minute maximum loading restriction. The plan seeks to provide a delivery hub which will provide a single location to allow efficient deliveries to reduce trip generation as a result of the proposed development.
- 1.126 In terms of the proposed waste collection, the waste strategy includes give underground refuse stores (URS) collection points located across the site. This has provided additional ground floor space for the maximising of residential units and provision of essential amenities such as cycle parking.
- 1.127 Officers consider the above arrangements to be acceptable in principle. A condition has been recommended to ensure that a full detailed delivery and servicing plan has been provided prior to the commencement of the proposed development.

### *Summary*

- 1.128 Noting the recommendation of LBBB Transport officers, it is considered subject to heads of terms and a S278 agreement between the applicant and the council. In addition to the conditions mentioned above, the proposal with respect to transport and travel is considered acceptable.

### **Employment:**

- 1.129 The proposed development will also contribute to employment for residents within the borough. Officer will secure an Employment, Skills and Suppliers Plan at least 6 months prior to commencement on site, ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.
- 1.130 It is therefore considered by officers that on balance that the proposal will provide far reaching benefits beyond the description of development.

1.131 It is therefore considered that the proposal accords with London Plan Policies 3.1, 3.3, 3.4, 3.8, 3.9, 3.10, Draft London Plan policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to affordable housing and building inclusive communities.

**Impact to existing Education Provision:**

1.132 Officers have received a consultation response from LBBD Education with respect to the demand for school places as a result of the proposed development. It is considered that given the expansion of Gascoigne Primary School, the development of a new secondary school, Greatfields and a further primary school over the next 5-year period. Officers note that this would cater to the increasing demand for school places across the Gascoigne Estate. Officers further note that the proposed development would result in less units than was originally sought for phase 2 by the application which still falls underneath the 850 unit cap in which the impact on social infrastructure was deemed acceptable.

**Waste management:**

1.133 London Plan Policy 5.3 (Sustainable Design and Construction) seeks to ensure that the highest standards of sustainable design and construction are achieved and seeks to ensure minimisation of the generation of waste and maximisation of reuse and recycling whilst adopted London Plan Policy 5.17 (Waste Capacity) specifically stated that suitable waste and recycling storage facilities are required in all new developments.

1.134 The above policies are reinforced by Draft London Plan Policies D6 and S18 (Waste Capacity and Net Waste Self-Sufficiency). Policy INF3 (Waste and Recycling) of the Local Plan seeks to minimise or mitigate the impacts of waste transport and management on the environment and the borough's residents

1.135 The waste plan provided within the service and delivery plan has been accepted in principle. The strategy outlines that the development seeks to utilise an underground refuse store (URS). Nevertheless, a full servicing delivery plan has been requested to consider the proposal in detail prior to the commencement of the proposed development.

**Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):**

|  |                  |
|--|------------------|
| <i>Renewable Energy Source / %</i>       | <b>PV Panels</b> |
| <i>Proposed CO<sub>2</sub> Reduction</i> | <b>49%</b>       |

1.136 The NPPF strongly emphasises a presumption in favour of sustainable development, stating that there are three dimensions to sustainable development: economic, social and environmental.

1.137 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

1.138 Policy 5.2 states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations 2010 leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019. The policy sets the target for non-domestic buildings in 2017 as a per the Building Regulations requirements. Where there is a shortfall from these targets a cash in lieu payment is required as set out within adopted London plan standards at £60 per tonne, per year over a 30-year period.

1.139 London Plan Policy 5.3 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. Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement.



- 1.140 Policy 5.7 of the London Plan (Renewable energy) 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 emission through the use of on-site renewable energy generation, where feasible
- 1.141 Policy 5.9 of the London Plan (Overheating and cooling) requires major development proposals to reduce potential overheating and reliance of 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 the heat within the building through exposed internal thermal mass and high ceilings; 4) passive ventilation; 5) mechanical ventilation; and 6) active cooling systems (ensuring they are the lowest carbon options). The policy also requires major development proposals to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. This is further supported by Policy 5.10 that promotes urban greening such as tree planting, green roofs and walls, and soft landscaping. The above policies are reinforced in the Draft London Plan at Chapter 9.
- 1.142 Section 43 of the Deregulation Act 2015 outlines that development consisting of the construction or alteration of buildings to provide dwellings, or the carrying out of any work on dwellings should be designed and completed in accordance with the energy efficiency requirements outlined within building regulations.
- 1.143 The application has been submitted accompanied by a sustainability statement and energy statement prepared by AECOM. dated July 2020. The energy statement and the submitted plans outlined that the proposed development would seek to use Solar Photovoltaic Panels (PV) which are considered appropriate to be installed to the flat roof of the building, would be noiseless and low maintenance. This technology would have aim to reduce carbon emission by offsetting grid electricity which has a high carbon footprint.
- 1.144 The initial emissions reduction has been calculated at 49% which would be in excess of the 35% baseline set for non-residential major development. As outlined above however there is a requirement for domestic development of this nature to achieve a zero-carbon target. Where these emissions targets cannot be met on-site the London Plan states any shortfall should be provided off-site or through a cash-in-lieu contribution which is used to secure carbon dioxide savings elsewhere. The report accompanying the planning application calculates the application scheme will need to off-set the remaining carbon produced by way of a financial contribution which has been calculated at £409,766.00.
- 1.145 The above financial contribution will be included as part of the application's section 106 heads of terms. A condition will also be included for the passive and renewable energy savings measures in the Energy & Sustainability Statement to be implemented prior to the development being occupied.
- 1.146 Officers note, having regard to the London Plan Energy Hierarchy that connection to existing district heat networks should be the priority. The extant outline permission comprised a condition which made reference to the site seeking to provide a site wide energy solution. The submitted and approved energy and sustainability statement has stated however that the proposed development would supersede this strategy as there is availability to connect to the existing Barking Town Centre district heat energy network. Officers have approved the energy statement provided with the application however an additional compliance condition has been recommended requiring the proposed development to connect to the abovementioned existing heat network. Any aspiration to deviate from this arrangement must first be agreed by the local planning authority
- 1.147 Subject to suitable conditions and S106 Heads of Terms to safeguard the above measures, the proposal is considered satisfactory in terms of sustainability and energy matters and in compliance with the aforementioned policies.

## **Biodiversity & Sustainable drainage:**

- 1.148 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 1.149 Policy 7.19 of the London Plan and Policy G5 relates to Urban Greening requiring major residential development to achieve an urban greening factor of 0.4. 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 SP5 of the emerging local plan (Reg 19 stage).
- 1.150 As previously mentioned, a detailed scheme of landscaping has been submitted by the applicant outlining sitewide soft landscaping measures inclusive of details regarding biodiversity. The applicant has designed the scheme to result in minimal removal of trees. The arboriculture impact statement was considered an approved as part of the outline consent. Notwithstanding this, the current proposal requires the removal of a limited number of additional trees to the North of the site. The scheme seeks to protect the high-quality healthy trees which was discussed during the pre-application stage. This has been added as an additional consideration within the detailed demolition and construction and logistics plan which shall be submitted prior to the commencement of the proposed scheme.
- 1.151 The report submitted at this stage however states that across the site there is an overall net increase in tree planting with 55 new trees being planted. The scheme has also demonstrated an urban greening factor of 0.4 in line with the abovementioned policies.

### **Sustainable Drainage**

- 1.152 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).
- 1.153 A drainage strategy/flood risk assessment has been submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers. Officers have recommended a condition requiring an approved detailed drainage design to be provided prior to commencement of construction work on site and this will be secured by condition. Also, an additional 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 shall be added.

## **Conclusions:**

In deciding to grant planning permission, the Council found the proposal to be acceptable following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations. The Council is satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement.

## Appendix 1:

|   |  |
|---|--|
| <p><b>Development Plan Context:</b><br/>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<br/>Policy 3.1 - Ensuring equal life chances for all<br/>Policy 3.3 - Increasing housing supply<br/>Policy 3.4 - Optimising housing potential<br/>Policy 3.5 - Quality and design of housing developments<br/>Policy 3.8 - Housing choice<br/>Policy 3.9 - Mixed and balanced communities<br/>Policy 3.10 - Definition of affordable housing<br/>Policy 3.16- Protection and enhancement of social infrastructure<br/>Policy 5.3 - Sustainable design and construction<br/>Policy 5.10 - Urban greening<br/>Policy 5.17 - Waste capacity<br/>Policy 6.1 - Strategic approach<br/>Policy 6.3 - Assessing effects of development on transport capacity<br/>Policy 6.9 - Cycling<br/>Policy 6.10 - Walking<br/>Policy 6.13 - Parking<br/>Policy 7.1 - Lifetime neighbourhoods<br/>Policy 7.2 - An inclusive environment<br/>Policy 7.3 - Designing out crime<br/>Policy 7.4 - Local character<br/>Policy 7.5 - Public realm<br/>Policy 7.6 - Architecture<br/>Policy 7.8 - Heritage assets and archaeology<br/>Policy 7.14 - Improving air quality<br/>Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes<br/>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<br/>Policy GG2 - Making the best use of land<br/>Policy GG3 - Creating a healthy city<br/>Policy GG4 - Delivering the homes Londoners need<br/>Policy D1 - London's form, character and capacity for growth<br/>Policy D2 – Infrastructure requirements for sustainable densities<br/>Policy D3 – Optimising site capacity through the designed approach<br/>Policy D4 – Delivering good design<br/>Policy D5 – Inclusive design<br/>Policy D6 – Housing Quality Standards<br/>Policy D7 – Accessible Housing</p>  |

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

|  |  |
|--|--|
|  | <p>Policy SP2 - Delivering High Quality Design in the Borough</p> <p>Policy SP6 – Green and Blue Infrastructure</p> <p>Policy SP7 - Securing a Sustainable and Clean Borough</p> <p>Policy SP4- Delivering social infrastructure in the right locations</p> <p>Policy DMH1 - Affordable Housing</p> <p>Policy DM2 - Housing Size and Mix</p> <p>Policy DMD1 - Responding to Place</p> <p>Policy DMNE1 - Protecting and Improving Parks and Open Spaces</p> <p>Policy DMNE2 Urban greening</p> <p>Policy DMNE3- Nature Conservation and Biodiversity</p> <p>Policy DMNE5 - Trees</p> <p>Policy DMSI 2 - Energy, Heat and Carbon Emissions</p> <p>Policy DMSI4 - Improving Air Quality</p> <p>Policy DMSI6 - Managing Flood Risk, including Surface Water Management</p> <p>Policy DMSI9 - Managing our Waste</p> <p>Policy DMT1 - Making Better Connected Neighbourhoods</p> <p>Policy SP4: Planning for social infrastructure</p> <p>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)</p> <p>Housing Supplementary Planning Guidance (2017)</p> <p>Accessible London: Achieving an Inclusive Environment (2014)</p> <p>Affordable Housing and Viability (2017)</p> <p>Character and Context (2014)</p> <p>Housing (2016)</p> <p>Play and Informal Recreation (2012)</p> <p>Sustainable Design and Construction (2014)</p> <p>Barking Town Centre Area Action Plan (2011)</p>   |

**Additional Reference:**

*Human Rights Act*

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

*Equalities*

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

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

**Appendix 2:**

| <b>Relevant Planning History:</b> |  |                |          |
|-----------------------------------|--|----------------|----------|
| <i>Application Number:</i>        | 17/00977/OUT   | <i>Status:</i> | Approved |
| <i>Description:</i>               | Application for outline planning permission (with all matters reserved): Demolition of existing buildings and structures and construction of a maximum of 850 residential dwellings (Use Class C3 (dwellinghouses)); up to 350 square metres of flexible commercial/community floorspace (Use Classes A1, A2, A3, D1, D2) (GEA); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works.  |                |          |
| <i>Application Number:</i>        | 19/01320/OUT   | <i>Status:</i> | Approved |
| <i>Description:</i>               | Application for variation of condition 5 of planning permission 17/00977/OUT which gave consent for the:.,Application for outline planning permission (with all matters reserved): Demolition of existing buildings and structures and construction of a maximum of 850 residential dwellings (Use Class C3 (dwellinghouses)); up to 350 square metres of flexible commercial/community floorspace (Use Classes A1, A2, A3, D1, D2) (GEA); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works. Proposed amendments include: To increase building heights on Development Parcels 1, 2 and 3. To amend building footprint on development parcels 1, 2 and 3., |                |          |
| <i>Application Number:</i>        | 19/01321/REM   | <i>Status:</i> | Approved |
| <i>Description:</i>               | Application for approval of reserved matters for Stage 1 proposing 201 residential dwellings following outline approval 19/01320/OUT - Demolition of existing buildings and structures and construction of a maximum of 850 residential dwellings (Use Class C3 (dwellinghouses)); up to 350 square metres of flexible commercial/community floorspace (Use Classes A1, A2, A3, D1, D2)(GEA); with associated means of access, car parking, landscaping, service infrastructure including an energy centre and associated works.   |                |          |
| <i>Enforcement Case:</i>          | None   |                |          |

### 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

| <b>Appendix 4 : Summary of Consultation responses:</b> |  |  |
|--|--|--|
| <b>Consultee</b>                                       | <b>Summary of Comments</b>   | <b>Officer Comments</b>  |
| LBBB Environmental Health                              | No objection subject to conditions relating to control any loss of amenity.  | Noted. Conditions have been recommended accordingly  |
| LBBB Transport   | No objection subject to conditions and heads of terms relating to : <ul style="list-style-type: none"><li>- Car free development</li><li>- Highways plan</li></ul> | Noted. Discussed in the relevant sections of the report. Conditions and heads of terms included. |

|                              |  |  |
|------------------------------|--|--|
|                              | <ul style="list-style-type: none"> <li>- Demolition and Construction Management Plan</li> <li>- Delivery and servicing</li> </ul>  |  |
| LLFA                         | No objection subject to conditions.  | The response is noted and is discussed in further detail in the relevant sections of the report.                                       |
| Historic England             | No objection   | Noted  |
| Historic England Archaeology | <p>Initial correspondence received: September 2020.</p> <p>No objection subject to the imposition of conditions.</p> <p>Further correspondence November 2020:</p> <p>Suggests part compliance with condition initially imposed and requires a two part condition.</p>  | The comments provided by Historic England are noted and have been considered in greater detail in the Heritage section of this report. |
| LBBB – Access                | No objection comments recommended in respect of accessibility  | The comments provided have been noted.   |
| LBBB Education               | Primary and secondary schools have been built as part of the Gascoigne regeneration works, and capacity from this development will be taken up in these schools. The knock on impact of this, though, is that children from further afield, like River Roding, will no longer gain spaces at the Gascoigne Schools, and a new school site will need to be sought to cope with demand | Noted  |
| London Underground           | No comments to make on the application.  | Noted.   |
| Environment Agency           | No objection to the proposed development.  | Noted.   |
| London Fire Brigade          | The proposals are satisfactory with respect to firefighting access arrangements  | Noted.   |
| Transport for London         | Comments in respect of cycle parking, car parking and planning obligations.  | Noted. Heads of terms and conditions have been recommended accordingly.  |



**Appendix 5:**

|   |   |
|---|---|
| <b>Neighbour Notification:</b>                      |   |
| <b>Date of Press Advertisement:</b>                 | 27 <sup>th</sup> August 2020  |
| <b>Number of neighbouring properties consulted:</b> | 2418  |
| <b>Number of responses:</b>                         | 6   |
| <b>Address:</b>                                     | <b>Summary of response:</b>   |
| 14 Arundel Gardens                                  | <p>I am writing on behalf of many local residents including the Barking and Dagenham Heritage Conservation Group to state that we are all firmly opposed to these plans for 386 residential units of 3 to 20 storeys because they are far too excessive for this site for numerous public health, safety, social as well as heritage and other environmental planning reasons considering the fact this is already a congested neighbourhood without having more flats built here which are often usually unaffordable for Barking and Dagenham residents anyway. Also another crucial factor in these objections that we have regarding this scheme is that it will have an adverse effect on the local setting of the town centre conservation area as well as a grade two listed building and an ancient monument which has actually even been quite rightly mentioned in the LBBB planning description itself. This part of our borough is currently suffering from more than enough housing developments already which is putting a huge strain on local transport, health, education as well as our police services here. The sheer amount of all this housing is also having an adverse effect on local air pollution levels as well.</p> <p>With our current coronavirus pandemic that has proved residents are in greater danger of contracting the virus if they live within areas of high density housing as well as with great levels of air pollution and also in properties which have a lack of close access to open green spaces as well.</p> <p>Therefore all planners whether private or public and local councils ought to be completely more aware of the overall</p> |

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|   | <p>public health, social and environmental impacts of their housing plans on the residents living within or close to them. It is in the best interests for Barking and Dagenham to refuse this application in its current form due to the very fact that having overbearing tower blocks in Gascoigne West will not regenerate this district in any sense for those people living here now or in the future. We are aware of the fire safety considerations of high rise blocks especially in the wake of disasters such as Grenfell Tower and others which have proved that this type of housing is not always the safest for its inhabitants too.</p>   |
| <p>62 Calverton Road East Ham London E6 2NT</p> | <p>I am writing to express my strong objection to the plans indicated in the London Borough of Barkling and Dagenham Planning Application, 20/01675/FULL.</p> <p>The site proposed for this development is far too small to hold so many residential units. The proposed buildings are far too high, at up to 20 storeys, and are inappropriate for an area which includes Grade Two listed buildings. Additionally, the housing units will be too expensive for any of those on the LBBB housing list to either buy or rent. The few "affordable" units will still be quite unaffordable to the average residents of Barking.</p> <p>Turning to matters of health and safety, surely the days of the high rise building are over, except in exceptional circumstances, which this is not? From the spectacular failure of Basil Spence's Glasgow Gorbles tower blocks in the 1960s (demolished 1993) to the appalling disaster of the Grenfell Tower fire of 2017, taking in Ronan Point en route, tower blocks have been unsuitable for safe human habitation. With the possibility of Covid 19 being with us for the foreseeable future, we have another arguement against cramming families and others into increasingly small areas. Your proposal is especially unwelcome, in that it will be replacing popular low-rise housing.</p> |

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|   | <p>The existing high rise developments have already put a strain on local transport and emergency services. This will be greatly exacerbated by the proposed Gascoigne West Development.</p> <p>I write as a member of the Barking And Dagenham Heritage Conservation Group, and as a resident of the borough adjoining Barking and Dagenham. I see the existing high rise buildings from my local shopping street, and am increasingly concerned about the deleterious affect they, and possible future buildings, have on the surrounding area, including mine.</p>  |
| <p>84, The Shaftesburys, Barking IG11 7JP</p> | <p>Your proposal for buildings 'up to 20 stories' on this site is INSANE ! You are creating an anti-social nightmare down Abbey Road that has NO PLACE in modern town planning, and is aimed only at concentrating as many people as possible in a small space and maximising council tax revenue. This DOES NOT meet the housing requirements of local people and residents of this borough.</p> <p>The orgy of bad planning you are currently engaged in in Barking runs counter to the social well being of residents, of creating and improving the living space and community life of those existing residents who pay the council tax that ultimately pays your company's fees. You are after all a private company, NOT a proper planning department of the local authority.</p> <p>We are seeing the creation of a new concrete ghetto of overcrowded tenement blocks that were deemed long ago as NOT the way forward in modern society. Good planning has been thrown out the window.</p> <p>The thinking that led to the Grenfell disaster has taken over. You ride roughshod over the wishes of local residents, set up fake 'consultation' processes then do what you want anyway.</p> <p>There should be no buildings looming over the Gascoigne Primary site in The</p> |

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|                                  | <p>Shaftesburys, looking down on the playgrounds.</p> <p>There should not be a darkened canyon of high rise blocks down Abbey Road where daylight and sunlight is blocked out.</p> <p>William Blake's 'dark satanic mills' are being replaced by overcrowded, overbearing, dark satanic, monstrous tower blocks.</p> <p>Stop this madness now.</p> <p>Hold a proper REAL consultation with local people about how the town should look, and how the Town's Heritage can be protected and enhanced, without surrounding the Abbey Heritage area with giant sentinels of oppressive buildings, closing it in and destroying it's previously celebrated open character.</p>                             |
| <p>No address point provided</p> | <p>I am sick and tired of these dangerous buildings being built.</p> <p>I totally object to barkings west phase 2 it's a disaster so many incidents have occurred with high buildings recently I Sent a video a child ages 2 years feel out of a window that has traumatized me for life I have small children and I will never want any parent to suffer that what I saw in a video.</p> <p>Homes should be built for families no cagges hen hatches where humans not animal pls to building high flats.</p>  |
| <p>No address point provided</p> | <p>I am writing to express my strong objections to the Gascoigne West Phase 2! I have written on numerous occasions only to be ignored. The proposed buildings are far to high over looking properties in Gascoigne Road and Hardwicke street. These properties were bought because they are not overlooked and that we has some privacy in our homes and gardens which we are more them entitled too. There has been far to much building of inappropriate high rises - classic example is Abbey Road which has now become a hub for crime in the area! The existing developments have already put a strain on the police and emergency services aswell as existing council services which have</p> |

been cut and cut over the years under this current leader and the rest of the councillors- None of whom live in these areas affected by these over crowded high rise developments! You have chosen to pull down existing functional well built flats for cheap quickly built over bearing high rises. You also plan on cutting down trees that have been there for well over 60 years - not very green of you at all! With regards to parking you clearly have no idea of the difficulties! You massively underestimated the amount of cars people still have and want! You only have to walk down Abbey Road to see for yourself again clearly none of you actually live in the area and effected by your poor plans! I am also sick and tired of sitting in traffic either coming or going to the A406 via the Shell/Tesco roundabout its not just at peak times during the week now it's terrible at weekends again another problem that has been ignored. You have chosen not to put in any infrastructure apart from building another two over crowded schools on the estate. You as a council have proved time and time again that you can not be trusted! You pulled down a perfectly good Victorian swimming pool and a fantastic Library for an area that has become a dirty rat infested drinking point for drunks and druggies- I noticed you have now dig up all the green plants because of this! The shops and art gallery we were promised at the old court house never materialised! You have never respected the history of the town! Over the years it has gone from a fairly nice town to a overcrowded dirty slum town! With covid 19 being with us for the foreseeable future I am totally against cramming families into small areas with shared communal areas! BeFirst have already proved you love building Rabbit hutch housing on any space including Green space! How much more do our lungs have to suffer from all the dust from all the building works that have been going on????? But you don't actually care about that do you??? You don't seem to care about

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|  | any human cost as long as this council achieves it aim of its overcrowded utopia! |
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| <b>Officer Summary:</b> |
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| Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment. |
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## Appendix 6:

### Conditions & Informatives:

#### Conditions:

##### **1. Statutory Time Limit - Planning Permission**

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

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

##### **2. Development in accordance with Approved Plans**

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

###### **Plot 6A**

- Drawing Title : Parcel 6A – Elevations South-East and South West – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-133002 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Elevations Block 1 South and West – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-133101 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A Elevations Block 2 – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-133200 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A - Elevations Block 1 – North and East – Drawing Number - BF0144-WAB-6A-ZZ-DR-A-133100 – Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Elevations North-West and North East – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-133001 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Sections Block 2 Section B-B – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-132200 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Sections Block 1 Section A-A – Drawing Number : BF0144-WAB-6A-ZZ-DR-A-132100 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A AREA PLANS (nia) Apartments – Drawing Number : BF0144-WAB-6A-XX-DR-A-131401 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A Plans Typical Apartment Layouts Block 2 – Drawing Number : BF0144-WAB-6A-XX-DR-A-131102 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Plans Typical Apartment Layouts, Block 1 – Drawing Number : BF0144-WAB-6A-XX-DR-A-131101 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Plans Floors 12-15 – Drawing Number - BF0144-WAB-6A-XX-DR-A-131101 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Plans Floors 12-12 – Drawing Number : BF0144-WAB-6A-XX-DR-A-131012 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Plans Floors 6-11 – Drawing Number : BF0144-WAB-6A-XX-DR-A-131007 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A – Plans – Floors 4-5 Drawing Number : BF0144-WAB-6A-XX-DR-A-131004 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A Plans Roof – Drawing Number : BF0144-WAB-6A-16-DR-A-131016 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A Plans 3<sup>rd</sup> Floor – Drawing Number : BF0144-WAB-6A-03-DR-A-131003 Rev 1 – Dated : July 2020
- Drawing Title : Parcel 6A Plans 2<sup>nd</sup> Floor – Drawing Number : BF0144-WAB-6A-02-DR-A-131002 – Rev 1 – Dated : July 2020

- Drawing Title : Parcel 6A Plans 1<sup>st</sup> Floor – Drawing Number : BF0144-WAB-6A-01-DR-A-131001 Rev.1 – Dated : July 2020
- Drawing Title : Parcel 6A Plans – Ground Floor – Drawing Number - BF0144-WAB-6A-00-DR-A-131000 – Dated : July 2020

### **Plot 6B**

- Drawing Title: Parcel 6B – Plans Typical Apartment Layouts, Block 3 Drawing Number: BF0144-WAB-6B-XX-DR-A-131101 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Floors 9 – 15 Drawing Number: BF0144-WAB-6B-XX-DR-A-131009 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Floors 3 – 8 Drawing Number: BF0144-WAB-6B-XX-DR-A-131003 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Roof Drawing Number: BF0144-WAB-6B-16-DR-A-131016 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans 2<sup>nd</sup> Floor Drawing Number: BF0144-WAB-6B-02-DR-A-131002 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans 1<sup>st</sup> Floor Drawing Number: BF0144-WAB-6B-01-DR-A-131001 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Ground Floor Drawing Number: BF0144-WAB-6B-00-DR-A-131000 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Elevations Block 4 South and West Drawing Number: BF0144-WAB-6B-ZZ-DR-A-133401 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Elevations Block 4 North and East Drawing Number: BF0144-WAB-6B-ZZ-DR-A-133400 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Elevations Block 3 Drawing Number: BF0144-WAB-6B-ZZ-DR-A-133300 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Elevations South-East and South-West Drawing Number: BF0144-WAB-6B-ZZ-DR-A-133002 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Elevations North-West and North-East Drawing Number: BF0144-WAB-6B-ZZ-DR-A-133001 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Sections Block 4 Section D-D Drawing Number: BF0144-WAB-6B-ZZ-DR-A-132400 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Sections Block 3 Section C-C Drawing Number: BF0144-WAB-6B-ZZ-DR-A-132300 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Area Plan (NIA) Apartments Drawing Number: BF0144-WAB-6B-XX-DR-A-131401 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Typical Apartment Layouts Block 4 Drawing Number: BF0144-WAB-6B-XX-DR-A-131103 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 6B – Plans Typical Apartment Layouts Block 3 Drawing Number: BF0144-WAB-6B-XX-DR-A-131102 Rev 1 Dated: 19/08/2020

### **Plot 7**

- Drawing Title: Parcel 7 – Plans, Floors 5-19 Drawing Number: BF0144-WAB-70-XX-DR-A-131005 – Rev 1 Dated: 19 August 2020
- Drawing Title: Parcel 7 – Plans Roof Drawing Number: BF0144-WAB-70-20-DR-A-131020 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – 4<sup>th</sup> Floor Drawing Number: BF0144-WAB-70-04-DR-A-131004 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – 3<sup>rd</sup> Floor Drawing Number: BF0144-WAB-70-03-DR-A-131003 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – 2<sup>nd</sup> Floor Drawing Number: BF0144-WAB-70-02-DR-A-131002 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – 1<sup>st</sup> Floor Drawing Number: BF0144-WAB-70-01-DR-A-131001 Rev 1 Dated: 19/08/2020



- Drawing Title: Parcel 7 – Ground Floor Drawing Number: BF0144-WAB-70-00-DR-A-131000 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Elevations Block 5 South and West Drawing Number: BF0144-WAB-70-ZZ-DR-A-133501 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Elevations Block 5 North and East Drawing Number: BF0144-WAB-70-ZZ-DR-A-133500 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Elevations North-West Drawing Number: BF0144-WAB-70-ZZ-DR-A-133003 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Elevations South-East and South-West Drawing Number: BF0144-WAB-70-ZZ-DR-A-133002 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Elevations North-East and East Drawing Number: BF0144-WAB-70-ZZ-DR-A-133001 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Sections Block 5 Section E-E Drawing Number: BF0144-WAB-70-ZZ-DR-A-132500 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Plans Typical Apartment Layouts Block 5 Drawing Number: BF0144-WAB-70-XX-DR-A-131101 Rev 1 Dated: 19/08/2020
- Drawing Title: Parcel 7 – Area Plans (NIA) Apartments Drawing Number: BF0144-WAB-70-XX-DR-A-131401 Rev 1 Dated: 19/08/2020

#### **Town Houses**

- Drawing Title : Townhouses Area Plans (NIA) Apartments – Drawing Number : BF0144-WAB-XX-XX-DR-A-131401 Rev 1 - Dated : July 2020
- Drawing Title : All parcels Townhouse Elevations – Drawing Number : BF0144-WAB-XX-ZZ-DR-A-133600 Rev 1 – Dated : July 2020
- Drawing Title : Townhouse Layout Types – Drawing Number : BF0144-WAB-XX-XX-DR-A-131106 Rev 1 – Dated : July 2020
- Drawing Title : Hub Plans, Sections & Elevations – Drawing Number : BF0144-WAB-XX-XX-DR-A-134001 Rev 1 – Dated : July 2020

#### **Proposed Site Plan**

- Drawing Title : Proposed Site Plan – Drawing Number : BF0144-WAB-XX-00-DR-A-130004 Rev 1 – Dated : July 2020

#### **Documentation**

- Air Quality Report – AECOM– Dated : July 2020
- Circular Economy Statement – AECOM – Dated : July 2020
- Energy and sustainability Strategy – AECOM – Dated : July 2020
- Fire Strategy – AECOM – Dated : April 2020
- Statement of Superseded Development – August 2020
- Transport Assessment – AECOM – Dated : July 2020
- Archaeology and Heritage Report – Dated : September 2020

No other drawings or documents apply.

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

#### **Prior to all works/commencement Conditions**

### **3. Contaminated Land**

No development shall commence until:

- (a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any

contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and

(b) a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

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

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

#### **4. Scheme of Acoustic Protection**

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

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

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

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

## **5. Construction Management**

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

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

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

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

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

*Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.*

*significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF*

## **6. Archaeology**

The development shall remain in accordance with the approved Written Scheme of entitled “Gascoigne West, Phase 2 London Borough of Barking and Dagenham: A Written Scheme of Investigation for an Archaeological Trial Trench Evaluation” by AOC Archaeology, dated August 2020. Fieldwork progress of this scheme and results will be notified to the Greater London Archaeology Advisory Service (GLAAS).

If heritage assets of archaeological interest are identified the Stage 1 evaluation, a stage 2 WSI outlining the parts of the site which have archaeological interest shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

*Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF.*

## **7. Construction Logistics Plan and Delivery and Servicing Plan**

Prior to commencement of any works(Excluding Demolition) and to be in accordance with Transport for London guidance the submission of a Construction Logistics Plan and Delivery and Servicing Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval the Delivery and Servicing Plan shall be implemented before commencing of works.

*Reason: In the interests of highway safety.*

## **8. Materials and Balcony Details**

Prior to the commencement of the development hereby approved (excluding any demolition works), details of all balconies and all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials and balcony details. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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

## **9. Electric Vehicle Charging Points Details**

Prior to the commencement of the development (excluding any demolition works) details of Electric Vehicle Charging Points have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how active electric charging points will be provided for 20% of the car parking spaces, with passive provision for the remaining 80% of the spaces. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the

development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

#### **10. Trees**

Prior to the commencement of the development (excluding demolition works) a Tree Planting Strategy is submitted to and approved in writing by the Local Planning Authority.

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

#### **11. Hard/Soft Landscaping Details**

Prior to the commencement of the development (Excluding any demolition works) detailed soft and hard landscaping strategies must be submitted and approved in writing by the Local Planning Authority.

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

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

#### **12. Tree protection**

Before any works hereby permitted are commenced (excluding any demolition works) 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

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.*

#### ***Prior to first occupation and/or use Conditions***

#### **13. Travel Plan**

Prior to first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. On approval the Travel Plan shall be implemented prior to first occupation, and maintained.

*Reason: In the interests of sustainable transport.*

#### **14. Children's Playspace Implementation**

Prior to the first occupation of the development, details of child play associated equipment shall be submitted to and approved in writing by the Local Planning Authority. The children's play space and approved associated equipment shall be permanently maintained and retained thereafter.

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

#### **15. Car Parking Implementation**

The car parking areas shown on drawing BF0059-KCA-XX-00-DR-A-1000 P01 shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees. The blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

*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*

#### **16. Cycle Parking Implementation**

Prior to the first occupation of the development the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

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

#### **17. Sustainable Drainage Implementation**

Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

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

#### **18. Crime Prevention Scheme**

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

*Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime.*

#### **19. External lighting**

The development hereby permitted shall not be occupied until details showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication "Lighting Against Crime - A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E2 Low district brightness areas-Rural, small village or relatively dark urban locations. The development shall not be occupied until the approved scheme has been implemented. Thereafter the

approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to provide a good standard of lighting and security to future occupants and visitors to the site and to reduce the risk of crime.*

## **20. Renewable Energy Infrastructure**

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by AECOM Dated : July 2020 delivering a 49% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

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

## **21. Details of Any Commercial Kitchen Extract Ventilation System**

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

- The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and
- Publication, "Control of Odour and Noise from Commercial Kitchen Exhaust Systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs", Ricardo.com, 2018.

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

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

## ***Monitoring & Management Conditions***

## **22. Archaeology**

The proposed development will remain in accordance with the approved heritage and archaeology document.

*Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of*

## **23. M4(2) – Accessible Units**

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

*Reason: To ensure the accessibility of the residential dwellings hereby approved.*

## **24. M4(3) – Accessible Units**

Building Regulations M4(3) 10% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

*Reason: To ensure the accessibility of the residential dwellings hereby approved.*

## **25. Circular Economy**

The development must remain in accordance with the approved circular economy statement assessment document dated August 2020. A post completion report must then be provided and approved in writing by the local planning authority prior to the first occupation of any phase of the development.

*Reason: In the interest of creating safer, sustainable communities.”*

## **26. Restricted Uses**

The proposed residents hub shown on the ground floor plan ref: BF0144-WAB-XX-XX-DR-A-134001 Rev 1 shall be used for no other purpose within Class E (for uses as retail, café or office space) or F1 (community floorspace) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

*Reason: To safeguard the use hereby permitted and to satisfactorily protect the amenities of adjoining properties.*

## **27. Removal of Permitted Development Rights**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent Order revising, revoking and re-enacting that Order)

- There shall be no enlargement or extension of the dwelling(s) hereby permitted, including any additions or alterations to the roof, without the prior written approval of the Local Planning Authority.
- No new building or enclosure shall be constructed within the application site without the prior written approval of the Local Planning Authority.
- No windows, doors or other openings other than those expressly authorised by this permission shall be constructed.
- No new fences, gates, walls or other means of enclosure shall be erected without the prior written approval of the Local Planning Authority.

*Reason: To ensure that the amenities of neighbours and the local area are protected*

## **28. Hours of operation Residents hub**

The Community floorspace hereby approved shall not be operational outside the hours of 7am to 10pm Monday-Sunday, unless otherwise approved in writing by the Local Planning Authority.

*Reason: To protect the amenity of the surrounding residential buildings*

## **29. District Energy Heat Network**

The proposed development in accordance with the approved energy and sustainability document dated: July 2020 must connect to the Barking Town centre district heat energy network unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure measures are implemented to reduce any detrimental environmental impacts.*



## Appendix 7:

### s.106 Proposed Heads of Terms:

#### Administrative:

- Payment of the Council's professional and legal costs, whether the agreement completes.
- Payment of the Council's fees of £3,500 in monitoring and implementing the Section 106 and payable on completion of the deed and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made.

#### Affordable Housing

- Provision of on-site affordable housing offer at 59% on a unit basis comprising the following:
  - Plot 6A
    - Block 01 – 90 Units – London Affordable Rent
    - Town Houses – 11 Units – Affordable Rent
  - Plot 6B
    - Block 3 – 32 Units – Affordable Rent
    - Block 4 – 75 Units – Affordable Rent
    - Town Houses – 7 Units – Affordable Rent
  - Plot 7
    - Town Houses – 13 Units – Affordable Rent
- An early-stage affordable housing review is to occur in the event that the development is not implemented within two years of approval Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.
- A late-stage affordable housing review mechanism is to occur upon 75% occupation of the private tenure units Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.

#### Transport

- Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and cover new Traffic Management Orders, kerb alignment and adjustment, upgrade and new pedestrian crossings, footway resurfacing / recon, to ensure parking and loading and service arrangements. The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications.
- Prior to above ground works of the development the developer shall submit to the council a detailed parking design that is TSRGD compliant both in term of the bays and the accompanying signage and a management plan reflecting the highways marking and restrictions implementation of the proposed works

- Car Parking permit free development. with a commitment to provide one-year free car club membership to all residents.

### **Employment and Skills**

- Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses

### **Sustainability**

- The development shall achieve a minimum 49% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution of up to £409,766.00 shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.

### **Play Space Contribution**

- A sum of £50,000 to be paid and to go towards children's play space off site within the Barking Town Centre Action Plan Area and Conservation Area.

### **Superseded development – Deed of variation**

- This application through the completion of the deed would simultaneously seek to vary the extant s106 Unilateral Undertakings (Unilateral Undertaking dated 14 December 2018 attached to permission reference 17/00977/OUT and Deed of Variation dated 31 December 2019 attached to application reference 19/01320/OUT). The new s106 would serve to bind the s106 attached to the proposed development (ref: 20/01675/FULL) to the extant s106 Unilateral Undertakings.

The deed attached to this application will update the Definition of Development, any relevant mechanisms that relate to Phase 2 of the extant permission including the mid stage affordable housing trigger.