

LONDON BOROUGH OF BARKING & DAGENHAM

PLANNING COMMITTEE

22nd March 2021

Application for the Approval of Reserve Matters

| | | | |
|----------------------------|---|---------------------|-------------|
| Case Officer: | Nasser Farooq | Valid Date: | 23/12/2020 |
| Applicant: | London Borough of Barking and Dagenham | Expiry Date: | 24/03/2021 |
| Application Number: | 20/02552/REM | Ward: | Thames Ward |
| Address: | Barking Riverside Area, Renwick Road, Barking | | |

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for approval of reserved matters relating to the proposal below at Barking Riverside Area Renwick Road, Barking.

Proposal

Application for the approval of reserved matters pursuant to Conditions 38 and 39 (Plot Details) following outline approval 18/00940/FUL for Plot 209B within Stage 2 North. The proposed development comprises the erection of 229 residential dwellings (Use Class C3) and retail and restaurant floorspace (Use Class E), with associated parking, landscaping and tertiary roads. This application also seeks to partially discharge conditions 5 (Partial Discharge), 41 (Acoustics), 42 (Nature Conservation and Landscape), 43 (Parking and Servicing), 47 (Drainage), 48 (Access), 49 (Air Quality), 50 and 51 (Code of Construction Practice for Plots) of the Outline Planning Permission.

Officer Recommendations

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer), in consultation with the Director of Law and Governance, to approve the Reserved Matters subject to the Conditions listed in Appendix 6 of this report;

Conditions Summary

Summary of Conditions

1. In accordance with approved drawings
2. External materials - submission of details for approval
3. Implementation of landscaping
4. Implementation of Child Playspace prior to occupation
5. Details of external lighting
6. Implementation of Envac

7. Cycle storage areas - in accordance with approved drawings
8. Ten percent Building Regulation M4 (3) 'Wheelchair user dwellings'
9. Ninety percent 'Accessible and adaptable dwellings' standards
10. Compliance with housing mix and tenures
11. In accordance with Energy Strategy
12. Details of secure by design measures
13. Accessible parking
14. Compliance with Water efficiency requirements

OFFICER REPORT

Planning Constraints

- London Riverside Opportunity Area
- Key Regeneration Area

Site, Situation and Proposal

Barking Riverside comprises some 179.3 hectares located on the north bank of the Thames. It lies at the centre of the London Riverside Opportunity Area.

Barking Riverside falls in the south of the Borough, approximately 2 miles to the south east of Barking Town Centre and 800 metres to the south of the A13. The wider site is irregular in shape and has maximum dimensions east to west of 2.2 km and north to south of 1.1 km. The site occupies a large area of brownfield land which was previously used for power generation, with associated ash lagoons representing the spoil from the now demolished coal fired power stations.

The surrounding area is mixed in character. To the north west of the site is an established residential area comprising predominantly 2- storey semi-detached dwellings built circa 1990, known as Great Fleete. The north of the site is bounded by the A13 and the southern boundary comprises a 2 km frontage to the River Thames. Industrial estates adjoin the east and western boundaries of the site.

The application relates to Plot 209B, which is located within the south east corner of Stage 2 North. The plot bounds the Secondary District Centre that will serve the eastern quarter of the Barking Riverside development and is located immediately north west of 'The Circus', a circular area of open space that will form part of the Barking Riverside Metropolitan Park.

Relevant Background Information

The application site has an extensive planning history and the most relevant planning applications are listed below.

04/01230/OUT - this is the outline planning permission for the entire site for development comprising or to provide a mixed-use development of up to 10,800 residential dwellings and in addition up to 65,600 sqm of built floorspace for retail uses (Classes A1 to A3), business premises (Class B1), hotel (Class C1), communal care home and other residential institutions (Class C2), sui generis live work units, community and social facilities (Classes D1 and D2) (for uses such as libraries, primary health care facilities, places of worship and assembly, community facilities, creche and pre-school facilities, care facilities for the young, old and/or infirm, sport and leisure development). Approved on 7th August 2006.

This permission has been amended by 08/00887/FUL, 16/00131/OUT and 18/00940/FUL.

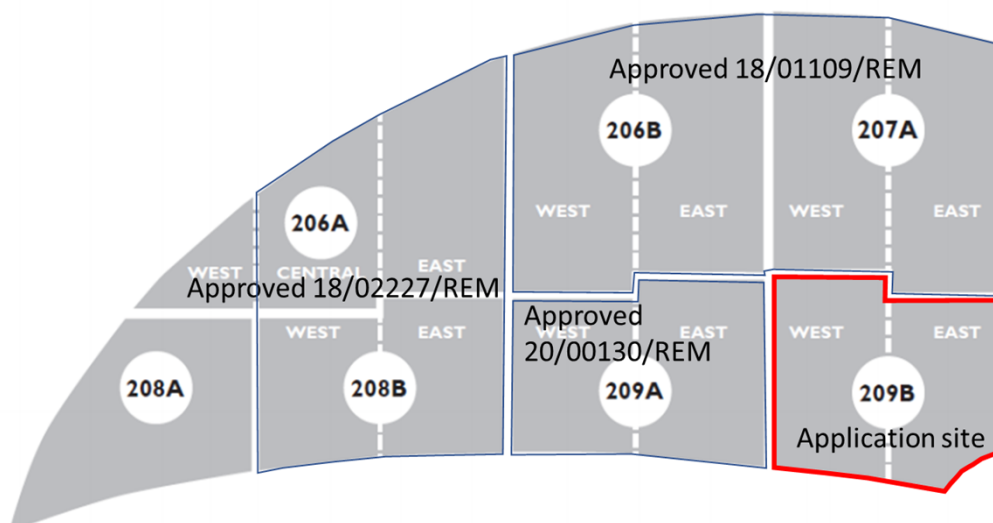
18/00940/FUL - Application for variation of conditions 2 (drawing numbers), 14 (transport strategy), 15 (road adoption), 16 (strategic infrastructure scheme), 12 and 33 (nature conservation and landscape) following grant of planning permission 16/00131/OUT for the redevelopment of the site known as Barking Riverside. Approved on 26th October 2018.

Given the substantial size of Barking Riverside, the planning permission is approved in a 'three tier format'. The first tier is the outline permission, the second tier is the requirement for 'Sub-framework Plan (SFP) and Site Wide Infrastructure Scheme (SIS) to be approved for a phase prior to the granting of a reserve matter for that phase. The reserve matters being the third tier.

In relation to the application site. A Sub Framework Plan (SFP) for Stage 2 North was approved on 2nd November 2018 (LPA ref. 18/01015/CDN) pursuant to Condition 32 of the Outline Planning Permission. This sets out the parameters and design code for each development plot within Stage 2 North to follow.

The Barking Riverside Site Wide Infrastructure Scheme (SIS) was submitted pursuant to Condition 16 of the Outline Planning Permission and approved in October 2018 (LPA ref. 18/00768/REM). This application comprises details of the roads, urban realm, flood defence infrastructure, drainage and landscaping to be provided across Barking Riverside. The SIS incorporates The Boulevard, Circus North and The Circus, which are located immediately to the south, east and south east of Plot 209B.

Reserved Matters applications for plots 206B/207A (LPA ref. 18/01109/REM), 206A/208B (LPA ref. 18/02227/REM) and 209A (LPA ref. 20/00130/REM) have previously been approved by the LBBD. Cumulatively, these plots will deliver 1,025 residential units (Use Class C3) and 405 sqm of retail and commercial (Use Class A3) floorspace within Stage 2 North.



Plan showing location of application site in relation to consented reserve matters for Stage 2 North.

Key Issues

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

Planning Assessment

When submitting reserved matters Conditions 38 and 39 set the information required to accompany the matters. These conditions are re-produced below.

Plot Details

Condition 38)

Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the development of that Plot or part shall be submitted to and approved in writing by the Local Planning Authority ("the Reserved Matters") together with a statement indicating how the application for that Plot or part thereof complies with all of the strategies approved pursuant to the Section 106 Agreement. Development shall not be carried out otherwise than in accordance with the particulars and drawings so approved, such particulars and drawings to show:

- a. The layout of the development on the Plot or part thereof;
- b. The siting, scale, design, landscaping and external appearance of the buildings including materials to be used on external surfaces;
- c. The means of access to the Plot or part thereof;
- d. The use of any part of the Plot not proposed to be covered by buildings and the treatment of these uses (including roadways, paving, gates, walls and fences and waterfront safety measures);
- e. The extent, location and position of the floorspace to be devoted to each use hereby permitted;

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

Condition 39

Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- a. The accommodation for car, coach, motorcycle and cycle parking, where relevant including the number of spaces, their location, layout, allocation, management, along with signage taking account of disabled persons needs, electric vehicle charging points (including both 'active' and 'passive' provision in accordance with the London Plan (as amended 2016));
- b. The accommodation for the loading and unloading of vehicles including tracking plans indicating that vehicles may enter and leave the servicing area in a forward gear;
- c. The layout of Tertiary Roads for the circulation of vehicles within the Plot or part thereof including the location of services media, junction works, traffic signs, directional signs, pedestrian crossings, traffic control measures and turnarounds and the details of the construction standards and timetable;
- d. The layout of public footways, cycleways and other means of public access within the Plot or part thereof;

- e. The scheme for lighting roads, footpaths, cycleways, the river frontage and all other areas accessible to the public (where appropriate), including the height of lighting columns and the types, colour and brightness of proposed lights;
- f. Measures taken to protect and enhance areas of importance for their nature conservation value, particularly the Ripple Nature Reserve, the inter-tidal mud flats and relict areas of riverside marshland;
- g. Details of play, formal and informal open space per Plot or part thereof and how Reserved Matters have been designed in accordance with the principles of the Play, Sport and Recreation Strategy;
- h. Where the Plot or part thereof includes land that would comprise or form part of the proposed Thames-side path, full details of the provision of access for servicing and maintaining the river defences and associated structures, access for emergency vehicles and access for recreation of that part where appropriate;
- i. Details of the measures (including design solutions) to address the effects of operations outside the site upon the future occupation and employment of residents, occupiers and visitors;
- j. A further access statement illustrating how the Access Strategy submitted under Condition 35 will be delivered;
- k. Demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside (including the operation of adjoining safeguarded wharves) and within a building and how consideration has been given to the siting of noise sensitive buildings;
- l. Details of pollution control measures for all car parking, servicing and loading areas;
- m. Details of the appearance of any extract system and associated equipment (which shall include measures to alleviate fumes and odour and incorporating activated carbon filters where necessary) and any other plant or equipment on the roof;
- n. Demonstrate compliance with the Mayor of London Housing SPG March 2016 (or equivalent document superseding the 2016 SPG);
- o. Demonstrate that Plots are capable of being able to deliver a minimum of 10% of the residential units constructed to Building Regulations Optional Requirement Approved Document M4 (3) Category 3: (Wheelchair user dwellings) (2015 edition); and
- p. Demonstrate how the Plot is addressing private amenity space, including garden sizes across the Plot.
- q. Details of any gas protection measures necessary to mitigate the impacts of ground gas.

Reason:

To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

1. Principle of Development

- 1.1 The National Planning Policy Framework (NPPF) speaks of the need for delivering a wide choice of quality homes which meet identified local needs, in accordance with the evidence base, and to create sustainable, inclusive, and mixed communities. Paragraph 17 specifically states that it is a core planning principle to efficiently reuse land which has previously been developed.
- 1.2 The London Plan outlines the need for more and good quality homes through Policies GG4, D2, D4, H1, H10 and H12.

- 1.3 The principle of the development is established by the extant outline planning permission. This reserved matter application proposes a scheme which would fit within those revised parameter plans. As such, the principle of development is considered acceptable.
- 1.4 An EIA Statement of Conformity has been submitted with this application. The report concludes that the proposed development of Plot 209B as part of this RMA will not give rise to any new, additional or materially different 'significant environmental effects' to those presented in the ES (as amended). As such, no further environmental information or impact assessment is considered necessary.

| 2. Dwelling Mix and Quality of Accommodation | | | |
|---|--|--|-----|
| <i>Proposed density</i> | Density is controlled by the outline planning permission. | <i>Overall % of Affordable Housing</i> | 47% |
| <i>London Plan density range</i> | The proposal complies with the relevant density parameter plan for the site. | <i>Comply with London Housing SPG?</i> | Yes |
| <i>Acceptable density?</i> | | <i>Appropriate dwelling mix?</i> | Yes |

2. Density

- 2.1. The NPPF emphasises the importance of delivering a wide choice of high-quality homes and, as part of significantly boosting the supply of housing, advises that Local Planning Authorities should set their own approach to housing density to reflect local circumstances.
- 2.2. Policy D6 of the London Plan seeks to ensure that development proposals make the most efficient use of land and states that sites must be developed at the optimum density, with a design-led approach to optimising density.
- 2.3. Core Strategy and Borough Wide Policies CM2 and BP10 seek to ensure that housing densities are considerate to local context and accessibility, design, sustainability and infrastructure requirements, whilst ensuring optimum use of all suitable sites in the Borough in light of the high levels of identified housing need. Additionally, and similar to London Plan policy, Policy SP4 of the emerging local plan (at Reg19 stage) advocates a design-led approach to optimise density and site potential.
- 2.4. The proposal is for 229 residential units. With the average density 239 units per hectare being in accordance with the 120 - 239 dwelling per hectare range as set within the average density plan approved within the outline parameter plans. As such, the proposed density is considered acceptable.

Housing Size Mix and Tenure

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

| | Affordable Rent | Shared Ownership | Private | Total |
|----------------|-----------------|------------------|---------|-------|
| 1-bedroom flat | 0 | 28 | 78 | 106 |
| 2-bedroom flat | 17 | 44 | 30 | 91 |
| 3-bedroom flat | 13 | 6 | 0 | 19 |
| 4-bedroom flat | 0 | 0 | 13 | 13 |
| Total | 30 | 78 | 121 | 229 |

- 2.6. Policy H12 of the London Plan which seeks residential development to deliver an appropriate mix of housing.
- 2.7. 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. Policy DMH2 of the emerging local plan seeks to ensure a mix of units.
- 2.8. The proposed provision of 13.7% family accommodation (3 and 4 bedroom units). The housing mix within Barking Riverside is governed by the S106 agreement which seeks around 25% family sized accommodation across the wider development. However, this is linked to viability and governed by the sub-framework plans.
- 2.9. In this context, officers consider the proportion of family housing to be acceptable and there is sufficient amount of housing to come within the development to achieve the overall policy aim of 25%.
- 2.10. Policy H5 of the London Plan requires 50% of the number of homes built over the plan period to be affordable, with a specific requirement for 50% affordable housing on public sector land as previously established in the Affordable Housing Supplementary Planning Guidance (SPG).
- 2.11. Policy H7 of the London Plan, also reflecting the targets previously set out in the SPG, further details the Mayor's preferred affordable tenure split, which consists of a minimum of 30% low-cost rented homes (including Social Rent and London Affordable Rent), a minimum of 30% intermediate products (including London Living Rent and London Shared Ownership) and the remaining 40% to be determined by the Local Authority based on identified need, provided they are consistent with the definition of affordable housing.
- 2.12. Similar affordable housing requirements, as well as the preferred tenure split set out in London Plan policy, are echoed by emerging Local Plan (Reg 19 stage) Policy DM1.
- 2.13. The proposed development delivers 47% affordable housing which will make a significant contribution to the Borough's much needed provision of affordable housing. The proposed tenure mix comprising is considered acceptable and consistent with the approved s106 agreement.
- 2.14. The delivery of affordable housing in accordance with the proposed mix has been secured by the main S106 Agreement.

Quality of Accommodation

- 2.15. At national level, the 'Technical Housing Standards – Nationally Described Space Standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage, and floor-to-ceiling heights. London Plan Policy D4 seek for new housing to achieve the space standards in line with those set at national level. The Core Strategy and Borough Wide Policy Document and emerging local plan (Reg 19 stage) also reiterate the need for housing developments to conform to these requirements.
- 2.16. Policy D4 of the London Plan also sets out the importance for homes across London to be designed to a high quality – 'New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the

changing needs of Londoners over their lifetimes. Particular account should be taken of the needs of children, disabled and older people’.

- 2.17. Policy D5 of the London Plan also outline that 90% of new build homes should meet requirement M4(2) (accessible and adaptable dwellings) of Building Regulations Approved Document M and that 10% should meet requirement M4(3) (wheelchair user dwellings). This target is reflected at local level by Policy BC2 of the Borough Wide Policies and Policy SP4 of the emerging Local Plan (Reg 19 stage).
- 2.18. 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).
- 2.19. The quality of accommodation is considered acceptable and efficient. Therefore, overall, the proposal accords with London Plan Policy D7, and local policy BC2.
- 2.20. The proposed dwellings are also provided with the private amenity space required by the London Plan and Housing SPG in the form of balconies and gardens. Lastly, the dwellings will be well lit and amenity spaces will have good access to daylight/sunlight.

Playspace

- 2.21. With respect to on-site provision of playspace, the proposed development provides 120sqm of playspace at the southern end of the north-south street. This meets the stage 2 design code and contributes to the overall playspace within the Sub-Framework Plan design code. Officers considered there is adequate space and provision of play space.
- 2.22. The landscaping consists primarily of street lined streets with pockets of soft landscaping. This approach is consistent with what is expected for the site of the plot and level of development coming forward within this area.
- 2.23. Overall, the quality of the proposed accommodation is considered satisfactory and would provide future occupiers with acceptable living conditions.

| 3. Design and Quality of Materials | |
|--|-----|
| <i>Does the proposed development respect the character and appearance of the existing dwelling?</i> | Yes |
| <i>Does the proposed development respect and accord to the established local character?</i> | Yes |
| <i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i> | Yes |
| <i>Is the proposed development acceptable and policy compliant?</i> | Yes |

- 3.1. The NPPF, London Plan policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 19 stage).
- 3.2. The principle of the height schedule messing and citing of the proposed residential blocks has been established by the granting off the outline planning permission. This reserve matters application therefore considers the access, appearance, landscaping, layout and scale of the development. These matters are discussion further in relation to the two blocks proposed.

- 3.3. Plot 209B is located within Stage 2 North of the Barking Riverside development. The Plot is situated to the north-west of The Circus. Stage 2 North is characterised by a regular urban grain and sub-divided into a series of development plots.
- 3.4. The proposal seeks the erection of six buildings around the perimeter of Plot 209B as well as thirteen townhouses towards the centre of the Plot. The buildings range in height from three storeys to nine storeys, with the inclusion of setback levels to the Circus and Mansion Buildings.
- 3.5. Two private courtyards are proposed towards the centre of the Plot and will provide semi-private communal amenity space for residents. The Yards provide a varied public realm with soft and hard landscaping, play space, private gardens, shared surfaces, cycle storage facilities and residential car parking whilst responding to the site levels.
- 3.6. Entrances to ground floor residential and commercial units have been located on the main building frontages to activate the local streetscape. Residential accommodation is provided at ground floor level of all buildings with the exception of the Circus Building and Apartment Building East. There are two restaurant units located in the Circus Building, and two retail units in Apartment Building East.
- 3.7. In terms of appearance, the design development responds to the design codes set out for Stage 2 North. In terms of materiality, like earlier approvals within Stage 2 North, the approach is to construct all the buildings in brick, with different contrasting bricks used within the blocks to create a group of buildings that relate to one another.
- 3.8. Other materials include metal balustrade materials, metal soffit panels, metal framed windows and recessed entrances. These are considered acceptable.
- 3.9. As raised at members briefing, as more and more plots come forward within the area, there will be a strong need to have a unified wayfinding strategy. This will need to be part of a wayfinding strategy that is not plot specific but covering a much wider area and informing existing and future residents of the various routes and connections that will be available to them.
- 3.10. The wayfinding will also be especially important to inform and identify the various mansion blocks and other buildings to create a cohesive and legible space. Officers will continue to press and work with the wider developer of the estate to ensure a strategy is in place to deal with the above matters.

Landscaping

- 3.11. The landscaping within the development has been designed according to six-character areas, reflecting on use of the area. The areas are listed below:
 1. North-South Street
 2. Neighbourhood Street
 3. Yards
 4. Linear Park West
 5. East Square
 6. Strategic Infrastructure Junction
- 3.12. The palette of hard materials proposed provides a simple and robust materiality and a consistency throughout the plot and the other Stage 2 developments. As with the hard materials, planting has been developed to maintain continuity between surrounding plots,

with a coordinated tree planting strategy to allow them to be used as a method of wayfinding. This approach is supported by officers.

Summary

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

4. Impacts to Neighbouring Amenity

- 4.1. Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.
- 4.2. Policy BP8 of the Borough Wide Policies and Policy DM11 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall consider and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.

Privacy, Outlook, Noise and Disturbance

- 4.3. The application site is situated within an urban environment with an existing degree of mutual overlooking between residential properties. Given the relative siting of neighbouring properties, it is considered that the development would maintain adequate separation to safeguard the outlook and privacy of their occupiers. The separation distances within the courtyards are just under 19m which the other distances from the blocks vary between 5m and 13.7m. These are to dual aspect flats with rooms that usually have windows on different elevations. This ensures a degree of choice in relation to privacy.
- 4.4. With a high proportion of dual aspect units or units overlooking the circus and or courtyards, officers are satisfied the proposed development will have adequate outlook for future residents as well as protecting the outlook of existing (future) residents.
- 4.5. In relation to noise from the commercial units, Environmental Health have raised some comments on the submitted noise report, this has been appropriately responded to by the applicant.
- 4.6. In other aspects of the proposal, officers are satisfied that the overall appearance of the new buildings will improve the visual amenity for surrounding residents and the public.

Daylight, Sunlight and Overshadowing

- 4.7. The Mayor's 'Housing' SPG states that an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in accessible locations, and should consider local

circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.

- 4.8. The Daylight and Sunlight Assessment submitted advises, Internally, 580 out of 626 (93%) of habitable rooms meet their target daylight value in ADF terms (excluding non-habitable kitchens). In sunlight terms, 68 out of 151 (45%) south-facing living rooms meeting the target annual sunlight value and 100 out of 151 (66%) south-facing living rooms meeting the target winter sunlight value.
- 4.9. In relation to neighbouring buildings, these are currently under construction, therefore no resident will experience a 'loss' of daylight. Therefore, the question is whether the properties within the development retain adequate daylight and sunlight. The submitted daylight and sunlight assessment compares the consented maximum parameters SFP massing to proposed development and demonstrates the proposed neighbouring blocks will retain adequate levels of daylight/sunlight in accordance with the consented masterplan.
- 4.10. To conclude, it is considered that the proposed development would have an overall acceptable impact on daylight and sunlight received by neighbouring occupiers and generally achieves a satisfactory level of compliance.

| 5. Sustainable Transport | | | |
|---|---|--|---|
| <i>car parking spaces</i> | 65 standard spaces 7 blue badge spaces | <i>PTAL Rating</i> | 0 (worst) |
| <i>Proposed number of cycle parking spaces:</i> | 353 | <i>Closest Rail Station / Walking Distance</i> | 630m (Barking Riverside Overground Station due to open in 2022) |
| <i>Restricted Parking Zone:</i> | n/a | <i>Parking stress survey submitted?</i> | No |

- 5.1. The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 5.2. Policies T1 to T6 of the London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 5.3. This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policies DM31 and DM32 of the emerging local plan (Reg 18 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.

Car Parking and Cycle Parking

- 5.4. Sixty-five standard parking spaces and seven blue badge spaces are proposed for the residential units. The sub framework plan requires an overall ratio of 0.45 parking spaces per dwelling across the stage 2 north masterplan. The proposed level of residential parking

results in an overall provision of 0.31 spaces per unit, and thus in accordance with the approved SFP and Parking Strategy.

- 5.5. Cycle storage provision is in accordance with the Stage 2 North Sub Framework Plan Design Code, providing 1 space per unit for 1-bedroom properties and two spaces per unit for all other residential properties.
- 5.6. Three hundred and fifty-three long stay parking spaces are proposed for residents. This exceeds the minimum requirements set out in the Design Code.

Code of Construction Practice for Plots/Construction Environmental Management Plan and Site Waste Management Plan.

- 5.7. Construction Environmental Management Plan and a Code of Construction Practice (CoCP) Part B, both documents prepared by Temple. The details within the documents have been reviewed by Environmental Health and considered acceptable. The proposed development is within an estate and to date construction has been carefully managed along with the development of other plots under construction. Taking this into account, officers are satisfied the proposed construction impacts are suitably mitigated against.
- 5.8. Officers are overall satisfied that the proposed development adopts a sustainable approach to transport, to promote walking and cycling, whilst minimising its impact on local road infrastructure and parking amenity, in accordance with relevant policy.

6. Waste Management and Refuse Collection

- 6.1. Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Reg 19 stage) through Strategic Policy SP6 and Policy DM29.
- 6.2. The proposal like earlier and consented parts of Phase 2 are to utilise Envac. The proposed refuse and recycling stores shown shall be provided before the first occupation of the development and thereafter permanently retained and is secured by condition.

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

| | |
|--|--|
| <i>Proposed CO₂ Reduction</i> | 35.9% from Be Lean and Be Clean measures |
|--|--|

Energy and CO2 Reduction

- 7.1. Chapter 9 (Sustainable infrastructure) of the London Plan require development to contribute to mitigation and adaptation to climate change. Specifically, Policy SI2 of the London Plan set out the energy hierarchy development should follow – ‘1. Be Lean; 2. Be Clean; 3. Be Green’. The policies require major residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough’s carbon offset fund and / or off-site, provided that an alternative proposal is identified and delivery is certain. These objectives and targets are also outlined in Policy DM24 of the emerging local plan (Reg 19 stage).
- 7.2. The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan: sustainable design principles and optimum

design of the building fabric and form ('Be Lean'). A condition is recommended to ensure the renewable energy infrastructure, is implemented prior to first occupation of the dwellings.

- 7.3. Collectively, these measures meet the 35% on-site requirement set out within the outline planning permission and are therefore considered acceptable.

Air Quality

- 7.4. Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum.
- 7.5. The air quality-neutral assessment submitted with the application has identified the Building emissions from Plot 209B are well within the benchmarked emissions for both NO_x and PM₁₀ (PM₁₀ emissions from the proposed combustion plant are negligible). Therefore, the building emissions associated with Plot 209B fully meets the Mayor of London's air quality neutral requirements.
- 7.6. This has been reviewed by Environmental Health and considered acceptable.

8. Biodiversity, Landscaping and Sustainable Drainage

- 8.1. Policy G6 of the 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 18 stage).
- 8.2. A Preliminary Ecological Assessment (PEA) was submitted and assessed the ecological value of this site and its potential to support notable and/or legally protected species.
- 8.3. In line with LB Barking & Dagenham's Local Development document on biodiversity the planting proposals aim to include 50 per cent of plants should be native and of local provenance. The use of nectar-rich and berry producing plants are included to attract a wide range of insects, birds and mammals and continue to accommodate those already utilising the site. Larger feature larger shrubs are underplanted to create greater structure and cover for wildlife. A variety of plant species are proposed.
- 8.4. In addition, biodiverse green roofs are included in order to enhance the site for wildlife and comply with LBBD planning policy.
- 8.5. Overall, it is considered that the proposed development will positively contribute to the biodiversity, arboricultural and environmental value of the site and complies with relevant policy.

Sustainable Drainage

- 8.6. 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 London Plan and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DM28 of the emerging Local plan (Reg 19 stage).

- 8.7. A drainage strategy/flood risk assessment was submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers.
- 8.8. The outline Stage 2 North surface water drainage proposals have been developed by Elliot Wood in conjunction with WSP. A series of surface water networks have been designed within the Stage 2 North boundary that look to distribute and balance flows appropriately, maximising the use of the as built outfall spurs on to the principle site-wide drainage network as provided by WSP.
- 8.9. The Elliot Wood Stage 2 North RMA for Plots 206B & 207A surface water drainage details indicate that the surface water drainage for 209B connects to sewers within the east/west linear Neighbourhood Park to the north of Plot 209B, which in turn discharges to SW Outfall 3 (part of the principle drainage network), located between plots 206B East and 207A West.
- 8.10. In relation to foul water the Sustainable Drainage report has advised that 206B and 207A RMA proposals allowed for two gravity foul connections from the 209B site into the 207A drainage system. Due to the proposed ground levels within the site, (which fall to the north east) it is proposed to connect all the units on the eastern half of Plot 209B and approximately 50% of the units on the western side of the Plot into the foul drainage system located between 207A West and 207A East (eastern outlet). The remainder of the 209B units will discharge to the foul sewer provided between Plots 206B East and 207A West (western outlet).
- 8.11. A condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan is recommended.

9. Other Matters discharge of conditions

- 9.1. The reserved matters is accompanied with sufficient information to discharge the following conditions (full wording of conditions to be discharged / partially dscharged can be found at appendix 5:
- Condition 5 Partial Discharge
 - Condition 41 Acoustics
 - Condition 42 Nature and Conservation
 - Condition 43 Parking and Servicing
 - Condition 47 Drainage
 - Condition 50 Code of Construction Practice for Plots
 - Condition 51 Construction Environmental Management Plan and Site Waste Management Plan

Conclusions

The redevelopment of the site for residential use is acceptable in principle and would contribute to the Borough's housing stock through the provision of 229 good quality units compliant with relevant standards. The proposal would comprise 47% affordable units which is considered to meet an identified need in the Borough.

The scale, siting and design of the development is considered appropriate to the site's context and will result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers. The proposed landscaping strategy will positively contribute to the appearance and public realm of the area and enhance the arboricultural, biodiversity and environmental value of the site.

The development adopts a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure. The proposal is also considered acceptable in terms of sustainability and air quality.

It is therefore recommended that the reserve matters be approved subject to the conditions as listed within this report.

Appendix 1

| Development Plan Context | |
|--|--|
| <p>The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance.</p> | |
| <p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p> | |
| <p><i>London Plan (2021)</i></p> | <p>Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London’s form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards Policy D7 – Accessible Housing Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H4 – Delivering affordable housing Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H12 - Housing size mix Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI8 - Waste capacity and net waste self-sufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking</p> |
| <p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p> | <p>Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP2 - Protecting and Promoting our Historic Environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p> |
| <p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p> | <p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP2 - Conservation Areas and Listed Buildings</p> |

| | |
|--|--|
| | <p>Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design Policy BC6- Loss of Community Facilities</p> |
| <p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, December 2020) is at an "advanced" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p> | |
| <p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, December 2020)</i></p> | <p>Policy SP1 - Delivering Growth Policy SP2 - Delivering Homes that Meet People's Needs Policy SP4 - Delivering High Quality Design in the Borough Policy SP5 - Enhancing our Natural Environment Policy SP6 - Securing a Sustainable and Clean Borough Policy SP8- Delivering social infrastructure in the right locations Policy DM1 - Affordable Housing Policy DM2 - Housing Size and Mix Policy DM11 - Responding to Place Policy DM14 - Conserving and Enhancing Heritage Assets and Archaeology Policy DM18 - Protecting and Improving Parks and Open Spaces Policy DM19 - Urban Greening Policy DM20 - Nature Conservation and Biodiversity Policy DM22 - Trees Policy DM24 - Energy, Heat and Carbon Emissions Policy DM26 - Improving Air Quality Policy DM28 - Managing Flood Risk, including Surface Water Management Policy DM29 - Managing our Waste Policy DM31 - Making Better Connected Neighbourhoods Policy DM32 - Cycle and Car Parking Policy DM34: Planning for social infrastructure</p> |
| <p><i>Supplementary Planning Documents</i></p> | <p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) Housing Supplementary Planning Guidance (2017) Accessible London: Achieving an Inclusive Environment (2014) Affordable Housing and Viability (2017) Character and Context (2014) Housing (2016) Play and Informal Recreation (2012) Sustainable Design and Construction (2014)</p> |

Additional Reference

Human Rights Act

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

Equalities

In determining this planning application, Be First, on behalf of the London Borough of Barking & Dagenham, has regard to its equalities obligations including its obligations under section 149 of the

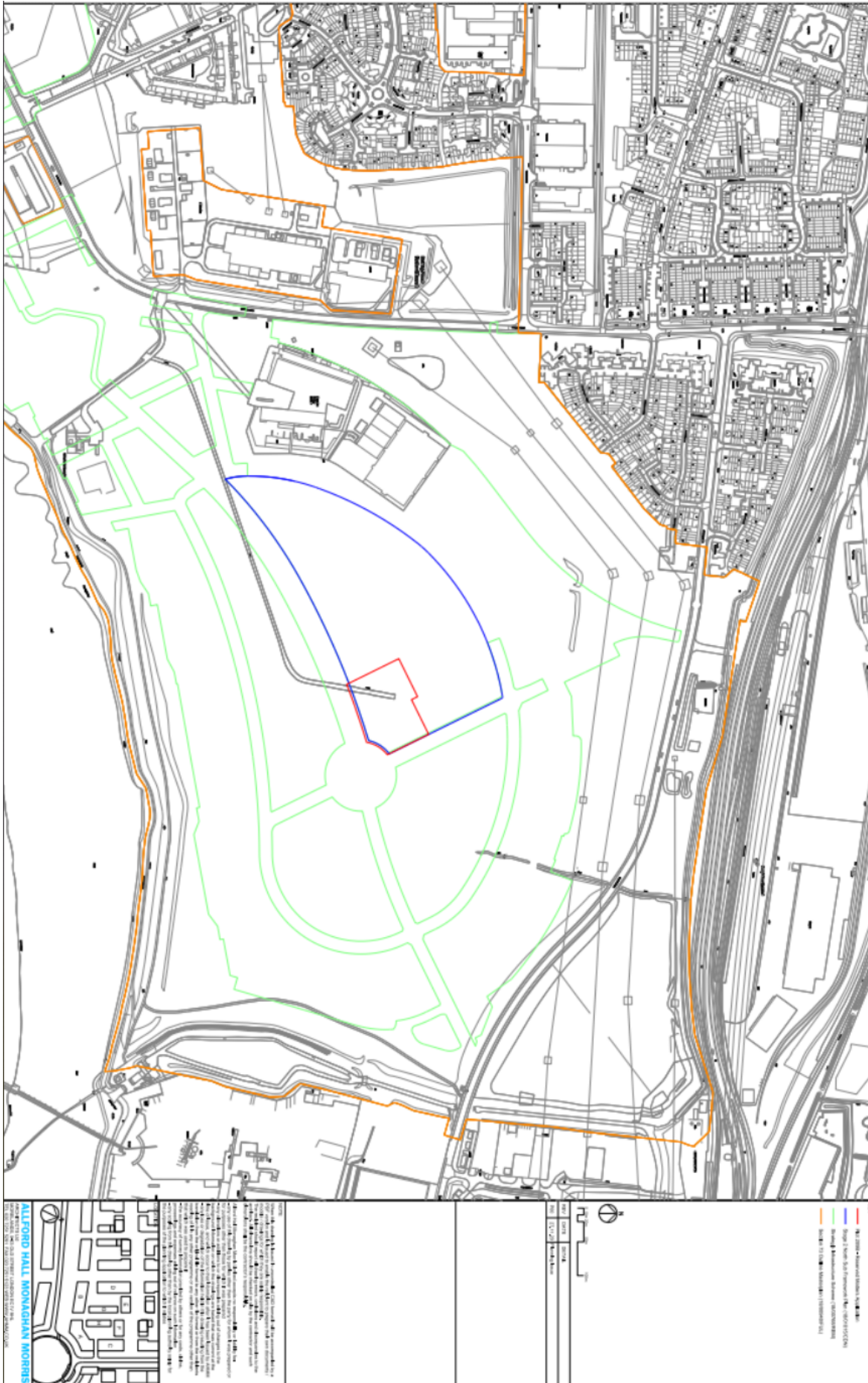
Equality Act 2010 (as amended). For the purposes of this application there are not considered to be any adverse equalities issues.

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

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

Appendix 2 Site Plan



Appendix 3:

The following consultations have been undertaken:

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

| Summary of Consultation responses: | | |
|---|--|--|
| Consultee and date received | Summary of Comments | Officer Comments |
| Environmental Health | <p>-In relation to condition 41 concerns regarding the assumption in sections 5.7 & 5.8 suggesting that the tank room noise is not fully understood, and also suggesting that if it becomes a problem remedial work can reactively take place. I do not understand the mechanism by which this would be managed once the condition is discharged.</p> <p>There are also issues with points 5.11 & 5.12 of the report which state that the units would only be suitable for “quiet restaurants”. I am not sure what the parameters of a “quiet restaurant” are, but amplified and live music is now deregulated between 7am and 11pm, so a more robust measure will be necessary. It is not sufficient to say that future commercial tenants will need to deal with this.</p> | <p>The applicant has responded in relation to condition 41 to advise the requested plant room information is selected at the latter design stage and the report considers the worst-case scenario. Furthermore, based on this likely minimum/worst case base build scenario it has been calculated that the habitable rooms located immediately above the tank rooms will be compliant with the nominated design criteria (assuming that the sound pressure level within the tank rooms does not exceed 70 dBA).</p> |

| | | |
|---|---|--|
| | <p>Condition 49: Air Quality. The Air Quality Neutral report is accepted, however it is a shame that in such an ambitious development that there was no aim to be Air Quality Positive.</p> <p>Condition 50 & 51 CoCP: The submitted report is accepted with regard to this condition (Temple November 2020 "Final 2.0").</p> | |
| Transport for London | <p>TfL have raised concerns over the non-compliance with the LCDS in relation to cycle spaces and the framework Travel Plan provides very broad and in some cases poorly defined targets and it would be more appropriate for the sub-framework plan Travel Plan to be submitted in support of the application.</p> | <p>The applicant has responded on cycle parking outlining how the proposal conforms to the LCDS and has advised that there is not an approved Travel Plan relating to Stage 2 North and that the outline planning permission does not require a plot specific travel plan to be submitted with reserved matters applications for individual plots.</p> <p>The inclusion of the site-wide Travel Plan (January 2016) within this application follows the approach of the approved reserved matters application for Plot 209A (LPA ref. 20/00130/REM).</p> <p>This is considered acceptable.</p> |
| London Underground/DLR | <p>London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.</p> | <p>Noted.</p> |
| Transport Development Management | <p>-20 percent of spaces will have EVCP and 20% passive. The passive should be increased.</p> <ul style="list-style-type: none"> - Swept path indicate fire tenders may have difficulties -Clarification sought on landscaping -The street should be at adoptable standard -The London Plan promotes sustainable modes of travel and healthy streets but this street layout doesn't fully reflect these objectives. The predominant feature is on street parking which would cause a disadvantage to those walking and cycling. | <p>The proposals are required to comply with the approved Stage 2 North Sub-Framework Plan and the wider Barking Riverside Outline Planning Permission, including the approved Parking Strategy. It is therefore not appropriate for new or emerging policy that has been adopted following the grant of the outline planning permission to be applied in this instance.</p> <p>The approved Stage 2 North SFP and Parking Strategy state that 20% active electric car charging points and 20% passive car charging points should be provided. The proposals comply with this requirement.</p> <ul style="list-style-type: none"> -updated swept path drawings have been supplied to clarified access |

| | | |
|--|--|--|
| | | <ul style="list-style-type: none"> - details of landscaping have been provided -The proposed neighbourhood street dimensions comply with the requirements of the approved Barking Riverside Stage 2 North design code (please note that the carriageway width is 3.7m not 3.2m as stated). |
|--|--|--|

Appendix 4:

| Neighbour Notification: | |
|---|---|
| Site Notices Erected: | N/A |
| Date of Press Advertisement: | 13 th January 2021 |
| Number of neighbouring properties consulted: | 1182 |
| Number of responses: | One requesting details on how to view the application online. The information was provided via email. |

| Officer Summary: |
|--|
| The material planning considerations are addressed within the planning assessment. |

Partial Discharge 5) Where any application is made to discharge a condition on a partial basis (i.e. in relation to a Stage, Plot or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous Stages or Plots, or part of, the details of which have already been determined, and subsequent Stages or Plots as appropriate. The statement shall demonstrate compliance and compatibility with the various details, strategies, drawings and other documents approved pursuant to this planning permission. The statement shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant Stage, Plot or part thereof. Reason: To ensure that the scheme is implemented on a comprehensive and sustainable basis in accordance with Policy CM1 of the Core Strategy (July 2010).

Acoustics 41) The Plot developer shall ensure that the acoustic performance of the residential units meets the requirements of 'desirable' as set out in Table 4 of BS8233 2014 or such similar standard that may be revised from time to time.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Nature Conservation & Landscape 42) Prior to the commencement of development of a Plot or part thereof pursuant to this permission, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned domestic gardens relating to that Plot or part thereof, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan should include a planting scheme for the site. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to Stages of completion of the development and be in accordance with the nature conservation and landscape strategy within the relevant SFP.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Parking and Servicing 43) Where the detailed design of buildings approved pursuant to conditions 38 and 39 includes provision of accommodation for car parking and for loading and unloading of vehicles to the development such provision for car parking and loading and unloading of vehicles shall be provided before the commencement of the use of the buildings to which it relates and shall be retained permanently for the accommodation of the vehicles of the occupiers or persons calling at the premises only and shall not be used for any other purpose.

Reason: To ensure that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with Policy BR10 of the Borough Wide Development Policies DPD (March 2011).

Drainage 47) No development of a Plot or part thereof pursuant to this permission shall commence until details of onsite drainage works relating to that Plot or part thereof have been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No works or uses which result in the discharge of foul or surface water from the site shall be commenced until the on-site drainage works referred to above to service those works or uses have been completed. Such scheme shall be in accordance with the strategic infrastructure scheme. Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011). Access 48) The Plot developer shall not commence any Plot pursuant to this permission, until the Plot Level Access Statement relevant to that Stage has been approved by the Local Planning Authority. Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011). Air Quality 49) Each Plot shall be designed to satisfy the relevant air quality neutral benchmarks set out in the Greater London Authority Document "Sustainable Design and Construction - Supplementary Planning Guidance -London Plan 2011- Implementation Framework", April 2014; Appendix 5 - emission benchmarks for buildings and Appendix 6 - emission benchmarks for transport.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Code of Construction Practice for Plots

50) Prior to the commencement of a Plot pursuant to this permission, a Code of Construction Practice shall be submitted for approval in writing by the Local Planning Authority. No development shall commence on that Plot until the relevant Code has been approved. The Stage must be developed out in accordance with the approved Code of Construction Practice. Reason: In the interest of pollution and residential amenity, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

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

- a. Construction traffic management and Construction Logistics Plan;
- 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. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- i. The use of efficient construction materials;

j. Methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Demolition and construction work and associated activities 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. The Construction Management Plan shall be implemented for the entire period of the works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP is required prior to commencement of development in order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

Appendix 6 – Proposed Conditions

Approved drawings

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

Plans:

Proposed Site Location Plan 19167_X_(00)_P003 P00
General Arrangement Plan – Proposed Ground Floor Plan 19167_X_(00)_P100 P00
General Arrangement Plan – Proposed First Floor Plan 19167_X_(00)_P101 P00
General Arrangement Plan – Proposed Second Floor Plan 19167_X_(00)_P102 P00
General Arrangement Plan – Proposed Third Floor Plan 19167_X_(00)_P103 P00
General Arrangement Plan – Proposed Fourth Floor Plan 19167_X_(00)_P104 P00
General Arrangement Plan – Proposed Fifth Floor Plan 19167_X_(00)_P105 P00
General Arrangement Plan – Proposed Sixth Floor Plan 19167_X_(00)_P106 P00
General Arrangement Plan – Proposed Seventh Floor Plan 19167_X_(00)_P107 P00
General Arrangement Plan – Proposed Eighth Floor Plan 19167_X_(00)_P108 P00
General Arrangement Plan – Proposed Ninth Floor Plan 19167_X_(00)_P109 P00
Circus Building Unit Layouts – Proposed 1B2P WCH -Types 10 & 11 19167_A_(00)_P125 P00
Apartment Building East Unit Layouts – 2B3P WCH – Type 03 19167_C_(00)_P121P 00
Apartment Building West Unit Layouts –3B5P WCH – Type 07 19167_D_(00)_P124 P00
Site Elevations – Proposed Elevations AA + BB 19167_X_(00)_P200 P00
Site Elevations – Proposed Elevations CC + DD 19167_X_(00)_P201 P00
Site Elevations – Proposed Elevations EE + FF 19167_X_(00)_P202 P00
Site Elevations – Proposed Elevations GG + HH 19167_X_(00)_P203 P00
Site Elevations – Proposed Elevations II + JJ 19167_X_(00)_P204 P00
Site Elevations – Proposed Elevations KK + LL 19167_X_(00)_P205 P00
Site Elevations – Proposed Elevations NN + PP 19167_X_(00)_P206 P00
Site Elevations – Proposed Elevations QQ + RR 19167_X_(00)_P207 P00
Site Elevations – Proposed Elevations SS + TT 19167_X_(00)_P208 P00
Site Elevations – Proposed Elevations UU 19167_X_(00)_P209 P00
Site Sections – Proposed Section AA 19167_X_(00)_P300 P00
Site Sections – Proposed Section BB 19167_X_(00)_P301 P00
Circus Building Facade – Proposed Bay Elevation / Section 1 19167_A_(00)_P400 P00
Circus Building Facade – Proposed Bay Elevation / Section 2 19167_A_(00)_P401 P00
Mansion Building Facade – Proposed Bay Elevation / Section 1 19167_B_(00)_P400 P00
Mansion Building Facade – Proposed Bay Elevation / Section 2 19167_B_(00)_P401 P00
Apartment East Façade – Proposed Bay Elevation / Section 1 19167_C_(00)_P400 P00
Apartment East Façade – Proposed Bay Elevation / Section 2 19167_C_(00)_P401 P00
Apartment West Façade – Proposed Bay Elevation / Section 1 19167_D_(00)_P400 P00
Apartment West Façade – Proposed Bay Elevation / Section 2 19167_D_(00)_P401 P00
Corner Building Facade – Proposed Bay Elevation / Section 1 & 2 19167_X_(00)_P400 P00
Corner Building Facade – Proposed Bay Elevation / Section 3 19167_X_(00)_P401 P00
Townhouse – Proposed Bay Elevation / Section 1 19167_X_(00)_P402 P00
Townhouse – Proposed Bay Elevation / Section 2 19167_X_(00)_P402 P00
Swept Path analysis drawing - Fire tender access 3380-1100-T008 1

Swept Path analysis – 8m Servicing Vehicle West of Development 3380-1100-T010 0
Swept Path analysis – Car Parking 3380-1100-T-011 0
Swept Path analysis – 8m Servicing Vehicle Centre of Development 3380-1100-T-012 1
Colour Masterplan 209B-00-DR-L-1000 PL00
Colour Roof Plan 209B-ZZ-DR-L-1000 PL00
Hard Landscape General Arrangement Plan 209B-00-DR-L-2000 PL00
Soft Landscape General Arrangement Plan 209B-00-DR-L-3000 PL00
Landscape Sections Sheet 1 of 9 209B-00-DR-L-4501 PL00
Landscape Sections Sheet 2 of 9 209B-00-DR-L-4502 PL00
Landscape Sections Sheet 3 of 9 209B-00-DR-L-4503 PL00
Landscape Sections Sheet 4 of 9 209B-00-DR-L-4504 PL00
Landscape Sections Sheet 5 of 9 209B-00-DR-L-4505 PL00
Landscape Sections Sheet 6 of 9 209B-00-DR-L-4506 PL00
Landscape Sections Sheet 7 of 9 209B-00-DR-L-4507 PL00
Landscape Sections Sheet 8 of 9 209B-00-DR-L-4508 PL00
Hard Landscape General Arrangement Roof Plan 209B-ZZ-DR-L-2000 PL00

Documents:

Planning Statement and Affordable Housing Statement prepared by Quod
Statement of EIA Conformity prepared by Temple
Design and Access Statement prepared by AHMM
Landscape Strategy prepared by Fabrik
Outline Pictorial Specification – External Materials prepared by AHMM
Transport Compliance Report prepared by Velocity Transport Planning
Travel Plan prepared Arup
Sustainability Energy Strategy prepared by Hoare Lea
Waste Implementation Plan prepared by Velocity Transport Planning
Noise Impact Assessment prepared by Cass Allen
Sustainable Drainage Report prepared by Tully De'ath
Daylight and Sunlight Report prepared by Waldrams
Air Quality Neutral Report prepared by Temple
Code of Construction Practice (CoCP) Part B prepared by Temple
Construction Environmental Management Plan prepared by Temple
Site Waste Management Plan prepared by Temple
Exterior Lighting Statement prepared by Studio Dekka
Ground Investigation and settlement analysis report prepared by CGL

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

2. The development shall be carried out in general accordance with the external materials, internal materials for communal lobbies, hard surface materials and hard landscape details specified within the following documents and drawings: Outline Pictorial Specification – External Materials prepared by AHMM and the approved plans unless otherwise agreed in writing by the Local Planning Authority.

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

3. The landscaping scheme, for any phase of the development, shown on the approved plans shall be carried out in the first planting and seeding seasons following the occupation or the completion of that phase of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the entire 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 the landscaping in the interests of the visual amenity of the area.

4. Prior to the occupation of a phase of the development the children's play spaces and associated equipment serving that phase shall be installed and thereafter maintained in accordance with the approved plans and design and access statement.

Reason: To ensure suitable provision for children's play and in accordance with the London Plan Play and Informal Recreation SPG (September 2012).

5. Prior to the occupation of any phase of the development the external lighting serving that phase shall be installed in accordance with the approved plans and The Lighting Strategy, prepared by Studio Dekka.

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

6. Prior to the occupation of any phase of the development the Envac waste system serving that phase shall be installed in accordance with the approved plans and shall thereafter be maintained.

Reason: To provide a satisfactory waste disposal facility in the interests of the appearance of the site.

7. Prior to the occupation of any building within the development the cycle parking serving that building shall be completed and thereafter maintained in accordance with the approved plans.

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

8. Ten percent (10%) of the residential units hereby permitted shall be constructed to achieve Building Regulation M4 (3) 'Wheelchair user dwellings' standards.

Reason: To ensure that accessible housing is provided.

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

Reason: To ensure that accessible housing.

10. The development shall be carried out in accordance with the housing mix and tenures specified in paragraphs 4.2 to 4.5 and Table 4.1 of the submitted Planning Statement prepared by Quod.

Reason: In order to secure the proposed affordable housing specific to this phase of the development and to ensure an even distribution of tenures across the site.

11. The development shall be carried out in general accordance with the submitted Energy Assessment.

Reason: To ensure compliance with the proposed energy strategy and to secure the proposed reduction in carbon emissions.

12. No development above ground level of any part of the development shall take place until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime for that part, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall set out a strategy for compliance with the principles of Secure by Design for Homes, Schools and Commercial (2016 Guide), or equivalent document superseding the 2016 Guide. The development shall seek to achieve a minimum Silver award aspiring to a Gold award. The relevant part of the development shall not be occupied until the approved scheme for that part 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 security to future occupants and visitors to the site and to reduce the risk of crime.

13. The accessible parking bays indicated on the approved plans shall be constructed in accordance with the approved details, and the development shall not be occupied until the submission to and approval by the Local Planning Authority of a car parking management and allocation strategy for the development that shall secure the provision of allocated wheelchair accessible parking bays for the use of any initial or future registered disabled occupiers of the development. As a minimum the development must ensure that at least one designated disabled persons parking bay per dwelling for three per cent of the dwellings is available from the outset. The strategy shall thereafter be maintained.

Reason: To ensure and promote easier access for disabled persons to the development.

14. Before occupation the proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: In order to conserve water and to reduce the demand on the mains drainage system.