


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
25 March 2021
Application for Planning Permission

Case Officer:	Olivia St-Amour	Valid Date:	21/10/2020
Applicant:	Weston Homes	Expiry Date:	20/01/2021
Application Number:	20/02089/FUL	Ward:	Gascoigne
Address:	Town Quay, Abbey Road, Barking, Barking and Dagenham		

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 Town Quay, Abbey Road, Barking, Barking and Dagenham.

Proposal:

Redevelopment of the site via clearance of the existing structures and the erection of 3 No. new buildings ranging from 7 to 11 storeys in height to provide 147 residential dwellings comprising a mix of 1, 2 and 3 bedroom flats and associated private amenity space with child play space, cycle and refuse stores and car park with new vehicular access point from Abbey Road; and 980 sqm (GIA) flexible commercial floorspace (Use Class E(a) – (g) inclusive) with commercial refuse stores, together with ancillary management facilities and plant rooms. Re-alignment of Town Quay/Highbridge Road and all associated highways alterations. Formation of public realm with hard and soft landscaping including pedestrian plaza and riverside walk with other associated work

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 the Head of Legal Services to grant planning permission subject to the completion of a legal agreement 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 in Appendix 6 of this report; and
3. that, if by 25th September 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
- Construction Environmental Management and Site Waste Management Plan
- Construction Logistics Plan
- Piling Method Statement
- Archaeology – Written Scheme of Investigation
- Archaeology – Foundation design
- Air Quality
- Drainage Scheme

Prior to above ground works Conditions

- BREEAM Rating
- London City Airport Safeguarding – details of cranes and scaffolding
- Materials and balcony details
- Hard/soft landscaping
- Children’s playspace
- Noise insulation of party construction
- Flood defence strategy

Prior to first occupation and/or use Conditions

- Details of any commercial kitchen extract ventilation system
- Secure by Design
- External Lighting
- Riparian Life Saving Equipment
- Delivery and Servicing Plan
- Communal television and satellite system
- Cycle parking
- Car and cycle parking management plan

Monitoring & Management Conditions

- M4(2) Accessible Units
- M4(3) Accessible Units
- Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
- Hours of Use of Non-Residential Uses and Delivery/Collection Hours
- Emissions from Non-road mobile machinery (NRMM)
- Vegetation Clearance and Tree Works
- Ecological enhancement and mitigation
- Energy and Sustainability

S106 – Summary of Heads of Terms:

Administrative:

1. Payment of the Council’s professional and legal costs, whether or not the deed completes;
2. Payment of the Council’s fees of £6,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. 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, using BCIS index.

Affordable housing (Section 106 wording to be drafted in accordance with GLA template wording):

4. Provision of on-site affordable housing offer at 42% on a habitable room basis, as shown on drawing reference AA8145-2403 Rev A, dated 04/03/2021 comprising:
 - 29 London Affordable Rent Units; and
 - 33 Shared Ownership Units

5. An early-stage affordable housing review, in the event that the development is not implemented within two years of approval.

Transport:

6. Detailed parking design TSRGD compliant
7. S278 highways works for works to Abbey Green and Highbridge Road, in accordance with drawing references 12-T095-09 Rev C, dated 03/03/2021; 12-T095-08 Rev B, dated 03/03/2021 and 16-T095-10 Rev B, dated 03/03/2021.
8. Car free development
9. Car club membership for occupiers
10. Travel Plan to be in accordance with the principles of the Framework Travel Plan, dated 15/10/2020

New Footpath on Abbey Green:

11. Provision of a new footpath in Abbey Green based on drawing reference WH190S/21/P/10.1000 dated March 2021, to be delivered prior to first occupation of the development

Public Realm:

12. 24-hour access to public realm areas, as identified in drawing reference AA8145-2404 Rev A, dated 04/03/2021

Playspace:

13. A sum of £22,200 to be paid prior to commencement of development and to go towards improvements to child play space at Abbey Green.

Employment:

14. Secure 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
15. Reasonable endeavours to ensure that 25% of the employees and jobs with contractors are provided to LBBD residents during the end-user phase

Sustainability:

16. The development shall achieve a 40% reduction in carbon dioxide emissions over Part L of the Building Regulations 013 through on site provision for the development, with any remaining carbon emissions to zero-carbon offset through monetary contributions to the Local Authority's offset fund calculated at £5 per tonne, payable for 30 years (not subject to indexation).
17. Submission of a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN or future DHN, how energy demands will be met prior to connection to any DHN. The connection and delivery will be subject to the heat network being delivered and operational to supply the development.

OFFICER REPORT

Planning Constraints:

- Barking Town Centre Area Action Plan boundary area
- Abbey Retail Park residential allocation
- Public Open Space
- Abbey and Barking Town Centre Conservation Area
- Town Quay
- London Riverside Opportunity Area
- Epping Forest Special Area of Conservation (SAC) Zone of Influence (3-6.2km Zone)

Site, Situation and relevant background information:

Site

The application site relates to an area of approximately 0.56 hectares, comprising part brownfield land (within the former Abbey Retail Park boundary), and a public open space, car parking spaces and the Town Quay road, which connects Abbey Road to Highbridge Road. The site is partly in the ownership of London Borough of Barking and Dagenham.

Abbey Road bounds the Site to the east, beyond which lies Abbey Green, which includes the Barking Abbey remains, St Margaret's Church and two primary schools. Existing residential and office development lies immediately to the south, known as Quayside House and Town Quay Wharf respectively. The site is bound to the west by the River Roding, at the point which widens to form the historic Mill Pool, onto which Town Quay fronts. The Grade II listed building the Old Granary is located to the west of the site, which has been converted to residential units. Immediately to the northwest, lies the residential development of Benedict's Wharf. Access from Highbridge Road provides Benedict's Wharf with 26 residents' parking spaces. Directly to the north of the site is the former Abbey Retail Park, which is currently being constructed for residential units; it is understood that the first occupation of the site is imminent.

Background information

The site has been subject to design based discussions in the form of the Town Quay Vision document, prepared by Bishop and Williams and DaeWha Kang Design, prepared January 2021. The document presents a masterplan vision as part of a strategy to connect the River Roding to the Town Centre. The document identifies Town Quay as a key opportunity site, to become a focal point for the new community around the River Roding and act as a destination that opens up the Roding to Abbey Green and East Street.

The applicant has worked with Bishop and Williams and DaeWha Kang Design through a series of workshops, as well as through formal pre-application discussions led by Be First.

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 to existing Education Provision
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage
- Habitat Regulation Assessment: Epping Forest Special Area of Conservation (SAC)

Planning Assessment:

Principle of the development:	
<i>Existing use(s) of the site</i>	Part Town Quay Open Space, part Abbey Retail Park South allocation
<i>Proposed use(s) of the site</i>	Residential (Use Class C3) and commercial (Use Class E)

- 1.1 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 NPPF introduces a presumption in favour of sustainable development, which for decision-taking means approving development proposals that accord with an up to date development plan without delay, or where the development plan polities are out of date, granting permission unless the policies in the NPPF that protect areas or assts of particular importance provides a clear reason for refusing development, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole (paragraph 11).
- 1.3 The NPPF introduces the Housing Delivery Test (HDT) as a measurement of housing delivery, engaging the presumption in favour of sustainable development where insufficient homes have been built over the previous three year period, irrespective of whether the LPA has a five year housing land supply. The HDT 2020 results show that LBBDD have reached 58% of the target, and thus the presumption in favour of sustainable development is enacted and the adopted housing policies 'fall away'.
- 1.4 The London Plan policy GG2 encourages the best use of land to enable the development of brownfield land, particularly in Opportunity Areas and on surplus public sector land, and sites within and on the edge of town centres. Policy GG4 seeks to ensure that more homes are delivered. The policies outlined in Chapter 4 (Housing) further acknowledges the stress on housing demand and provides increased targets for Local Authorities and revised policies in respect of ensuring additional housing contribution according to local needs. The site is also within London Riverside Opportunity Area.
- 1.5 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. Barking Town Centre Area Action Plan Policy BTC13 seeks to identify land to help meet the target of 6,000 homes in Policy CM2.
- 1.6 Strategic Policy SPP1 of the Draft Local Plan (Regulation 19) identifies an indicative capacity for 15,000 new homes to be delivered in Barking Town Centre and the River Roding area across the plan period, stating that the Council will support development that contributes to the delivery of varied retail, cultural and community offer alongside office and residential development, and continued improvements to public realm between key buildings. The strategic policy seeks to reduce separation between the town centre and the River Roding, highlighting the reposition of Town Quay and Abbey Green as a focal point of the town centre.
- 1.7 The northern part of the site is subject to the Abbey Retail Park residential allocation, and as such a residential development is considered acceptable in this area. With regards to the remainder of the site, whilst it is designated as a public open space, the application would re-provide an area of public realm that would re-align the Town Quay road, prioritise pedestrian movement, and would deliver 147 residential dwellings, alongside commercial provision. The development proposals accord with the strategic aims of the area, and would create a new focal point for the new river Roding community, connecting with Barking Town Centre.
- 1.8 The principle of development is supported, creating a valuable contribution towards LBBDD's housing delivery, as well as delivering public realm enhancements and a commercial offer as part of this mixed-use development.

Dwelling mix and Quality of accommodation:			
<i>Proposed Density u/ph:</i>	327u/ha	<i>Overall % of Affordable Housing:</i>	42%
<i>LP Density Range:</i>	n/a	<i>Comply with London Housing SPG?</i>	Yes
<i>Acceptable Density?</i>	Yes	<i>Appropriate Dwelling Mix?</i>	Yes

Density

- 1.9 London Plan policy GG2 promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities. Policy D2 directs that the density of proposals should consider planned levels of infrastructure, and be proportionate to the site's connectivity and accessibility.
- 1.10 Locally, Core Strategy Policy CM1 states that residential development (particularly higher density development) will be focussed in the Key Regeneration Areas, including Barking Town Centre, and on previously developed land in other areas with high PTAL levels. Strategic Policy SP2 of the emerging Local Plan (Regulation 19) promotes high-quality design, optimising a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context.
- 1.11 The application proposals have been brought forward through a design-led approach in line with the Town Quay Vision document, informed by the site constraints and in part determined by the neighbouring high-density new developments that have gained planning permission in recent years. The proposed density of 327u/ha is considered appropriate for the location and would achieve a new high quality public realm space at the site.

Dwelling Mix

- 1.12 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".
- 1.13 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."
- 1.14 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 Regulation 19 stage) SP4 also supports the delivery of family accommodation, Policy DMH2 requires development proposals to provide a range of units in accordance with the Council's preferred dwelling size mix, which seeks family housing at 25% for private, 38% intermediate and 50% social housing.
- 1.15 The application proposes 147 residential units which comprise the following residential mix:
- 54 x 1 bedroom units (36.7%)
 - 78 x 2 bedroom units (53%)
 - 15 x 3 bedroom units (10.3%)
- 1.16 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 and Draft Local Plan, taking the site's location into consideration, which sits on the edge of Barking Town Centre, with good direct connections to the town centre, the amount of family housing provided at 10% would meet an acceptable balance, and would be in line with the provision of neighbouring developments along the River Roding. The 'presumption' is also relevant to these policies, although the Regulation 19 Plan does carry significant weight.

Taking the above into consideration, officers are satisfied with the proposed scheme in promoting mixed and balanced communities through an appropriate housing mix.

1.17 *Affordable Housing*

1.18 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."

1.19 London Plan Policy H4 sets a strategic target for 50% of all new homes to be delivered as genuinely affordable. Specific measures to achieve this aim include:

- Requiring major developments that trigger affordable housing requirements to provide affordable housing through the threshold approach
- Public sector land delivering at least 50% affordable housing on each site.

1.20 The threshold approach, in policy H5 sets out a Fast Track Route, whereby applications do not need to be viability tested, where they:

- Meet or exceed the relevant threshold level of affordable housing on site without public subsidy
- Are consistent with the relevant tenure split in Policy H6
- Meet other relevant policy requirements and obligations to the satisfaction of the borough and Mayor, where relevant.
- Demonstrate that they have taken account of the strategic 50% target in policy H4.

1.21 The policy sets the threshold at a minimum level of affordable housing at 35%, or 50% for public sector land. The application site is in the part ownership of LBBD, and as such a 'blended' approach between 35% and 50% is required to meet the threshold for the Fast Track Route. In this instance, a Fast Track level of affordability is 40.8%.

1.22 Policy H6 sets out the tenure split required to meet the Fast Track Route, which requires a minimum of 30% low cost rented homes, as either London Affordable Rent or Social Rent, a minimum 30% intermediate products which meet the definition of genuinely affordable housing, including London Shared Ownership, and the remaining 40% to be determined by the borough as low cost rented homes or intermediate products.

1.23 The Draft Local Plan (regulation 19 version) policy DMH1 seeks to meet an overarching 50% on-site affordable housing provision, by applying the London Plan threshold approach. The policy seeks to ensure that new developments contribute to the delivery of a range of housing tenures in accordance with the following tenure split:

- 50% mix of social housing including London Affordable Rent,
- 50% mix of intermediate housing including London Shared Ownership.

1.24 The application originally submitted an affordable housing offer of 35% affordable housing (by habitable room). The provision comprised a mix of 32.7% Discount Market Sale, 30.8% Shared Ownership, and 36.5% Affordable Rent. However, as the site is partly in the ownership of LBBD, this would not meet the threshold approach, which requires a 'blended' approach to reflect the partial Council ownership. As the offer did not meet the threshold approach, a Viability Assessment was submitted, which set out that this was the maximum amount that could be provided. The Viability Assessment as reviewed by BNP Paribas, on behalf of the Council, who made a number of recommendations. However, in response, the applicant increased the quantum of affordable housing to meet the blended approach, thus meeting the threshold requirements.

- 1.25 The affordable housing provision comprises 62 units, 170 habitable rooms, out of 401 habitable rooms which equates to 42.4% of the development calculated on a habitable room basis. The breakdown by unit is as follows:

Size	Shared ownership	London Affordable rent	Total
1 bed	18 (28%)	12 (20%)	30 (48.4%)
2 bed	9 (14%)	9 (15%)	18 (29%)
3 bed	6 (9%)	8 (13%)	4 (22.6%)
Total	33 (51%)	29 (49%)	62

- 1.26 The quantum of affordable housing and the tenure split accords with the threshold approach to meet the Fast Track route within the London Plan and is therefore considered acceptable.

Quality of Accommodation

- 1.27 The MHCLG Technical Housing Standards – nationally described space standard specifies the space standards required for new dwellings. The London Plan, Policy H6 and 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 7.5m² for single occupancy and 11.5m² 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.
- 1.28 Policy D6 of the London Plan seeks minimum standards in relation to private internal space and private outdoor space. 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’.
- 1.29 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.
- 1.30 The 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.
- 1.31 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.
- 1.32 The proposed development exceeds the minimum space standards in a number of instances. The size of the units are summarised in the table below:

Type and bed spaces	GIA (m ²)	Minimum space standards / Nationally Described Space Standards (m ²)
1B2P Apartments	50-61	50
2B3P Apartments	63-67	61

2B4P Apartments	70-85	70
3B4P Apartments	74	74
3B5P Apartments	86-90	86

- 1.33 The floor to ceiling height of 2.5m is met.
- 1.34 Approximately 54% of the development is dual aspect, with 46% single aspect. Whilst we would seek to promote more than 54% dual aspect, there are other housing quality considerations to balance this against, for example the size of the units exceed the minimum space standards by at least 2sqm in 71 units (48%) across the development. There are no north facing single-aspect units, which is supported. There are 10 single-aspect north-east facing units, but these are all 1 bed 54sqm, therefore exceeding the minimum requirements by 4sqm, and as such the quality of accommodation within these units is considered to balance the single-aspect nature of the development. Moreover, half the north-east facing units are afforded direct views to Abbey Green, and half of these units are afforded indirect views towards Abbey Green. The units are not directly north facing, and achieve some sunlight through the eastward aspect these units are market units. Overall the scheme also delivers a high quality outlook to most units, with the primary outlook from units consisting of either Abbey Green, the River Roding and the new public realm, or the podium garden. The outlook of the proposal is therefore considered to be high-quality for this type of high-density, edge of centre development.
- 1.35 In respect of the daylight/sunlight achieved to the proposed units, 83% of the rooms tested in respect of daylight pass internal daylight levels, therefore the majority of the development as a whole will receive internal levels at or above BRE targets. 23 rooms with living rooms were tested for sunlight levels, achieving only a 26% pass rate. However, this is due to the presence of balconies which, whilst affording private amenity space, limit direct sunlight potential to rooms. It is noted that there are some south facing windows to block C which would directly face Town Quay Wharf, which is subject to an emerging allocation. The windows on this elevation are all bedroom windows, and these units are all dual-aspect with the main living aspects facing either Abbey Green or the riverside. It is acknowledged that the daylight/sunlight factors to the south facing bedroom windows are likely to be reduced through developing context of the area.
- 1.36 Units to a core:
- Block A: 4-7 units per core, per floor.
 - Block B: 9 units per core, per floor for floors 1-5, 7 units per core on floor 6.
 - Block C: 4-6 units per core per floor
- 1.37 The Mayor's Housing SPG Standard 12 advises that 'each core should be accessible to generally no more than eight units on each floor'. Limiting units to a core is important to ensure the residential blocks achieve a sense of community and ownership, and are also afforded good levels of security. It is acknowledged that Block B involves the introduction of 9 units to a core, per floor, however it is noted that this is only 1 units more than the recommended standard, and occurs on 5 floors across the whole development. In all other instances in the development (including in the affordable housing units), there are less than 8 units to a core. It is considered that the number of units exceeding 8 per core, per floor is limited, and in this instance the quality of accommodation to the units is considered to be high in all other respects. The ground floor lobby facing Abbey Green offers a clear sense of arrival, with a dual aspect ample lobby space. The total number of units to Block B is 52. 24 units within the block exceed the minimum space standards by at least 2sqm.

Crime and Safety

- 1.38 The Designing Out Crime Officer has reviewed the application, providing comments and making a number of recommendations. A Secure By Design is recommended to ensure the scheme delivers a safe and secure, inclusive development, in line with the relevant policies.

Amenity space

1.39 The proposal includes London Plan compliant private amenity space to all units, along with a communal podium level terrace (accessible to occupants of Block A), and public open space in the form of a new public realm area which connects to Abbey Green across a new pedestrian crossing, and fronts the River Roding to the west. The podium area would receive 2 hours of direct sunlight to 48.5% of the area, which is 1.5% shy of the BRE guideline target of 50%, this rises to 98.5% of the area receiving 2 hours direct sunlight on 21 June. Whilst the space does not reach the full target of 50%, the provision is acceptable on the basis that it is very close to the guideline amount, and balanced by amenity space that achieves almost 100%.

Child Play Space

1.40 London Plan policy S4 requires developments for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation, and incorporate good-quality accessible play provision for all ages for residential development, providing at least 10sqm of playspace per child. The GLA Playspace Calculator generates a population yield of 73 children for this development, and thus a requirement for 731sqm of playspace.

1.41 The development would provide 327sqm of 'door stop play' to the podium space of Block A, 99sqm of 'informal play' and 83sqm of 'incidental play', therefore falling short of the GLA 731sqm requirement. The informal and incidental play space would be accessible to the whole development, however the podium would only be accessible to the occupants of Block A. Given that Block A accommodates the majority of the 3 bed units, and is the affordable housing block, where there is likely to be more children, this approach is acceptable, providing the additional 222sqm is delivered as a contribution towards offsite playspace, to enable improvements to the playspace at Abbey Green. In line with the Parks Officer comments, there is a particular requirement for teenager play in Abbey Green.

1.42 It should be noted that the applicant does not agree that the playspace should be calculated with the site's PTAL level (2), as they consider that the site is well connected to transport links and should have a higher PTAL of 5. However, officers consider that for the purposes of playspace, the actual PTAL figure needs to be input to the GLA calculator to provide a child yield estimate, this approach is supported by the GLA Stage 1 report which also calculated the child playspace requirement to be in the region of 730+sqm. It is also pertinent that LBBD's parks officer has raised concern with the impact of the development on the playspace provision at Abbey Green. Officers therefore do not accept that a lower provision of child playspace would be appropriate in the context of this application, as there is evidently a need generated from this development, which is not being met on the site. Furthermore, the podium playspace would only be accessible to the occupants of Block A.

1.43 A planning obligation is therefore recommended for the provision of £22,200 towards child play space at Abbey Green.

1.44 Accessible units

1.45 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.

1.46 Taking into consideration the above and imposition of relevant conditions and a S106 requirement for off-site playspace provision, Officers consider the proposed development in respect of the quality of accommodation to be acceptable.

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

- 1.47 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”.
- 1.48 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”.
- 1.49 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.
- 1.50 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”.
- 1.51 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)”.
- 1.52 Policy D1 of the 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 London Plan which seeks good design.
- 1.53 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.

- 1.54 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.
- 1.55 Policy D5 of the 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. Policy D6 considers the importance of achieving and maintaining a high quality of design through the planning process and into delivery stage.
- 1.56 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 the 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.
- 1.57 Policy D8 of the 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.
- 1.58 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 London Plan states to development proposals must achieve the highest standards of fire safety. Policy D14 of the London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life.
- 1.59 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. Barking Area Action Plan policy BTC18 states that public realm improvements undertaken by the Council and developers as part of their schemes, should use the materials and methods in the Barking Code, including artists within design teams, to seek to raise the profile of historic street and spaces. BTC21 seeks to secure the provision of a series of linked open spaces and the creation of a riverside pedestrian/cycle route. BTC16 highlights that the Council will expect all new developments in the AAP to be of a high standards that reflect the principles of good architecture and urban design, thereby contributing towards a dramatic improvement in the physical environment.

Height, Scale and Massing

- 1.60 When compared to the adjacent developments at the former Abbey Retail Park and Fresh Wharf, the proposal would create a collection of smaller scale of buildings (which the Granary forms part of) framing the new public space. The scale would increase towards the north of the development, fronting Abbey Road, where the site adjoins the taller Barking Wharf development (at the former Abbey Retail Park). This approach is welcomed, and this step change is in line with the aims of the Town Quay Vision. However, the extent to which the proposed heights deviate from those recommended in the Town Quay Vision (4-6 stories around the quayside space and 6-7 stories at the edges) is noted. Among the key principles outlined in the Town Quay Vision is the importance of retaining a human scale taking reference from the scale of the Granary. Whilst the height and scale is exceeded, it is considered the general principles of the Vision document are met.

Layout

- 1.61 The site layout is considered to follow the principles and approach agreed through design workshops, informed by the Town Quay Vision document. The design intent to create a well proportioned animated public space and to improve the connectivity between Town Quay, Abbey Green and Barking Town Centre is supported. The proposed block layout provides an opportunity

to complete the urban form fronting Abbey Road and reactivate the quayside which is currently an underutilised asset.

- 1.62 The hierarchy of routes and gateways into the site appear well considered, providing a suitably legible primary pedestrian connection from Abbey Green with a secondary vehicular connection via Highbridge Road. The realignment of Highbridge Road diverting traffic away from the central space is welcomed, and the road realignment represents a better use of space, and enables the creation of a direct connection between the public realm area and the River Roding.
- 1.63 Revisions made through the pre-application process to the layout/form of the buildings broadly respond to views across Town Quay and the Grade II listed Granary and the tightening up of the public space for a greater sense of enclosure, this is supported.
- 1.64 The rationale for the location of the proposed ground floor uses; restaurants/cafes fronting the main public space with workshop/studio spaces fronting the secondary service route is accepted and the positioning of all residential entrances onto Abbey Road is considered to create a strong frontage and sense of address to all residents.

Architecture

- 1.65 The design approach which seeks to distinguish the site from the existing and emerging context to create a different character and identity for Town Quay is strongly supported.
- 1.66 With the exception of Block A, the remainder of the development introduces a unique style to the Town Quay area, which is a departure from the traditional apartment block formats seen at the surrounding new developments.
- 1.67 Taking inspiration from the industrial heritage of the Town Quay/River Roding setting to inform the design thinking for Blocks B and C is welcomed. Referencing the pitched roof forms of the Town Quay setting will provide contextual grounding to the buildings which will positively enhance the setting and sense of place, and the pitched roofs are considered appropriate given the scale of the development.
- 1.68 The design intent seeks to develop the language of the key facades with subtle transitions in character between the outer edges and the inner gables. The form and architecture of the development would be distinctive and interesting, and it is considered that a condition should be imposed requiring the submission of external materials to ensure that the design intent is followed through to the materiality so that a truly high-quality development can be achieved.

Landscape and public realm

- 1.69 The key principles of the proposed landscape strategy which seeks to connect Abbey Green (park edge) with quayside (wharf edge), improve interaction with the waterside and manipulate level changes to allow a greater level of engagement with the space are supported.
- 1.70 The proposal would maintain a hard edge fronting the central space in order to retain access for river wall form maintenance, which enabling an interactive space and providing a flexibility through a hard landscaped central space to facilitate potential future outdoor events.
- 1.71 Additional greening provided around the arrival space and park edge from earlier iterations is welcomed and helps to create a green extension from Abbey Green into the site to create a softer visual transition. The re-provision of trees to compensate for those lost is acknowledged and supported.
- 1.72 Officers note that the moorings and pontoons shown in the CGI imagery are aspirational only at this stage although it is understood that the Port of London Authority are supportive. However, officers are doubtful of whether a mooring at this location could be achieved. Ultimately the mooring does not form part of this application and therefore has not been taken into consideration. Should future proposals seek to introduce a mooring at this location, assessments would need to be undertaken to ascertain whether its delivery is feasible.
- 1.73 The referencing of local industrial heritage and site context to inform materiality is supported. It is also important to consider the materials palette of neighbouring developments in order to achieve a degree of consistency and cohesion between the neighbouring schemes. A condition is recommended to enable officers to assess the hard and soft landscaping details against neighbouring schemes.

- 1.74 The overshadowing of the public realm area has been assessed in line with BRE guidelines, with 99% of the space achieving more than 2 hours direct sunlight on 21st March, far exceeding the 50% BRE target. The percentage would rise to 100% 21st June. It is therefore considered that the public realm area has the potential to become a well-used, high-quality space that would become a focal point for this area of Barking.

Heritage

- 1.75 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.
- 1.76 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.
- 1.77 Chapter 16 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. Paragraph 194 requires any harm to a designated heritage asset to be clearly and convincingly justified. Paragraph 196 states that ‘less than substantial harm’ to designated heritage assets should be weighed against the public benefits of the proposal.
- 1.78 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.”
- 1.79 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 which seek to conserve heritage assets and avoid harm.
- 1.80 The application site abuts the Abbey and Barking Town Centre Conservation Area (the site is mostly adjacent to the Conservation Area, but does overlap in part, to be partially within it). The site is also in close proximity to the Grade II listed Old Granary building, century Curfew Tower to Barking Abbey which is listed at Grade II*, and the Grade I listed Parish Church of St Margaret, which evolved from the Abbey from the 13th century onwards (although much of its fabric is early 19th century). To the east of Abbey Green is East Street - Barking’s main high street and the spine of the town centre which connects the Grade II listed Barking Railway Station at its north east end to Abbey Green, Town Quay and the Roding to the west. The east-west axis through Barking is a defining characteristic of its historic development, which is reinforced by the liturgical ‘east and west’ orientation of the Abbey and Church.
- 1.81 A Heritage Townscape and Visual Impact Assessment (HTVIA) has been submitted alongside the application, which identifies relevant heritage assets, provides a summary of the historic context of the site, assesses the proposed development and assesses the impact of the proposal on identified heritage and townscape assets. The HTVIA also includes a visual impact assessment.
- 1.82 Officers summarise the most impacted developments in this report only. In respect of the significance of the Parish Church of St Margaret’s, the HTVIA considers that there would be no harm to the significance of this heritage asset, owing to the significant distance and lack of visibility between the application site and the asset, noting that the site does not contribute towards the setting of the Church. In relation to the significance of the Old Granary, the HTVIA considers that the Old Granary would have once stood amongst the cluster of industrial buildings, including those on the eastern side of the river, collectively demonstrating the industrial development of Barking. The setting has been altered by the wider redevelopment of the area and is no longer read in its historic industrial setting. The HTVIA considers that the existing vacant and ‘island’ nature of the site has a negative impact on the building.
- 1.83 In assessing the impact of the proposed development on the Parish Church, Old Granary and Conservation Area, the HTVIA summarises:

- Conservation Area: an important element is the physical character of the Conservation Area is its relationship to the River Roding. The site currently has a negative impact of this character due to the unattractive car park and heavily engineered walkway. The new development creates a welcoming public square and would restore activity to this part of the River Roding. The proposed buildings are appropriate in scale and use complimentary materials. The proposal would introduce improvements to enhance the character and appearance of the Conservation Area.
- Parish Church of St Margaret: there will be a limited impact on this asset through a change to its setting, which has already been altered through the introduction of a number of new developments. The proposed scheme is consistent with the upcoming setting of the church, and the impact will be mitigated through the design's sensitivity.
- The Old Granary: The proposal responds to the character and material palette of the Granary building. The existing site has a negative impact on the Old Granary due to its lack of connectivity with the riverfront and island nature of the site. The TVIA considers the proposal will have a positive contribution to the setting of the building.

- 1.84 The application has been assessed by Historic England, who, whilst expressing concern with regards to the extent of development in the area, have not raised objections to this scheme.
- 1.85 Historic England have acknowledged that this scheme represents a far more modest scale of development than previous proposals for this site, and other developments in the vicinity. They welcome the approach for the 7 and 8 storey buildings which draw influence from the architectural and historic character of the Old Granary building and Town Quay. In addition, the creation of public realm between these two buildings and the Town Quay, which also aligns with the historic axis as explained in this letter, presents an exciting opportunity to enhance this part of the Conservation Area.
- 1.86 However, despite the positive elements highlighted above, Historic England consider the proposed development would contribute to the encroachment of tall building development on the setting of Abbey Green and its nationally important designations. The development would also further diminish the architectural interest and landmark character of the Grade I St Margaret's Church as presented in View 3a and 3b by breaking the historic roofline in both views. Overall, Historic England consider there would be some incremental harm to the Abbey and Barking Town Centre Conservation Area and to the Grade I St Margaret's Church and Grade II Old Granary building.
- 1.87 Officers agree that there would be some incremental harm to designated heritage assets. In line with paragraph 196 of the NPPF, this incremental harm would be considered 'less than substantial harm' and as such the harm should be weighed against the public benefits of the proposal. Officers consider the public benefits of the proposed development are:
- The proposal will improve the connections to the River Roding, and prioritise pedestrian movement to and through the site, thus reducing the impacts of cars at the site.
 - The proposal will improve and enhance the public realm, through the rationalisation of the public space, acting as a key connection from Barking Town Centre, through to the Roding, acting as a focus for the other new developments in the vicinity.
 - The commercial units will further activate the public space.
 - The scheme will deliver employment opportunities, both through the construction phase and end-user phase, of which local jobs and skills will be secured via a S106 obligation.
 - Crucially, the scheme will deliver 147 residential dwellings, making a valuable contribution to the delivery of housing in Barking, including the provision of 15 family (3 bed) units, and 62 affordable housing units. The scheme will deliver a sizable contribution towards the borough's housing supply.
- 1.88 It is therefore considered that the public benefits of the scheme outweigh the less than substantial harm to the identified designated heritage assets. To ensure that the high quality design is achieved and the harm is not increased through choice of material, it is recommended that

conditions are imposed requiring the submission of external materials to the buildings, and the hard and soft landscaping.

Archaeology

- 1.89 NPPF Section 16 recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. Paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. Policy HC1 of the London Plan echo the importance of archaeological contributions, as set out in the NPPF. NPPF paragraphs 185 and 192 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.
- 1.90 Borough Wide Development Policies DPD Policy BP3 looks to secure the conservation or enhancement of archaeological remains and their settings.
- 1.91 In respect of archaeology, Historic England's Greater London Archaeological Advisory Service (GLAAS) have reviewed the information, including the on site trench evaluation. The evaluation appears to show that the site contains evidence of the early river frontage that existed before a seventeenth century project to consolidate and define the modern Town Quay took place. A timber mooring post of perhaps medieval date was identified, indicating the pre-modern use of the waters' edge. GLAAS have advised that the development could cause harm to archaeological remains and a written scheme of investigation is required to safeguard this harm. The evaluation would be two stage, firstly to clarify the nature and extent of the surviving remains, followed, if necessary by a full investigation. A field evaluation is usually used to inform a planning decision (pre-determination requirement), however, in this instance, on the basis of the information submitted to date, GLAAS consider a pre-commencement condition is sufficient. A further condition requiring the submission of foundation designs is recommended. Given the importance of the potential archaeological finds, and the nature of archaeological being below ground, the conditions are required to be pre-commencement.
- 1.92 Subject to the imposition of the proposed archaeological conditions, it is considered that the proposals are acceptable in terms of archaeology, in accordance with national, regional and local planning policy.

Summary

- 1.93 In terms of design, it is considered that the proposed development creates a visually attractive built environment and focal public realm area that is sympathetic to local character and history, establishing a strong sense of place whilst optimising the potential of this key site in Barking. It is therefore considered that the proposal accords with national, regional and local design and heritage policies.

Impacts to neighbouring amenity:

- 1.94 NPPF paragraph 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 pollution, including noise, water and air.
- 1.95 London Plan Policy D3 sets out that developments should deliver appropriate outlook, privacy and amenity and help prevent or mitigate the impacts or noise and poor air quality.
- 1.96 Adopted Policy BP8 of the Borough Wide Development Management Policies DPD seeks to protect residential amenity, and Draft Local Plan Policy DMD1 'Securing high quality design' (Regulation 19 version) sets out that among other things, all development proposals should consider the impact on the amenity of neighbouring properties with regard to significant overlooking, privacy and immediate outlook, and should mitigate the impact of air, noise and environmental pollution.
- 1.97 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

- 1.98 The application is accompanied by a Daylight, Sunlight and Overshadowing Report, prepared by Point 2. 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 as well as the existing building.
- 1.99 The report assesses the impact of the development on Skipper Court, Town Quay Wharf, Quayside House, Benedict’s Wharf, The Old Granary, Eco World scheme south block and Eco World scheme north block.
- 1.100 For daylight, the VSC results demonstrate that 720 out of 816 windows (88%) meet the recommendations of the BRE Guidelines. The results for the second daylight test, NSL, demonstrate that 505 out of 535 rooms (94%) meet the strict application of the BRE Guidelines. The summary of the assessment is below:
- Town Quay Wharf - 6 of the 78 windows tested for VSC would not meet the BRE targets, although 3 of the windows would retain values exceeding 15%. In respect of NSL, 4 of the 41 rooms assessed will experience changes in daylight distribution. This site is subject to a residential allocation in the emerging Local Plan (Regulation 19). The supporting report seeks to assess the impact of this application on a potential future development at this neighbouring site. The results show that Town Quay Wharf would continue to be provided good daylight potential and considers that the application will not restrict the development opportunities at this neighbouring site in terms of natural lighting.
 - Quayside House - Only 61% of the rooms tested would meet or exceed VSC BRE guidelines. However, it is acknowledged that this building currently benefits from uncharacteristically high levels of outlook for an edge of centre location. Furthermore, 12 of the 20 rooms that do not meet the VSL are understood to be bedrooms. In terms of NSL, 21 out of 26 rooms would meet or exceed BRE recommendations.
 - Benedict’s Wharf - Benedict’s Wharf also currently enjoys unfettered views, and as such the existing levels of natural light are uncharacteristically high. In terms of VSC, only 20/62 windows will meet the BRE criteria. Of the 42 windows that fail, 32 serve bedrooms, which do not carry the same expectation for natural lighting in comparison to living rooms. Furthermore, many of the rooms affected are understood to be dual-aspect. 69% of the rooms assessed meet NSL criteria; of the 15 rooms that fail the targets, 14 are bedrooms.
 - The Old Granary – For VSC 37 out of 48 windows (77%) will either meet or exceed the BRE Guidelines. The average retained VSC value for this property is 37% which is considered excellent. All rooms achieve the NSL target.
 - Eco World South – For VSC 190 out of 207 windows (92%) will achieve BRE compliance. The average retained VSC value for the windows facing the site is 22% which is considered good for an urban environment. 96% of the rooms assessed will meet NSL test.
 - Eco World North – Full compliance for both VSC and NSL
 - Skippers Court – Full compliance for both VSC and NSL
- 1.101 For sunlight, the results demonstrate full BRE compliance for all neighbouring developments listed above.

- 1.102 In the context of the changing townscape in this area that is subject to redevelopment proposals, some changes in levels are to be expected, and the overall percentage of the surrounding developments that meet or exceed BRE guidelines demonstrates that there would be a good level of daylight and sunlight retained to neighbouring developments.
- 1.103 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/Privacy/Overbearingness

- 1.104 Given the change in the use and the scale of the development within an urban setting it is reasonable to assume that there will be potential for perception of loss of privacy and outlook to those existing residential occupiers who neighbour the site, particularly as the proposed redevelopment development would replace a currently un-developed and largely open site.
- 1.105 In respect of Benedict's Wharf, the western elevation of Block A would directly face the eastern elevation of Benedict's Wharf at a distance of at approximately 25m. Block B would be located approximately 14m from the closest point, with residential bedrooms facing Benedict's Wharf, at an angle, and across the newly aligned road. This is a similar distance to Benedict's Wharf from The Old Granary. It is not considered there would be an undue loss of privacy to the residents of Benedict's Wharf.
- 1.106 The closest balcony edge of Block B would be approximately 14m from The Old Granary, as above, this relationship is similar to the established relationship between Benedict's Wharf and The Old Granary and is therefore considered acceptable.
- 1.107 Block A follows the same alignment as the Eco World scheme (Barking Wharf). There are no northern windows on Block A and no windows on the south elevation of the adjacent part of Barking Wharf. It is not considered there would be an adverse impact on this neighbouring development in respect of loss of privacy.
- 1.108 Block C would sit approximately 5m north of the southern boundary, adjoining Town Quay Wharf (non-residential as existing) and Quayside House (residential conversion), the proposed development includes southern facing bedroom windows to Block C. Town Quay Wharf and Quayside House both have north facing windows at a distance of approximately 3-4m to the shared boundary. As such the proposal would result in overlooking between this site and the adjacent buildings at a distance of 8-9m. As such, some loss of privacy to these neighbouring buildings would inevitably occur, which is in part due to the neighbouring sites having windows located close to their boundary. Given the emerging context of the ongoing redevelopments in the wider area, some overlooking is to be expected in an urban environment, and in this instance it is not considered that this would constitute a reason for refusal of the scheme.
- 1.109 In comparison to the new neighbouring developments, this application is not substantial in scale. Overall the proposal maintains a good relationship with neighbouring developments and would not result in an overbearingness to neighbouring properties. In respect of Barkign Wharf, it is noted that this application would introduce a podium level directly adjacent to the open part of this neighbouring site; however as the open area comprises car parking, it is not considered that the relationship of the podium to this area would be unacceptable.

Noise

- 1.110 London Plan policy D13 (noise) sets out ways to manage noise within new developments. The policy ties into policy D12 (agent of change) which places responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.
- 1.111 The proposed development would significantly intensify the site, in comparison to the existing use (albeit reducing car traffic through the site). The proposal would introduce residential and commercial uses which would both be noise generating. To mitigate the impact of the development, the Environmental Health Officer has recommended a number of conditions, namely a scheme of acoustic protection, details of noise insulation of party construction, plant not

restrictions, details of any commercial kitchen extract ventilation system and restrictions on the hours of use of non-residential uses to be permitted only between 07:00 and 23:00 on any day and delivery/collection hours only be permitted to take place between the hours of 07:00 and 21:00 on any day. Further conditions are also recommended in order to mitigate and minimise impacts during the construction of the development.

- 1.112 These conditions are necessary to prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Air Quality

- 1.113 The NPPF sets out at paragraph 181 that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants taking into account the presence of AQMAs and the cumulative impacts from individual sites in local areas.
- 1.114 Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum. This is supported by Policy DMSI4 of the draft Local Plan (Regulation 19 version). Core Strategy CR1 sets a policy requirement to protect air quality.
- 1.115 The Environmental Health Officer has reviewed the position relative to air quality and recommends the imposition of two conditions, one requiring the submission of details of boilers prior to installation.
- 1.116 Subject to the recommended conditions, the proposal is considered acceptable in terms of air quality, in accordance with the policies outlined above.

Summary

- 1.117 Overall it is considered that the impacts of the development on neighbouring amenity are acceptable and in accordance with the relevant policies, subject to the recommended conditions.

Sustainable Transport:			
<i>Car parking spaces:</i>	5 disabled parking bays 2 retained bays to The Old Granary	<i>PTAL Rating</i>	2
<i>Proposed number of cycle parking spaces:</i>	Residential: 267 long-stay and 5 short-stay Commercial: 6 long-stay and 37 short-stay	<i>Closest Rail Station / Distance (m)</i>	Barking (960m)
<i>Restricted Parking Zone:</i>	Yes	<i>Parking stress survey submitted?</i>	No

- 1.118 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.
- 1.119 London Plan Policies T1- T6, seek to promote sustainable modes of transport, encourage the effective use of land, reduce car dominance and be integrated with current and planned transport access, capacity and connectivity.
- 1.120 Core Strategy policy CR1 promotes the use of sustainable transport to assist in addressing the causes and potential impacts of climate change. Policies BR9, BR10 and BR11 of the Borough Wide Policies DPD set out the Council’s approach to parking, sustainable transport and walking and cycling. Emerging Policy DMT1 ‘Making better connected neighbourhoods’ of the Draft Local Plan (Regulation 19) sets out that development proposals should reduce the dominance of vehicles on London’s streets. Emerging policy DMT2 ‘Car parking’ states that development will be resisted where anticipated car parking and vehicle use will increase congestion and parking stress. Emerging policy DMM1 confirms that the Council may use planning obligations to address a development’s impacts and to ensure it aligns with the development plan for the borough,

including highways works or payments towards addressing any impacts as a result of the development and other transport requirements arising from transport assessments and travel plans.

- 1.121 Barking Area Action Plan Policy BTC8 states that the Council wish to encourage through traffic to remain on the primary road network and thereby reduce the levels of traffic using the roads in the Plan area as a short cut.
- 1.122 Strategic Policy SPP1 (Regulation 19 Draft Local Plan) promotes measures to improve access across the town centre, which includes prioritising pedestrian and cycle movement and safety around Town Quay, including restricting Highbridge Road to a minimum of one-way vehicular traffic.

Access

- 1.123 The application involves the realignment of the Town Quay road, where it meets Highbridge Road. The intention of the application is to also change the operation of this part of the highway network, to make the new Town Quay/Highbridge Road route one way, and restrict movement to enhance and improve the safety of pedestrians and cyclists, making the area more pedestrian and cycle friendly. The route will however be retained for emergency vehicles and two-way access for cyclists. The Transport Addendum has been assessed on the basis that Highbridge Road will be subject to restrictions to make it one way and limited to servicing and emergency vehicles, as well as buses if required. Two way access from Abbey Road to Benedict's Wharf and The Granary will be retained. As a result of this new pedestrian/cyclist priority, traffic will be re-routed via London Road. The Transport Technical Note submitted as part of the application includes a manual traffic survey that states most of the traffic associated with Town Quay is through traffic either going to, or coming from, the A406 and St Paul's Road which is affectively a rat-run between the A406 and A13 and for motorists to avoid the two roundabouts at the northern end of Abbey Road and A406. It is therefore understood that the existing connection effectively acts as a 'rat-run' for through traffic. As such, the development will contribute towards Council priorities to improve the local environment for residents, returning a high proportion of traffic back to the strategic road network instead of using local residential roads as a rat-run.
- 1.124 The existing pedestrian crossing on Abbey Road will be relocated further south to allow for the new road layout to be implemented. The new crossing will be a toucan crossing to allow for both pedestrians and cyclists to cross. The crossing will be delivered as part of a S278 agreement, to be secured through S106.
- 1.125 As part of the sustainable transport strategy, an integral element to the development is to allow for pedestrians and cyclists to be able to walk continuously from the development over the crossing through Abbey Green, thus opening connections to Barking town centre and allowing for a smooth pedestrian flow. These pedestrian and cycle connections are fundamental to this scheme for both the commercial and the residential units. The new Abbey Road crossing would open onto Abbey Green at an area where there is currently no path. To ensure the aims of this sustainable, pedestrian and cycle friendly development can be achieved, it is therefore recommended that the new path is delivered within Abbey Green, to provide a direct connection between the development and the town centre. This should be secured via a S106 obligation. To ensure the public realm within the site also functions in the interest of the public (continuing the current open nature of the public space), a S106 obligation is also recommended to ensure that access to the open space is provided 24hours.
- 1.126 The applicant has proposed that the loading bay on Abbey Road will be on-footway, so it can be used as a footway when not in use, but there will be a constant minimum 2 metre footway behind it. This will also require the slight realignment of the kerb line on the opposite side of the road to ensure there is no pinch point in both carriageway and footway. This should be undertaken as part a S278 agreement.

Car and cycle parking

- 1.127 The development will be delivered as a car free development with the provision of 5 disabled parking bays, which will have electric charging facilities. The 5 bays represent the 3% provision, in accordance with the London Plan, reduced from the 10% originally proposed, in response to the GLA/TfL stage 1 report. To ensure that the development remains car free, a S106 obligation

should be imposed preventing future occupants from obtaining parking permits (with the exception of those qualifying for disabled parking). Free car club membership will be secured via a S106 agreement.

- 1.128 Two car on-site car parking spaces associated with The Old Granary are to be relocated elsewhere on site. The applicant has consulted with the owners of The Old Granary, who are comfortable and supportive of the proposals.
- 1.129 The type of cycle parking proposed has been amended through the course to the application in response to TfL comments in the GLA Stage 1 report to ensure at least 20% of standard cycles are to be provided via Sheffield stands, rather than two-tier racks. The cycle parking provision is also in accordance with the London Cycling Design Standards (LCDS) document in that it provides larger spaces at 5% of the total provision. The quantum and type of cycle parking is in accordance with London Plan standards, and is considered acceptable. It is recommended that a cycle parking condition is attached should permission be granted, to ensure the delivery is in line with the proposals.
- 1.130 A Car and Cycle Parking Management Plan that includes a CCTV scheme for enforcement of moving violations to be installed and made operational with all costs incurred to be met by the applicant and should be secured as an obligation in the S106.

Other highways matters

- 1.131 Officers recommend that a full Delivery and Servicing Management Plan, Constructions Logistics Plan and Travel Plan are submitted as conditions to ensure that the principles set out in the submitted information are imposed, and that officers can review the details of the Plans as they emerge.

Summary

- 1.132 Subject to the recommended conditions and obligations summarised above, the proposal will improve the pedestrian environment within and through the site, and it is not considered that there would be any severe impact on the highway network as a result of the development proposals. The proposed development is considered to meet the sustainable transport aims of local, regional and national planning policy, and is therefore considered acceptable in terms of sustainable transport.

Employment:

- 1.133 London Plan Policy E11 promotes inclusive access to training, skills and employment opportunities for all Londoners. Core Strategy Policy CM1 states that development should meet the needs of new and existing communities and that a sustainable balance should be sought between housing, jobs and social infrastructure. Strategic Policy SP5 of the Draft Local Plan (Regulation 19) sets out that the Council will support businesses who seek to evolve, diversify and contribute to a more thriving and more inclusive local economy, including through the provision of employment and training opportunities for local people. Emerging policy DMM1 notes that the Council may request planning obligations to achieve construction-phase and occupation-stage employment and procurement targets.
- 1.134 The proposed development will contribute to employment for residents within the borough. Officers 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.
- 1.135 It is therefore considered that the proposal will accord with the aforementioned policies, and contribute towards harnessing local jobs, skills and training.

Impact to existing Education Provision:

- 1.136 The application relates to a single-phase scheme including the delivery of 147 residential units. The scheme includes 15 family units and the GLA child yield calculator estimates that the site will have a yield of 73 children (of which 37 would be ages 0-4).

1.137 There is a need for a primary school in the Barking Town Centre area, from the cumulative child yield from developments

Waste management:

- 1.138 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 (Regulation 19) through Strategic Policy SP7 and Policy DMSI9.
- 1.139 The Council’s Waste and Recycling Officer has reviewed the application submission and noted that the submitted plans do not include bin pull distances. It is therefore recommended that a Refuse Strategy is submitted as a condition, so as to ensure the development accords with waste related policies and operates efficiently.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):	
<i>BREEAM Rating</i>	Very Good
<i>Renewable Energy Source / %</i>	7%
<i>Proposed CO₂ Reduction</i>	40%

- 1.140 The NPPF emphasises at paragraph 148 that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 1.141 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 ‘minimising greenhouse gas emissions’ directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the be lean, be clean, be green, be seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Policy SI states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.
- 1.142 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet high environmental buildings standards and encourage low and zero carbon developments. Policy BR2 ‘Energy and on-site renewables’ of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMS2 ‘Energy, heat and carbon emissions’ sets out the Council’s expectations for major development to contribute and where possible exceed the borough’s target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 1.143 Borough Wide Development Policies DPD policy BR1 sets a requirement for non-residential major developments to achieve BREEAM Very Good-Excellent. The Draft Local Plan (Regulation 19) seeks to go further, requiring all new non-residential development over 500sqm floorspace to be designed and built to meet or exceed a BREEAM Excellent rating.
- 1.144 A Sustainability and Energy Statement has been submitted, outlining the sustainability measures. In respect of BREEAM, the report considers that there should be no BREEAM requirement as all commercial units are below 500sqm and will be delivered as shell only and the developer is concerned in relation to the cost implications and the economic implications if achieving BREEAM Excellent. Officers however consider that this is not the approach that should be applied for a major development that delivery over 900sqm of commercial floorspace, thus triggering local plan requirements to achieve BREEAM ratings. Achieving BREEAM targets is important to ensure a sustainable development, and meet the local and regional climate targets, which are becoming increasingly important in light of the climate crisis. The applicant has agreed that they will accept

a BREEAM 'Very Good' accreditation. Whilst this does not meet the emerging Local Plan policies, it accords with the adopted policy position and is therefore considered acceptable, particularly given the size of the individual units.

- 1.145 The Statement also sets out the sustainability features integrated into the proposed development.
- 1.146 In terms of carbon reduction, the Statement follows the be lean, be clean, be green, be seen hierarchy. It should be noted that the carbon reduction figures are not assessed against the SAP 10 carbon emissions factors, as the Statement explains that whilst GLA guidance expects the use of SAP 10, this may not apply to an application that is in a Heat Network Priority Area and where there is potential for the application to connect to a heat network CHP. The application proposes to connect to the planned Barking District Heat Network; to ensure this can be delivered, a planning obligation is recommended.
- 1.147 The proposal includes the installation of rooftop photovoltaic panels on the flat roof sections of the development. The assessment demonstrates that the proposal is able to achieve an onsite saving of 40% in carbon dioxide emissions through the combination of be lean (6%), be clean (26%) and be green (7%) measures. It is recommended that this is conditioned, and a planning obligation is added for any offsetting contribution. The London Plan adopted 2021, notes that a nationally recognised non-traded price of £95/tonne has been tested as part of the viability assessment for the London Plan which boroughs may use to collect offset payments (footnote 155).
- 1.148 Subject to the above, it is considered that the proposal is acceptable in terms of energy and sustainable development.

Biodiversity & Sustainable drainage:

- 1.149 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.
- 1.150 Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policy SI17 supports river restoration and biodiversity improvements, noting that developments along London's river network should respect their local character, environment and biodiversity. Policy D8 encourages the incorporation of green infrastructure to the public realm to support rainwater management. 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 SP6 of the emerging Local Plan (Regulation 19 stage). Emerging policy DMNE2 supports developments that maximise opportunities for urban greening; DMNE3

Biodiversity and ecology

- 1.151 The existing site consists of hardstanding, and a greenspace comprising grassland and planting, including tree coverage. There is also an area of previously developed land at the north of the site, which was part of Abbey Retail Park. The existing trees and greenspace would be removed from the site however this would be replaced by new planting, green infrastructure and native landscaping. The proposals also include the introduction of ecological enhancements including the installation of bat and bird boxes. It is recommended that these measures are conditioned, in accordance with a lighting strategy to ensure external lighting is sensitive to the surrounds (including the River Roding), and a condition requiring vegetation clearance to the outside of bird breeding season.
- 1.152 Subject to the recommended conditions, the application is considered acceptable in respect of biodiversity and ecology.

Sustainable drainage

- 1.153 The NPPF states that new development should be planned for in ways that avoid increased vulnerability to the impacts arising from climate change, and highlights at paragraph 155 that inappropriate development in areas at risk of flooding should be avoided, and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

- 1.154 London Plan policy SI13 states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to the source as possible. Drainage should be designed and implemented to promote benefits including urban greening, improved water quality and water efficiency. Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Regulation 19 stage), set out the local policy position.
- 1.155 A Drainage Strategy and Flood Risk Assessment supported by a river wall conditions survey has been submitted as part of the application. The river wall conditions survey recommends further investigations to establish the residual life of the flood defences and identify any remedial works necessary. The main design principles and proposals have been accepted by officers, subject to recommended conditions including the submission and implementation of a drainage scheme, and a strategy for maintaining and improving flood defences.

Habitat Regulation Assessment: Epping Forest Special Area of Conservation (SAC)

- 1.156 Officers have considered the development type and proximity to Epping Forest Special Area of Conservation (SAC) and noting that the application is for new residential development within the 6.2KM Zone of Influence (ZoI) for the Epping Forest Special Area of Conservation have undertaken a Habitat Regulation Assessment. This assessment is detailed at **Appendix 5** and has been undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the emerging strategic approach relating to the Epping Forest Special Area of Conservation (SAC) Interim Mitigation Strategy Dated 06 March 2019.
- 1.157 The Habitat Regulation Assessment recognises that the proposed development either when considered alone, or in combination with other residential developments is likely to have a significant effect on the sensitive interest features of Epping Forest Special Area of Conservation (SAC) through increased recreational pressure.
- 1.158 Having considered the proposed local enhancement and mitigation measures above, the London Borough of Barking & Dagenham conclude that the project will not have an adverse effect on the integrity of the Epping Forest Special Area of Conservation included within the Epping Forest Mitigation Strategy.
- 1.159 Further, having regard to the results of the 2019/20 Epping Forest Visitor Survey, it is confirmed that *'very few people from Barking and Dagenham visited the SAC'* and as such Natural England have confirmed in writing (17th September 2020) that no mitigation is required.

Conclusions:

In assessing the application, officers find the proposed development 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. Officers are 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:

Development Plan Context:

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:

National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)

The London Plan 2021

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city
GG4 Delivering the homes Londoners need
GG5 Growing a good economy
GG6 Increasing efficiency and resilience
Policy SD1 Opportunity Areas
Policy SD6 Town centres and high streets
Policy SD7 Town centres: development principles and Development Plan Documents
Policy SD10 Strategic and local regeneration
Policy D1 London's form, character and capacity for growth
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the designed approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D9 Tall buildings
Policy D11 Safety, security and resilience to emergency
Policy D12 Fire safety
Policy D13 Agent of Change
Policy D14 Noise
Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H7 Monitoring of affordable housing
Policy H9 Ensuring the best use of stock
Policy H10 Housing size mix
Policy S1 Developing London's social infrastructure
Policy S2 Health and social care facilities
Policy S3 Education and childcare facilities
Policy S4 Play and informal recreation
Policy E1 Offices
Policy E2 Providing suitable business space
Policy E11 Skills and opportunities for all
Policy HC1 Heritage conservation and growth
Policy HC3 Strategic and Local Views
Policy HC4 London View Management Framework
Policy HC6 Supporting the night-time economy
Policy E9 Retail, markets and hot food takeaways
Policy G1 Green infrastructure
Policy G4 Open space
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

	<p>Policy SI 1 Improving air quality Policy SI 2 Minimising greenhouse gas emissions Policy SI 3 Energy infrastructure Policy SI 4 Managing heat risk Policy SI 5 Water infrastructure Policy SI 6 Digital connectivity infrastructure Policy SI 7 Reducing waste and supporting the circular economy Policy SI 8 Waste capacity and net waste self-sufficiency Policy SI 12 Flood risk management Policy SI 13 Sustainable drainage Policy SI 14 Waterways – strategic role Policy SI 15 Water transport Policy SI 16 Waterways – use and enjoyment Policy SI 17 Protecting and enhancing London’s waterways 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 Policy T6.1 Residential parking Policy T6.5 Non-residential disabled persons parking Policy T7 Deliveries, servicing and construction Policy T9 Funding transport infrastructure through planning Policy DF1 Delivery of the Plan and Planning Obligations</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1: General Principles for Development Policy CM2: Managing Housing Growth Policy CM4: Transport Links Policy CM5: Town Centre Hierarchy Policy CR1: Climate Change and Environmental Management Policy CR2: Preserving and Enhancing the Natural Environment. Policy CR3: Sustainable Waste Management Policy CR4: Flood Management Policy CC1: Family Housing Policy CC2: Social Infrastructure to Meet Community Needs Policy CC3: Achieving Community Benefits through Developer Contributions Policy CE1: Vibrant and Prosperous Town Centres Policy CP2: Protecting and Promoting our Historic Environment Policy CP3: High Quality Built Environment</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1: Environmental Building Standards Policy BR2: Energy and On-Site Renewables Policy BR3: Greening the Urban Environment Policy BR4: Water Resource Management Policy BR5: Contaminated Land Policy BR7: Open Space (Quality and Quantity) Policy BR9: Parking Policy BR10: Sustainable Transport Policy BR11: Walking and Cycling</p>

	<p>Policy BR13: Noise Mitigation Policy BR14: Air Quality Policy BR15: Sustainable Waste Management Policy BC1: Delivering Affordable Housing Policy BC2: Accessible and Adaptable Housing Policy BC7: Crime Prevention Policy BC8: Mixed Use Development Policy BC10: The Health Impacts of Development Policy BC11: Utilities Policy BE1: Protection of Retail Uses Policy BE3: Retail Outside or on the Edge of Town Centres Policy BE4: Managing the Evening Economy Policy BP2: Conservation Areas and Listed Buildings Policy BP3: Archaeology Policy BP4: Tall Buildings Policy BP5: External Amenity Space Policy BP6: Internal Space Standards Policy BP8: Protecting Residential Amenity Policy BP10: Housing Density Policy BP11: Urban Design</p>
<p><i>Local Development Framework (LDF) Barking Town Centre Area Action Plan (2011)</i></p>	<p>BTC1 Additional Shopping Floorspace BTC5 Leisure Uses and the Evening Economy BTC6 Barking as a Visitor Destination BTC7 Improving Public Transport BTC8 Traffic Management/Abbey Road Home Zone BTC9 Town Centre Car Club BTC10 Pedestrian Movement BTC11 Cycling Facilities BTC12 Off-Street Public Car Parking BTC13 Housing Supply BTC15 Social Infrastructure/Community Facilities BTC16 Urban Design BTC17 Tall Buildings BTC18 Public Realm BTC19 Heritage and the Historic Environment BTC20 Parks, Open Spaces, Play Areas and Tree Planting BTC21 Riverside Development and Informal Leisure BTC22 Sustainable Energy BTCSSA7 Abbey Retail Park BTC23 Developer Contributions</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>STRATEGIC POLICY SPDG 1: Delivering growth in Barking and Dagenham STRATEGIC POLICY SPP1: Barking and the River Roding Area STRATEGIC POLICY SP 2: Delivering a well-designed, high-quality and resilient built environment POLICY DMD 1: Securing high-quality design POLICY DMD 2: Tall buildings POLICY DMD 3: Development in town centres POLICY DMD 4: Heritage assets and archaeological remains</p>

	<p>POLICY DMD 5: Local views STRATEGIC POLICY SP 3: Delivering homes that meet peoples' needs POLICY DMH 1: Affordable housing POLICY DMH 2: Housing mix STRATEGIC POLICY SP 4: Delivering social and cultural infrastructure facilities in the right locations POLICY DME 5: Evening Economy POLICY DME 3: Encouraging vibrant, resilient, and characterful town centres POLICY SP6: Green and blue infrastructure POLICY DMNE 1: Parks, open spaces and play space POLICY DMNE 2: Urban greening POLICY DMNE 3: Nature conservation and biodiversity POLICY DMNE 4: Water Environment POLICY DMNE 5: Trees STRATEGIC POLICY SP7: Securing a clean, green and sustainable borough POLICY DMSI 1: Sustainable design and construction POLICY DMSI 2: Energy, heat and carbon emissions POLICY DMSI 3: Nuisance POLICY DMSI 4: Air quality POLICY DMSI 5: Land contamination POLICY DMSI 6: Flood risk and defences POLICY DMSI 7: Water management POLICY DMSI 9: Demolition, construction and operational waste POLICY DMSI 10: Smart Utilities STRATEGIC POLICY SP8: Planning for integrated and sustainable transport POLICY DMT 1: Making better connected neighbourhoods POLICY DMT 2: Car parking POLICY DMT 3: Cycle parking POLICY DMT 4: Deliveries, servicing and construction STRATEGIC POLICY SP 9: Managing development POLICY DMM 1: Planning obligations (Section 106)</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 (GLA, March 2016, Updated August 2017) Housing (2016) Play and Informal Recreation (2012) Energy Assessment Guidance (GLA, October 2018) Sustainable Design and Construction SPG (GLA, April 2014) Abbey and Barking Town Centre Conservation Area Appraisal</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:

Relevant Planning History:			
<i>Application Number:</i>		<i>Status:</i>	
<i>Description:</i>	None relevant.		

Appendix 3:

The following consultations have been undertaken:

- LBBB Energy
- Designing Out Crime Office, Metropolitan Police
- LBBB Accessibility Officer
- LBBB Environmental Health Officer
- Thames Water
- London Fire Brigade
- LBBB Parks Development Officer
- Natural England
- Historic England – Buildings
- Historic England – Greater London Archaeological Advisory Service
- LUC Ecology
- Environment Agency
- Lead Local Flood Authority
- Be First Urban Design Officer
- Port of London Authority
- GLA/TfL Stage 1 referral
- London Underground/DLR Infrastructure Protection
- LBBB Waste and Recycling Officer

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
LBBB Energy 23/10/2020	Reviewing the plans for technical specifications to connect to the district heat network and considers that these discussions are not required to be channelled through the planning process.	No comment, the proposal to connect to the District Heat Network will be secured via S106.
Designing Out Crime Officer, Metropolitan Police 26/10/2020	Raised concerns that the initial submission failed to address security for either residential or commercial units, in particular: <ul style="list-style-type: none">• Vehicle parking in block A needs to be readily accessible to residents and needs protecting.• Active streetscenes – ground floor activation should be included as much as possible to increase natural surveillance. Active commercial developments like the food and beverage aspects will help with this activation and are supported by the policy• Public realm – clear legible signage is required, places to dwell should be designed out, to avoid loitering, external furniture should be robust and vandal and graffiti resistant.	A condition is recommended to address the comments raised.

	<ul style="list-style-type: none"> • External lighting and CCTV – should cover the entire scheme. The emphasis should be on installing low glare/high uniformity lighting levels in line with British Standard 5489-1 of 2013. The Colour rendering qualities of lamps used in an SBD development should achieve a minimum of at least 60Ra on the Colour Rendering Index. All external aspects of the development should benefit from dusk to dawn lighting ideally placed over every entrance. Column lighting and bulkhead lighting should be utilised. The proposed development must be covered by HD evidential quality CCTV. • Commercial units to be constructed and fitted to accredited security standards. • Residential communal ground floor entrances should have secure post lobby at ground floor and lobbies must be supported by robust self-closing and self-locking certified door sets. • Residential blocks have more than 25 units so will require security compartmentation (layering) beyond the entrance lobby. This can be achieved through smart lift systems. Meet and greet systems must not be used. • Bin and cycle stores to be access controlled and further supported with self-closing and self-locking single leaf robust doorsets. • Doors and windows should be designed to a specified standard. • Communal gardens, podium access or roof terraces – robust boundary treatment to ensure security. Capacity to be proportionate and grouped where possible. External furniture to be robust and vandal proof. • Layout and entrance layout can impact how the commercial venues will operate. Raising floor areas behind a bar can maximise authority and field of vision for staff. Secure storage areas for outside furniture etc. should not act as informal climbing aids. • Ideally designated smoking and drinking areas offered by licensed premises should be separated from the general public by a demarked boundary and not directly accessible from the public space. <p>Recommends the imposition of a security condition requiring a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve standards based on Secured by Design principles.</p>	
<p>LBBB Accessibility Officer 28/10/2020</p>	<p>The officer raised questions in relation to the accessibility of lifts, commercial units, entrance doors, intercom, bin stores, play areas and highlighted a demand for M4(3) standard properties – adapting properties at a later date is cost prohibitive. The officer also highlighted that the lobby doors are too close to each other.</p>	<p>The applicant responded to address the issues raised, including increasing lobbies to improve access for disabled users, confirming that the play areas will be inclusive and that M4(3) standards are proposed</p>

		<p>in line with London Plaam requirements and will show the locations of these dwellings.</p> <p>The Access Officer responded on 24/11/2020 to confirm that he was happy with the response.</p>
<p>Environmental Health Officer 4/11/2020</p>	<p>Highlighted concerns regarding noise levels, particularly as the layout of the commercial space is likely to change. Recommends conditions in relation to:</p> <ul style="list-style-type: none"> • Contaminated land • Construction Environmental Management and Site Waste Management • Scheme of acoustic protection • Noise insulation of party construction between residential and non-residential units • Noise limit from non-residential uses and plant and structure borne noise emissions • Details of any commercial kitchen extract ventilation system to be submitted • Houses of non-residential uses to be limited to 07.00-23.00 hours and for delivery/collection of goods to only take place between 07.00-21.00 hours. • Air quality condition • Emissions from non-road mobile machinery (NRMM) 	<p>The proposed conditions are considered to be necessary to the development. Conditions to be imposed, as recommended.</p>
<p>Thames Water 06/11/2020</p>	<ul style="list-style-type: none"> • Waste comments – no objection • Public sewers – recommends a condition requiring the submission of a piling submission statement, due to the location of a strategic sewer within 15metres of the site. • Surface Water – if the sequential approach is followed, no objection. • Not within water supply boundary • Applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. 	<p>The proposed conditions are considered to be necessary to the development. Conditions to be imposed, as recommended.</p>
<p>London Fire Brigade 09/11/2020 01/12/2020</p>	<p>The London Fire Brigade initially responded to state that they are unable to fully assess the drive up fire appliance access from the plans provided and requested scaled plans showing the access routes to the residential blocks. The response also questioned the relationship with Quayside House.</p> <p>Following the submission of additional information, it was confirmed that the Commissioner is now satisfied with the proposals.</p>	<p>No comments.</p>
<p>Parks Development Officer 10/11/2020 24/11/2020</p>	<p>Raises concern with regards to the loss of view across the river from the direction of the Town Centre, and the 'walling off' of Abbey Green and the conservation area from the river.</p>	<p>In relation to the view from the river, officers consider the application offers a positive approach to providing a focal site, which seeks connect the</p>

<p>26/11/2020</p>	<p>The application is unsatisfactory in terms of justification of loss of public green space.</p> <p>Raises questions in relation to the ecological report. Following clarification from the applicant, the officer acknowledged that the questions were in relation to a misunderstanding regarding the names of the SINC.</p> <p>Highlights that there will be an increased footfall on the open space of Abbey Green and other increased demands need to be further allowed for. The effects of footfall go beyond existing paths and roads, and provide increased demand for services, which in this case relate to recreational space and facilities. In the case of Abbey Green, it will result in increased use of the limited playground which already serves a wider area than originally designed for. Most of the demand in parks (not all) is for older children. Additional resources for play of one kind or other at Abbey Green would be useful and welcomed. Due to the need to safeguard buried archaeology at Abbey Green, provision here will be more expensive than most places, unless it can be done without disturbing the ground.</p>	<p>transition between the River Roding developments and the town centre.</p> <p>Whilst the site is currently a public green space, it is bounded on 3 sides by roads, and is divided by public walkways. The proposed application would re-provide public open space that creates a connection with the river edge, and is activated by ground floor commercial spaces, and incidental playspaces. It is therefore considered that this new public realm will be enhanced through its design and use of high quality materials.</p> <p>In relation to the impact on Abbey Green, the application includes the provision of on site playspace. However, there is a deficiency of circa 220sqm, when assessed against the GLA child yield. As such, it is recommended that a contribution is sought that can be used to improve the playspace at Abbey Green, in order to address the increased demand as a result of the development.</p>
<p>Natural England 11/11/2020 21/12/2020</p>	<p>Natural England reviewed the HRA and are satisfied with the analysis. NE is happy with the conclusions reached that the development along and in combination would not contribute to adverse impacts on the integrity of Epping Forest SAC or the underlying SSSI</p>	<p>No further requirements in relation to Epping Forest SAC.</p>
<p>Historic England – Greater London Archaeological Advisory Service (GLAAS) 11/11/2020 03/02/2021</p>	<p>The site lies in an area of archaeological interest, on the edge of the Scheduled Monument of Barking Abbey and recent investigations to the north have demonstrated how much significant archaeology survives from the medieval and earlier occupation of the Abbey site, between the designated heritage asset and the river. Archaeological evidence from prehistory is likely to survive at the application site.</p> <p>Originally responded to recommend a pre-determination archaeological assessment/evaluation.</p> <p>An Archaeological Trench Evaluation has since been carried out at the site. From the results it appears that the site contains evidence of the early river frontage that existed before a seventeenth</p>	<p>The proposed conditions are considered to be necessary to the development. Conditions to be imposed, as recommended.</p>

	<p>century project to consolidate and define the modern Town Quay took place. A timber mooring post of perhaps mediaeval date was identified, indicating the pre-modern use of the waters' edge.</p> <p>Considers the consent could be managed with conditions: a two stage fieldwork condition and a foundation design approval condition.</p> <p>There will be useful results from further investigation here, especially in helping to understand how Barking's commercial wealth and prestige developed while the Roman material found hints that we might find another piece of the puzzle about earlier settlement. As with Abbey Retail Park, there will be opportunities to derive public value from further investigation as part of the development.</p> <p>Advises that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard.</p>	
<p>Historic England (buildings) 12/11/2020</p>	<p>This is the latest in a succession of tall residential-led schemes in this historic part of Barking. HE have raised concerns about the scale of these developments and the resulting encroachment on Abbey Green and the Town Quay.</p> <p>Whilst Historic England consider this development would contribute to this sense of encroachment, it is recognised that significantly greater effort has been made here to design buildings and landscaping that respond more successfully to the historic character of the area. Therefore whilst some incremental harm will result from these proposals, it is recognised that there are some heritage benefits also, and no objections are raised.</p> <p>In terms of significance of the Historic Environment, Historic England highlight that the site is largely adjacent to the Abbey and Barking Town Centre Conservation Area, which is characterised in this area by the Town Quay to the west along the river Roding, which contains Grade II listed Old Granary building - vestiges of Barking's rich industrial past. To the east is Abbey Green, containing the remains of Barking Abbey which is a scheduled ancient monument and also listed at Grade II. It is therefore of substantial historic interest, and one of London's most</p>	<p>The impact of the development on heritage assets is assessed within the main body of this planning report.</p>

	<p>important sites.</p> <p>The area around the Roding and Abbey Green have recently been subject to various large-scale and residential-led development proposals resulting in a more urban character which we consider has had a detrimental impact on the character of the conservation area and the setting of designated heritage assets in the area.</p> <p>Historic England welcome the design approach for the 7 and 8 storey buildings which draw influence from the architectural and historic character of the Old Granary building and Town Quay.</p> <p>Despite these positive elements of the scheme, the development proposals would contribute to the encroachment of tall building development on the setting of Abbey Green and its nationally important designations. The development would also further diminish the architectural interest and landmark character of the Grade I St Margaret's Church as presented in View 3a and 3b by breaking the historic roofline in both views. We do, however, recognise that the more contextual architectural approach and materiality of the 7 and 8 storey buildings may soften this impact.</p> <p>It is considered that there would be some incremental harm as a result of the proposals.</p> <p>The NPPF states that 'less than substantial' harm to designated heritage assets should be weighed against the public benefits of the proposal by decision makers. Historic England consider that the opportunities to enhance the conservation as set out in this letter can contribute to the heritage-related public benefits of the scheme. Should the Authority be minded to approve the application, it is important that conditions are imposed regarding the materials for the proposed buildings and landscaping to ensure that these would be high quality and complimentary to the historic surroundings.</p>	
LUC Ecology	<p>The assessment scope is considered proportionate to the scale of the proposed development and the likely existing ecological importance of the site.</p> <p>Baseline data used to inform the assessment has followed standard best practice methods. A robust desk study was requested from GiGL while field work was appropriate, proportionate and in compliance with current best practice methods.</p> <p>LUC consider that whilst the Assessment accurately reflects the ecological importance of the</p>	<p>The proposed conditions are considered to be necessary to the development. Conditions to be imposed, as recommended.</p>

site, no breeding bird surveys have been undertaken. However, the assessment reaches appropriate conclusions and as such it is not considered necessary to undertake detailed breeding bird surveys at the site.

The following recommendations are made:

- Do not believe a lighting strategy has been submitted with the application, thus it would be appropriate to condition the preparation of a strategy, in consultation with Be First. The lighting strategy should be based around current good practice.
- The Assessment makes a 'recommendation' that vegetation should be cleared out with the breeding bird season (March – July inclusive). In order that all legislative obligations are met, LUC advise that this measure should be a commitment, rather than a recommendation, and should be included in a condition. Where vegetation cannot be removed outside the breeding bird season, an appropriately qualified and experienced ecologist should undertake checks immediately prior to removal and provide all necessary advice.
- 'Plan ECO3', which is appended to the Assessment, sets out enhancement commitments relating to the planting of native, fruit-bearing trees and the inclusion of rain gardens. However, these commitments do not translate into the submitted landscape plans (Drawing 2289-01-DR-L-0001). LUC recommend that this commitment is captured via an appropriate condition, specifically referencing Plan ECO3. We note that first floor soft works do not include the inclusion of native species planting (Drawing 2289-01-DR-L-0006).
- In relation to the above, we note that the site currently supports rowan (*Sorbus aucuparia*), a species of value to passerine birds. Final planting proposals should consider the inclusion of this species.

LUC provided a further assessment on the HRA, which is triggered by the site's location within the 6.2km 'zone of influence' of the Epping Forest SAC. LUC consider the identification of appropriate potential effects and appropriate baseline datasets to be relevant, accurate and appropriate. The detailed method is considered to be robust, transparent and defensible conclusions. LUC supports the conclusions reached in the HRA. It is considered that the HRA provides all necessary information and analysis for Be First to discharge its legal obligations under 'The Conservation of Habitats and Species Regulations 2017 (SI

	2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)'. Initially objected on the basis of the absence of an acceptable flood risk assessment. EA withdrew their objection on 06/01/2021 following the submission of document reference Flood Risk Assessment, revision: C – Final, prepared by EAS, dated December 2020, subject to the recommended condition, summarised below. Recommend a condition requiring the submission and approval of a strategy for maintaining and improving the flood defences.	
Environment Agency 26/11/2020 06/01/2021	Happy with the preliminary drainage strategy, the proposed 50% betterment is accepted on the proviso the proposed discharge route is direct to watercourse. Would like the applicant to consider the use of green infrastructure, such as tree pits, to take surface run-off from hardstanding areas. Recommends a condition: <ul style="list-style-type: none"> • Requiring the submission of a detailed drainage scheme prior to commencement • The Surface Water drainage works to be carried out prior to occupation, and thereafter maintained and managed in accordance with the agreed management and maintenance plan. 	It is considered that the condition is necessary to make the development is acceptable and the condition will therefore be imposed. It is considered that the condition is necessary to make the development is acceptable and the condition will therefore be imposed.
Lead Local Flood Authority (LBBD Flood Risk Manager) 30/11/2020	Layout The extent to which the site layout follows the principles and approach agreed in previous design workshops and is informed by the Town Quay Vision (January 2020) is acknowledged. The hierarchy of routes and gateways into the site appear well considered, providing a suitably legible primary pedestrian connection from Abbey Green with a secondary vehicular connection via Highbridge Road. Revisions made to the layout/form of the buildings which broadly respond to views across Town Quay and the Grade II listed Granary and the tightening up of the public space for a greater sense of enclosure are supported. The rationale for the location of the proposed ground floor uses; restaurants/cafes fronting the main public space with workshop/studio spaces fronting the secondary service route is accepted and the repositioning of all residential entrances onto Abbey Road is welcomed. Scale & Massing	The comments are further assessed above.

The principle of creating a collection of smaller scale buildings (which the Granary forms part of) framing the new public space with an increase in the scale of buildings fronting Abbey Road is supported. However, the extent to which the proposed heights deviate from those recommended in the Town Quay Vision (4-6 stories around the quayside space and 6-7 stories at the edges) is noted.

Among the key principles outlined in the Town Quay Vision is the importance of retaining a human scale taking reference from the scale of the Granary. Further consideration should be given to reducing the height of Block B in this regard in order to reduce its impact on the new public space.

Architecture

The design approach which seeks to distinguish the site from the existing and emerging context to create a different character and identity for Town Quay is strongly supported.

However, the rationale to tie the appearance of Block A in with the emerging style of architecture fronting Abbey Road (as a continuation of the adjacent Barking Wharf development) is less convincing, there is an opportunity here to establish a clean break from the EcoWorld 'London vernacular' to create a clearly defined warehouse/wharf aesthetic for this part of Abbey Road/Town Quay.

Taking inspiration from the industrial heritage of the Town Quay/River Roding setting to inform the design thinking for Blocks B and C is welcomed. Referencing the pitched roof forms of the Town Quay setting will provide contextual grounding to the buildings which will positively enhance the setting and sense of place.

The design intent to develop the language of the key facades with subtle transitions in character between the outer edges and the inner gables is acknowledged. However, there is a lot going on architecturally with a mix of traditional contextual references alongside contemporary elements. The form of the buildings is distinct and interesting in its own right and therefore the buildings do not need so many contrasting elements and architectural ideas. The scheme would benefit from rationalising and simplifying the architectural treatment of the key facades.

Landscape

The key principles of the proposed landscape

	<p>strategy which seeks to connect Abbey Green (park edge) with quayside (wharf edge), improve interaction with the waterside and manipulate level changes to allow a greater level of engagement with the space are supported.</p> <p>The requirement for a hard edge fronting the central space in order to retain access for river wall maintenance is noted. The flexibility provided by a hard landscaped central space to facilitate potential future outdoor events is also acknowledged. However, it is considered that there is scope to increase the amount of soft landscaping, i.e. extending the area of planting to the west and enhancing the appearance of the service route/road.</p> <p>Additional greening provided around the arrival space and park edge from earlier iterations is welcomed and helps to create a green extension from Abbey Green into the site to create a softer visual transition. The re-provision of trees to compensate for those lost is acknowledged.</p> <p>Whilst revisions made to landscape proposals along Abbey Road which include a new pedestrian crossing from Abbey Green are welcomed, it is noted that this area falls outside the red line boundary, further clarity is therefore required with regards to design aspiration and planning delivery. Similarly, it is noted that the moorings and pontoons shown in the CGI imagery are aspirational only at this stage although it is understood that the Port of London Authority are supportive.</p> <p>The referencing of local industrial heritage and site context to inform materiality is supported, however, as previously advised it is also important to consider the materials palette of neighbouring developments in order to achieve a degree of consistency and cohesion between the neighbouring schemes.</p>	
<p>Port of London Authority 14/12/2020</p>	<p>PLA highlight that there are a number of references to a potential ponton and associated river related activities which may form part of a future phase of development at this location. PLA note that there is a significant opportunity to develop and promote river-related activities and potential moorings in this location. PLA would support further discussion on this.</p> <p>Disappointed that the landscaping drawings do not refer to Riparian Life Saving Equipment. Details of such infrastructure must be ensured via an appropriately worded condition.</p> <p>Additionally, it must be ensured that all proposed</p>	<p>Officers consider the imposition of a lighting condition and Riparian Life Saving Equipment condition necessary.</p> <p>Officers have highlighted to the applicant that the details of moorings should only be</p>

	<p>external lighting is designed to prevent light spill into the watercourse or adjacent river corridor habitat and minimise its impact on navigation and the ecology of the River Roding.</p> <p>PLA consider further information should be provided as part of a Construction Logistics Plan to further consider opportunities for sustainable freight.</p>	<p>illustrated if this is part of the application. Officers explored whether moorings could be delivered through the application as part of the planning application, however the applicant does not intend to provide this, and in this instance, as the application delivers a good level of public space, and playspace provision, it is not considered that the delivery of this ponton is necessary to make the development acceptable in planning terms.</p>
<p>GLA/TfL Stage 1 report 21/12/2020</p>	<p>Principle of development The principle of a mixed-use scheme delivering 147 new homes above ground floor commercial uses in the London Riverside Opportunity Area is strongly supported.</p> <p>Housing: Additional Housing within the opportunity area is supported and the proposed 42.4% affordable housing meets the Fast-Track threshold owing to part of the site being public land. Both early and late stage review mechanisms must be secured. (paragraphs 14 to 19).</p> <p>Urban Design and Heritage: The layout, height, massing and overall appearance of the scheme is strongly supported, however, a Fire Safety Statement and details of how a suitable quantum of children's play space can be provided must be provided prior to determination. Further, the less than substantial harm to surrounding heritage assets is outweighed by the public benefits of the scheme (paragraphs 20 to 37).</p> <p>Child Playspace: The application generates an anticipated child yield of 68 children, and a play space requirement of 752sqm. 438sqm playspace is proposed on site, and 192sqm is proposed offsite. The applicant should provide further information confirming compliance with London Plan Policy S4. The Council should ensure that the on-site play space would not be segregated by tenure and is accessible to all residents. Both access and the provision of off-site play space should be secured through condition or appropriate planning obligations.</p> <p>Transport: Further information regarding vehicle access along Highbridge Road is required, particularly</p>	<p>The applicant has responded to the comments, including the submission of a Fire Strategy Report, updated documents to address the TfL comments, and updated energy information. Playspace is assessed above.</p>

	<p>how it would operate and its impact the surrounding road network and bus services. The transport assessment needs to be amended to meet healthy street guidelines as does the trip generation assessment with regards to estimated bus use. The car free development is supported, however there is some concern with the 10% provision of on-site disabled parking spaces. In order to comply with ItP policy additional long and short stay cycle parking is required also with information showing compliance with the LCDS (Paragraph 38 to 46).</p> <p>Sustainability: Further information on energy, air quality, urban greening and drainage strategy is required (paragraph 47 to 53).</p>	
<p>London Underground/DLR Infrastructure Protection 24/12/2020</p>	<p>No comments to make on this planning application.</p>	
<p>LBBB Waste and Recycling Officer 25/02/2021</p>	<p>The refuse provisions as laid out in the refuse strategy are adequate for all 3 residential blocks. Bins to service the developments would be only on bin hire basis from LBBB. Applicant should liaise with LBBB commercial team for bin hire charges and other details.</p> <p>Bulky waste storage spaces are adequate.</p> <p>The bin pull distances from all the bin stores to the loading bay / vehicle layby should be indicated. It should not exceed 10 metres for operational efficiency.</p> <p>The swept path analysis indicates reversing of RCV for refuse collection of Block C. The reversing distance should be indicated not to exceed 15 metres.</p> <p>The bin pull path should be step free access and durable surface with a clearance of 2 metres throughout. All the bin stores should be with secured access for residents as well as refuse collection operatives.</p> <p>We recommend adequate lighting inside the bin store with relevant signage to separate and indicate general refuse bins from recycling. The doors of the bin store should open outwards with a hook back facility.</p> <p>It is recommended to provide dedicated space for a receptacle facility for refuse as well as recycling internally in all the proposed dwellings around the kitchen area (inclusive of CEL).</p> <p>Commercial –</p>	

For the commercial units the refuse provisions should be adequate to service the nature of business or activity .

Segregation and disposal of waste in the A3 category units should be in line with current regulations with careful consideration to avoid public nuisance.

The refuse arrangements for the proposed commercial units may seek advice from LBBD commercial services for the required refuse provisions in place.

Bin stores for the commercial units should be with individual secured access. Separate facilities for general refuse and recycling is recommended.

A joint site visit with waste operations nearer time of completion of development should be scheduled.

Appendix 4:

Neighbour Notification:	
Site Notice Erected:	No
Date of Press Advertisement:	Yes
Number of neighbouring properties consulted:	5896
Number of responses:	5
Address:	Summary of response:
2 Timber Court, 84 Abbey Road	<p><i>Objects to the proposal for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>Inappropriate in the current context, the overall character of the area is becoming overwhelmed by high rise development looming over Barking Abbey which the Council have failed to protect. Visual impact upon the area around the quay and associated waterway is overlooked</i> • <i>Provision for parking is inadequate, exacerbating current parking situation which will have a detrimental effect on road safety. The land would be better deployed to ease the current parking situation. The needs of local residents to park their cars should be addressed, and there will be a need for parking electric vehicles and for charging points.</i> • <i>Sheer volume of development in the local vicinity should preclude further large scale development as it is having a detrimental impact on the health of local residents from silica dust and construction related noise and vibration</i> • <i>Volume of construction traffic would cause unwarranted detriment to the enjoyment of local residents given other developments in the local area</i> • <i>Construction related traffic poses material risk to road safety particularly given lack of parking for the vastly increase local population</i> • <i>'Reside' is unable to adequately service and maintain current inventory of property to an acceptable standard and this will lead to the 'slumification' of the area</i>
Fresh Wharf Estates	<p><i>Indicative plans show riverside amenity including a mooring scheme which will not work with the current Waterspace Strategy approved as part of Countryside Properties scheme on Highbridge Road which granted rights to Fresh Wharf Estates Ltd to moor within the mill pool pond adjoining Town Quay. Appreciate these areas sit outside of the planning application but must clarify that the mooring scheme will not work, and welcome further discussion.</i></p>
14 Arundel Gardens	<p><i>On behalf of the Barking and Dagenham Heritage Conservation Group as well as other local resident, object for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>147 units far too excessive for this site</i> • <i>7-11 storey buildings will block daylight for many reasons who have a right to light for</i>

	<p><i>health reasons</i></p> <ul style="list-style-type: none"> • <i>The site is within a local heritage area which should be protected from relatively high-density housing proposals</i> • <i>The developers are a private profit-making company and there will be no guarantee that this amount of housing will be locally affordable</i> • <i>There are enough flats within this part of the town centre already causing strain on local services and creating greater amounts of congestion</i> • <i>Due to the current coronavirus pandemic all councils as well as planners should reassess the amount of developments they build for public health, social and environmental considerations</i>
<p><i>1 Seawall Court, Dock Road</i></p>	<p><i>Object for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>There have already been many high rise buildings in the surroundings and there is a problem with parking</i> • <i>There would also be issues with the area being too cramped as Abbey Road is already a narrow road.</i> • <i>If the planning comes in place of the harmony of the environment, neighbours will be affected heavily</i>
<p><i>16 Fetheron Court, Spring Place</i></p>	<p><i>Object for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>The redevelopment is a huge mistake that will have damaging effects for decades to both people and the local environment.</i> • <i>Ongoing construction in the area for 12 months – suffering with huge levels of noise and environmental pollution</i> • <i>Wates and LBBB have ruined lives by building huge massive concrete tower blocks that is having a massive impact on health, well-being, environment and also local resources and facilities</i> • <i>High rate of crime - live in fear since the construction of social housing in Abbey Road</i> • <i>Nothing has been done by the LA to deal with nuisance and pollution coming from the existing construction site that is open 7 days a week from 7.30am to 6.30pm. Construction could not have been at a worst moment than during a pandemic and during lockdown</i> • <i>Such a huge project would not have been allowed in Islington or Camden but given permission by this Local Authority because this is a poor area and local people do not have a voice and no influence</i> • <i>Shocked that this local authority has no regard for local people and have given permission to construct this huge estate – the community has been destroyed</i> • <i>Hundreds more units in the area will worsen the existing impact with an influx of people</i>

moving in

- *Major negative impact in terms of lack of parking, lack of school places, limited NHS services, increased crime*
- *The plans have not been carefully thought out*
- *The character of the area has changed forever*

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

There is a clear concern for the combined impacts of the numerous and ongoing developments in the vicinity. Officers have recommended a number of planning conditions in respect of mitigating construction related impacts.

Appendix 5:

Habitat Regulation Assessment: Epping Forest Special Area of Conservation (SAC) Screening Matrix and Appropriate Assessment (AA) Statement

Stage 1: Screening Assessment

(Screening under Regulation 63(1)(a) of the Habitats Regulations)

Officers have considered the development type and proximity to Epping Forest Special Area of Conservation (SAC) and confirm that the application is for new residential development within the 6.2KM Zone of Influence (Zol) for the Epping Forest Special Area of Conservation.

It is considered that, without mitigation, all new residential development within regular walking/driving distance of Epping Forest Special Area of Conservation would constitute a likely significant effect through increased recreational pressure, when considered either 'alone' or 'in combination' with other such development. The unique attraction of the Forest presents a strong draw as a place to undertake recreational activities on a regular basis; such activities (e.g. walking, dog walking, etc.) can lead to negative impacts on the sensitive interest features of the SAC (both habitats and species) through, for example, trampling of vegetation, compaction of soil, damage to tree roots and eutrophication of soil etc.

Visitor surveys have been undertaken to understand the distances within which residents from such development will travel to visit the SAC; this distance is referred to as a Zone of Influence (Zol). Following the recent CJEU 'People Over Wind' (or Sweetman II) ruling, avoidance and mitigation measures can no longer be taken into account as part of a planning application at this stage of the Habitat Regulation Assessment process. Therefore, all relevant development within scope of the Epping Forest Mitigation Strategy must progress to Habitat Regulation Assessment Stage 2: Appropriate Assessment, even where mitigation is proposed.

Stage 2: Appropriate Assessment

(Screening under Regulation 63(1)(a) of the Habitats Regulations)

Epping Forest (the Forest) was a former royal forest and whilst it is London's largest open space, it also provides significant open space opportunities for residents from within and beyond Epping Forest District. It covers some 2400 hectares framed by Walthamstow to the south, the Lee Valley to the west, the M11 to the east and the M25 to the north. The Forest comprises wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland and scattered wetland.

It is considered that, any additional homes built within the Zol, when taken in combination with other plans and projects, have the potential to increase pressure on the Epping Forest Special Area of Conservation, and have a Likely Significant Effect on its health as a Special Area of Conservation. It is acknowledged by Natural England that there is no way of preventing more people who come to live in the Zol as a result of new residential development from visiting the Forest in order to avoid placing further pressures on it and as such there is a need to undertake measures to mitigate these Likely Significant Effects and for new developments to make a contribution towards their implementation.

The Interim Approach to Managing Recreational Pressures on the Epping Forest Special Area of Conservation (SAMMS) produced by Natural England, (dated 5th October 2018) sets out a number of costed schemes and people resources needed to mitigate the harm of increased recreational pressure on Epping Forest Special Area of Conservation as a result of new residential development. These schemes include:

- Traffic control and car impact reduction measures
- Physical management of paths and tracks
- New, extended & re-aligned paths & circular walks
- New signage at transport nodes
- Visitor engagement campaigns, Bicycle hire scheme and Cycle Maps

Natural England agree that the above strategic mitigation measures (to be delivered by the City of London Conservators) are ecologically sound and will ensure that development, considered in-combination, does not have an adverse effect on the integrity of the Epping Forest Special Area of Conservation.

Stage 3: Summary of Appropriate Assessment

(Screening under Regulation 63(1)(a) of the Habitats Regulations)

Having considered the proposed local enhancement and mitigation measures above, the London Borough of Barking & Dagenham conclude that the project will not have an adverse effect on the integrity of the Epping Forest Special Area of Conservation included within the Epping Forest Mitigation Strategy.

Further, having regard to the results of the 2019/20 Epping Forest Visitor Survey, it is confirmed that '*very few people from Barking and Dagenham visited the SAC*' and as such Natural England have confirmed in writing (17th September 2020) that no mitigation is required.

Having made this appropriate assessment the authority agree to the plan or project under regulation 63 of the Conservation of Habitats and Species Regulations 2017.

In addition this appropriate assessment has taken into account the consultee comments provided by Natural England and for completeness have been detailed below

Natural England Officer: Milena Petrovic

Date Consulted: 18 December 2020

Summary of Natural England's comments:

Have reviewed the HRA and am satisfied with the HRA's analysis. Natural England are happy with the conclusions reached that the development alone and in combination would not contribute to adverse impacts on the integrity of Epping Forest SAC or the underlying SSSI.

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:

Approved Plans:

- Proposed Site Location Plan AA8145-2010-Rev B, dated 27/01/2021
- Proposed Site Layout (Ground Level) AA8145 2030 Rev C, dated 04/03/2021
- Proposed Site Layout (Typical Level) AA8145 2032 Rev B, dated 04/03/2021
- Proposed Site Layout (Roof Level) AA8145 2041 Rev C, dated 04/03/2021
- Proposed 00 Level Floor Plan AA8145 2100 Rev C, dated 04/03/2021
- Proposed 01 Level Floor Plan AA8145 2101 Rev B, dated 04/03/2021
- Proposed 02 Level Floor Plan AA8145 2102 Rev B, dated 04/03/2021
- Proposed 03 Level Floor Plan AA8145 2103 Rev B, dated 04/03/2021
- Proposed 04 Level Floor Plan AA8145 2104 Rev B, dated 04/03/2021
- Proposed 05 Level Floor Plan AA8145 2105 Rev B, dated 04/03/2021
- Proposed 06 Level Floor Plan AA8145 2106 Rev B, dated 04/03/2021
- Proposed 07 Level Floor Plan AA8145 2107 Rev C, dated 04/03/2021
- Proposed 08 Level Floor Plan AA8145 2108 Rev C, dated 04/03/2021
- Proposed 09 Level Floor Plan AA8145 2109 Rev C, dated 04/03/2021
- Proposed 10 Level Floor Plan AA8145 2110 Rev C, dated 04/03/2021
- Proposed Roof Level Floor Plan AA8145 2111 Rev C, dated 04/03/2021
- Proposed Street Sections 1 AA8145 2210 Rev A, dated 16/12/2020
- Proposed Street Sections 2 AA8145 2211 Rev A, dated 16/12/2020
- Proposed Block A Elevations AA8145 2230 Rev A, dated 16/12/2020
- Proposed Block B Elevations AA8145 2231 Rev B, dated 27/01/2021
- Proposed Block C Elevations AA8145 2232 Rev B, dated 27/01/2021
- Proposed Sections AA8145 2240 Rev B, dated 27/01/2021
- Landscape General Arrangement 2289-01-DR-L-0001 Rev 03, dated 05/03/2021
- Landscape Hardworks 2289-01-DR-L-0002 Rev 03, dated 05/03/2021
- Landscape Softworks 2289-01-DR-L-0003 Rev 0, dated 05/03/2021
- Landscape First Floor Podium 2289-01-DR-L-0004 Rev 02, dated 16/12/2020
- Landscape First Floor Hardworks 2289-01-DR-L-0005 Rev 02, dated 16/12/2020
- Landscape First Floor Softworks 2289-01-DR-L-0006 Rev 02, dated 16/12/2020
- Proposed Abbey Road Traffic Calming Arrangement 12-T095-09 Rev C, dated 03/03/2021
- Proposed Public Realm Area AA8145-2404 dated 19/02/2021
- Proposed Carriageway Realignment 19-T095-02 Rev E dated 03/03/2021
- Proposed Abbey Road Traffic Calming and Potential 20mph zone 12-T095-08 Rev B dated 03/03/2021
- Proposed Footway/cycleway Arrangement 19-T095-10 Rev B dated 03/03/2021

- Swept Path Analysis 19-T095-03.3 Rev A, dated 26/02/2021
- Proposed Residential Tenure AA8145-2403 Rev A, dated 04/03/2021

Approved Documents:

- Planning Statement PAL-Planning, dated 15/10/2020
- Design and Access Statement 2600 Rev C, dated 04/03/2021
- Landscape Design and Access Statement 2289-ID-0001-02 Rev 01, dated 09/10/2020
- Landscape Addendum 2289-ID-0001-01 Rev 01, dated 16/12/2020
- River Wall Survey, 2814-ST-RWS-001 Issue P0, Meinhardt dated 27/11/2020
- Town Quay, Barking Planting Schedule 2289-TQ-EX-001-00 Planit IE, dated 16/12/2021
- Ecological Assessment, Ecology Solutions, dated October 2020
- Archaeological Desk-Based Assessment RPS, dated 15/10/2020
- Written Scheme of Investigation for an Archaeological Trial Trench Evaluation, dated 15/10/2020
- An Archaeological Evaluation, dated January 2021
- Fire Strategy Overview Issue 01, FDS Consult, dated 20/11/2020
- Daylight, Sunlight and Overshadowing Report P2261 V1 Point 2, dated January 2021
- Sustainability and Energy Statement Icen Projects, dated January 2021
- Transport Assessment Icen Projects, dated 15/10/2020
- Framework Travel Plan Icen Projects, dated 15/10/2020
- Delivery and Servicing Plan Icen Projects, dated 15/10/2020
- Transport Technical Note Icen Projects, dated January 2021
- Transport Addendum Icen Projects, dated January 2021
- Affordable Housing Statement Weston Homes, dated 21/12/2020
- Flood Risk Assessment and Drainage Strategy EA, 15/12/2020
- Heritage, Townscape and Visual Impact Assessment Icen Projects, dated 15/10/2020
- Statement of Community Engagement Icen Projects, dated 15/10/2020
- Arboricultural Impact Assessment Barton Hyett Associates, dated 15/10/2020
- Construction Logistics Plan Weston Homes, October 2020
- Construction Phase (Health, Safety and Environment) Management Plan, dated 15/10/2020
- Phase 1 Desk Study and Preliminary Risk Assessment SES, dated 14/10/2020
- Site Waste Management Plan SES, dated 14/10/2020
- Environmental Noise Assessment SES, dated 15/10/2020
- Air Quality Assessment Aether, dated 15/10/2020

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. The phase 1 Desk Study & Preliminary Risk Assessment prepared by Stansted Environmental Services dated 15th October 2020, ref: CON01-BARK-067 supports aspects of part "a" above.

4. Construction Environmental Management and Site Waste Management

No development 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) access to Benedict's Wharf, The Granary and Quayside House during construction;
- b) construction traffic management;
- c) the parking of vehicles of site operatives and visitors;
- d) loading and unloading of plant and materials;
- e) storage of plant and materials used in constructing the development;
- f) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- g) wheel washing facilities;
- h) 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;

- i) noise and vibration control;
- j) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- k) the use of efficient construction materials;
- l) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- m) 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, 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.

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

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents

5. Construction Logistics Plan

Prior to commencement of any works (excluding site clearance) and to be in accordance with Transport for London guidance, a Construction Logistics Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval the Delivery and Servicing Plan shall be implemented for the duration of the works.

Reason: In the interests of highway safety

6. Piling Method Statement

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

7. Archaeology – Written Scheme of Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI 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: To safeguard the archaeological interest on this site.

8. Archaeology – Foundation Design

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: The planning authority wishes to secure physical preservation of the site's archaeological interest

9. Air Quality

Should the development have CHP or biomass, the CHP and or biomass boilers must not exceed the Band B Emission Standards for Solid Biomass Boilers and CHP Plant as listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document. Prior to the development commencing, evidence to demonstrate compliance with these emission limits will be submitted to the Local Planning Authority for approval.

Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction

10. Drainage Scheme

No works on site shall commence until a detailed drainage scheme based on the Flood Risk Assessment and Drainage Strategy (EAS) dated December 2020 and to include the disposal of surface water by means of sustainable methods of urban drainage systems, has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.

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: prevent increased risk of flooding and to prevent pollution of the water environment

Prior to above ground works

11. BREEAM Rating

No above ground development shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified BREEAM assessment for the non-residential part of the development that achieves an 'Very Good' rating with certification. The approved scheme shall then be implemented in accordance with these details.

A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first use of the development.

Reason: An independently verified BREEAM assessment is required prior to the commencement of development to ensure the proposed development is designed in an environmentally sustainable manner.

12. London City Airport Safeguarding – Details of Cranes and Scaffolding

No cranes or scaffolding shall be erected on the site unless, and until, construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the development have been submitted to and approved in writing by the Local Planning Authority in conjunction with London City Airport. The development shall be carried out in accordance with the approved details.

Reason: To ensure that construction activities will not adversely affect the operation of London City Airport.

13. Materials and Balcony Details

Prior to the commencement of works above ground floor slab of the development hereby approved, 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.

14 Hard/Soft Landscaping Details

Prior to the commencement of above ground 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, to ensure a high-quality built environment

15. 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.

16. Scheme of Acoustic Protection

Prior to commencement of residential units, 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

17. Noise Insulation of Party Construction

No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the non-residential/ residential unit(s) to which it relates.

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

18. Flood Defence Strategy

No development approved by this planning permission shall commence until a strategy for maintaining and improving the flood defences has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. Intrusive ground investigations and a determination of the residual life of the flood defences, in line with the recommendations of the river wall survey (Doc Ref. No.: 2814-ST-RWS-001, dated 27 November 2020, prepared by Meinhardt).
2. A scheme, based on the results of (1), to undertake any required improvements, repairs or replacement of the flood defences, to ensure they are commensurate with the lifetime of the development (100 years). The submitted scheme shall also demonstrate how the flood defences will be raised to 5.7mAOD by 2065 and 6.2mAOD by 2100 in line with the requirements of the Thames Estuary (TE2100) Plan. The scheme shall also consider how the riverbank will be naturalised to provide biodiversity and habitat improvements. A plan for any required long term monitoring and maintenance will need to be included.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding on site and elsewhere by ensuring that the tidal flood defences are in satisfactory condition which is commensurate with the lifetime of the development. To ensure the statutory defence level will be maintained, and the TE2100 defence levels will not be precluded by the development.

Prior to first occupation and/or use Conditions

19. Details of Any Commercial Kitchen Extract Ventilation System

Prior to use 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

20. Secure By Design

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, 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: To ensure safe and secure development and reduce crime.

21 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. The external lighting shall be sensitive to nearby ecology

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 preserve ecology

22. Bird Nesting and Bat Roosting Bricks/Boxes

Prior to occupation of the development, details of bird nesting and bat roosting bricks/boxes shall be submitted to and approved in writing by the Local Planning Authority. The details shall have regard to the advice set out in 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build' (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust. The development shall be carried out in accordance with the approved details.

Reason: In order to preserve and enhance the Borough's natural environment

23. Riparian Life Saving Equipment

Prior to first occupation of the development hereby permitted, details of Life Saving Equipment shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Port of London Authority. The life-saving equipment shall be in accordance with the Port of London Authority's Safer Riverside Guidance (2020) and provided in accordance with the approved details prior to the first use of the development. The life-saving equipment shall be permanently retained to an acceptable standard.

Reason: To ensure essential infrastructure is provided along the river edge of this site.

24. Refuse Strategy

Prior to first occupation of the development, a detailed residential and commercial Refuse Strategy shall be submitted to the Local Planning Authority in consultation with the Council's Refuse Team. The Strategy shall include, but not be limited to, details of the design and location of the refuse stores, plans showing bin pull distances, the safeguarding of an unobstructed access and egress to the refuse stores, details of the frequency of collections, a contingency plan in the event that a service is unable to attend and management of the turning area. The approved refuse stores shall be provided before the occupation of the development and thereafter permanently retained.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality

25. Delivery and Servicing Plan

Prior to occupation of the development hereby permitted a delivery and servicing plan for that unit shall be submitted to and approved in writing by the Local Planning Authority.

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: In the interests of highway safety

26. Communal Television and Satellite System

Prior to occupation of the development, details of a communal television and satellite system shall be submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of the relevant block and be made available to each residential unit within the relevant block. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the buildings

27. Cycle Parking

Prior to the first occupation of the development hereby approved details of the 267 long-stay and 5 short-stay residential cycle parking spaces and 6 long-stay and 37 short-stay commercial cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be provided prior to first occupation and retained for the duration of the development. 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.

28. Car and Cycle Parking Management Plan

Prior to first occupation of the development hereby permitted a Car and Cycle Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include CCTV scheme for enforcement of moving violations, and all management measures shall be implemented prior to the first occupation of the development, and retained thereafter.

Reason: In the interests of safety.

Monitoring & Management Conditions

29. 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.

30. 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.

31. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions

Noise from the non-residential uses hereby permitted, including, but not limited to, live and amplified music shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity of those uses. The initial test for compliance with the 'inaudibility' criterion will be that noise should be no more than barely audible outside those noise-sensitive premises. In the event there is disagreement as to whether such noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

- the LAeq (CUAN) shall not exceed LA90 (WCUAN); and
- the L10 (CUAN) shall not exceed L90 (WCUAN) in any 1/3 octave band between 40Hz and 160Hz.

CUAN = Commercial/Community Use Activity Noise Level, WCUAN = representative background noise level without commercial/community use activity noise, both measured 1 metre from the façade of the noise-sensitive premises.

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014.

Any machinery and equipment installed pursuant to this permission shall be designed and installed to ensure that structure borne (re-radiated) noise emissions shall not exceed 35 LAeq dB (5 min) when measured in any habitable room in adjoining residential premises.

Reason: To ensure that the proposed and surrounding residential properties and other noise-sensitive premises in the vicinity of site are adequately protected from noise

32. Hours of Use of Non-Residential Uses and Delivery/Collection Hours

Other than with the prior written approval of the Local Planning Authority, the proposed non-residential uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

The delivery/collection of goods associated with the non-residential uses hereby permitted shall only be permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours

33. Emissions from Non-road mobile machinery (NRMM)

Any major development is required to have non-road mobile machinery (NRMM) condition.

No NRMM shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To ensure that air quality is not adversely affected by the development in line with London Plan policy 7.14 and the Mayor's SPG: The Control of Dust and Emissions during Construction and Demolition.

34. Vegetation Clearance and Tree Works

There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified ecologist. If nests/nesting birds are present, the relevant works must be delayed until the nesting season is over and the fledglings have left the surrounding area.

Reason: To protect the ecology of the area

35. Ecological enhancement and mitigation

The ecological mitigation and enhancements shall be carried out in accordance with drawing ECO3 Rev A dated September 2020, in the Ecological Assessment (Ecology Solutions) dated October 2020.

Reason: To protect and enhance the ecology of the area.

36. Energy and Sustainability

The development hereby permitted shall be carried out in accordance with the submitted Sustainability and Energy Statement prepared by Iceni, dated January 2021 to achieve a 40% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013), implemented prior to first occupation of the dwellings.

Reason: In the interests of safeguarding the environment and providing sustainable development and to ensure measures are implemented to reduce carbon emissions.

Informatives:

In dealing with this application, Be First working in partnership with the London Borough of Barking and Dagenham has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to work with the Applicant in a positive and proactive manner. As with all applicants, Be First has made available detailed advice in the form of statutory policies and all other relevant guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

Practical advice on how to reduce flood damage to your property is available in a free document entitled "Preparing for Floods" (October 2003) - a comprehensive guide to help homeowners and small businesses to improve the flood resistance of their homes and premises. The guidance contains advice on both simple, low-cost measures to limit damage to valuables as well as suggestions on building alterations and designs that help keep water or reduce damage if flood water enters. The guide is aimed at homeowners, small businesses, planners and developers. Copies of "Preparing for Floods" are available free of charge from the Environment Agency 24 hour "Floodline" on 0845 988 1188, or on our website: <http://www.environment-agency.gov.uk/floodline>. Flood Risk Management Authorities recommend that in areas at risk of flooding consideration be given to the incorporation into the design and construction of the development of flood proofing measures. These include barriers on ground floor

doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. Additional guidance can be found in the Environment Agency Floodline Publication 'Damage Limitation'. A free copy of this is available by telephoning 0845 988 1188.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you do not already have planning permission.

We recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. We expect reports and Risk Assessments to be prepared in line with our Approach to Groundwater protection (commonly referred to as GP3) and the updated guide Land contamination: risk management (LCRM). LCRM is an update to the Model procedures for the management of land contamination (CLR11), which was archived in 2016.

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution (e.g. soakaways act as preferential pathways for contaminants to migrate to groundwater and cause pollution).
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This WSI condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The applicant is advised that the alterations proposed to the public highway will require consent separate to any planning permission granted. This will need to be secured with the applicant and Highway Authority separately in a section 278 agreement (Highways Act 1980)

Appendix 7:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's fees of £6,000 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. 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, using BCIS index.

Affordable Housing (Section 106 wording to be drafted in accordance with GLA template wording):

4. Provision of on-site affordable housing offer at 42% on a habitable room basis, as shown on drawing reference AA8145-2403 Rev A, dated 04/03/2021 comprising:
 - 29 London Affordable Rent Units; and
 - 33 Shared Ownership Units;
5. 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.

Transport:

6. 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. The developer shall cover the Council's costs in relation to the Traffic Management Order (TMO) consultation process and implementation of the proposed works.
7. Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter 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 are to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications. The scheme shall be prepared on the basis of drawing references 12-T095-09 Rev C, dated 03/03/2021; 12-T095-08 Rev B, dated 03/03/2021 and 16-T095-10 Rev B, dated 03/03/2021.

All off-site works to be implemented prior to first occupation of the development.

8. With the exception of occupiers who qualify for blue badge/disabled parking, the developer will ensure the development is a car parking permit free development and future residents of the development will be restricted from obtaining parking permits for any Controlled Parking Zone (CPZ).
9. Provision of a two-year free car club membership to all residents, made available from first occupation of each residential unit.

10. Submission of a Travel Plan 6 months prior to the first occupation of the dwellings. The Travel Plan shall be prepared in accordance with the principles of the Framework Travel Plan, dated 15/10/2020.

New footpath on Abbey Green

11. Developer shall carry out discussions with the Council's Parks Team and other interested parties to secure the delivery of a new public footpath on Abbey Green based on drawing reference WH190S/21/P/10.1000 dated March 2021. The developer shall undertake the delivery of the public footpath, along with all necessary permissions, including Schedules Ancient Monument Consent, as necessary and at the developer's own expense. The path shall be delivered prior to first occupation of the development.

Public realm

12. With the exception of proportionate space reserved for external uses associated with the commercial units, 24-hour access shall be provided to public realm areas, as identified in drawing reference AA8145-2404 Rev A, dated 04/03/2021.

Playspace

13. A sum of £22,200 to be paid prior to commencement of development and to go towards improvements to child play space at Abbey Green.

Employment:

14. 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.
15. The Owner will use best reasonable endeavours to ensure that 25% of the Owner's employees and jobs with its contractors are provided to LBBB residents during the end-user phase in accordance with the following:
 - Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
 - Provide a skills forecast for the development and highlight any shortages to the council's job brokerage service;
 - Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage

Sustainability:

16. The development shall achieve a 40% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions for the development and any remaining carbon emissions to zero-carbon should be offset through a monetary contribution to the Local Authority's carbon offset fund calculated on the basis of £95 per tonne, payable for 30 years (not subject to indexation).
17. Prior to commencement of development the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN or future DHN, how energy demands will be met prior to connection to any DHN. The connection and delivery will be subject to the heat network being delivered and operational to supply the development.