

## ADDENDUM REPORT

<b>Barking and Dagenham Council Planning Committee addendum report</b>		<b>Date:</b> 25/03/2021
<b>Application No:</b>	21/00204/FULL	<b>Ward:</b> Gascoigne
<b>Address:</b>	Highbridge Road, Barking, IG11 7BA	
<b>Development:</b>	<i>Construction of a temporary Tesco store with pharmacy on the southern part of the existing Tesco car park, comprising 1,369sqm GEA, car parking spaces, cycle parking spaces, service yard, associated cage marshalling and trolley bays</i>	
<p><b>Summary:</b> ADDENDUM</p> <p><u>Additional Consultation Responses</u></p> <p>TfL:</p> <ol style="list-style-type: none"> <li>1. The site is located on High The site is located on Highbridge Road, the Transport for London Road Network (TLRN) is west on North Circular Road. TfL is the highway authority for the TLRN and are therefore concerned of any proposals which may impact the road network.</li> <li>2. Vehicle site Access is at West Bank, the development proposes widening of West Bank is proposed carriageway for vehicle access and new pedestrian footpath introduced following the carriageway widening. Temporary pedestrian crossing is proposed on West bank, with ramped wheelchair access. All Alterations to the highway are subject to s.106/s.278 as appropriate.</li> <li>3. Traffic Marshals should be provided at all vehicle access routes, pedestrian and cycle routes within the site must be safeguarded with appropriate safety signage.</li> <li>4. A total of 75 car parking spaces are proposed, this is a reduction from the existing car parking provision, which is welcome, all car parking provision should be in line with London Policy T6. Electric Vehicle Charging points should be provided within the site in line with POLICY T6, part G.</li> <li>5. 3 HGV visits per day, together with 4 visits by smaller rigid trucks is estimated for servicing uses. TfL recommend the use of delivery slots and out of peak hour deliveries. TfL expect a commitment to Direct Vision Lorries and fleet operators registered in the Fleet Operators Recognition Scheme (FORS) scheme with at least silver rating due to proximity to pedestrians and cyclists on site.</li> <li>6. TfL have no objections.</li> </ol> <p><i>Officer response: Officers note that TfL have no objections. Appropriate signage (point 3 above) will be secured through the S278 agreement. Be First Transport Officers highlighted that Electric Vehicle charging would be preferable, but in the context of the temporary application have not objected to there being no provision, and it is not considered that the absence of EV provision in this context would justify a reason for refusal of the application.</i></p> <p>London Fire Brigade:</p> <ul style="list-style-type: none"> <li>- Confirms that no additional hydrants are required and no further action is required by the</li> </ul>		

London Fire Brigade Officer. Happy for the works at this site to go ahead as planned.

*Officer response: Officers acknowledge that no further action is required and that no objections are raised.*

#### Additional neighbour representation

A letter has been received from a member of the 'Sustainable Transport in Barking and Surrounding Areas' group highlighting some concerns with regards to the site:

1. Blocking off the riverside path – The path has been blocked off with no signage to warn pedestrians that it is closed. Concerned that the temporary Tesco will block access to the path for another 5 years and would like assurance that this will be reversed at the earliest opportunity
2. The building site impounded the large array of recycling banks in the car park, in a borough with the lowest recycling rates in Greater London. This should be remedied and locations found for the banks.
3. The application includes the removal of riverside trees. Pleased the plans have been amended to save some of the trees that were originally threatened but in such a large site a 'site constraint' does not appear to be justified.
4. Does not consider the 'site constraints' to be sufficient justification for the above
5. The closure of the riverside path has made West Bank particularly useful as a means of getting to/from the northern entrance to the site whilst avoiding the A406 slip road. Unclear as to what would be lost, but the report reads as if West Bank is for the access to Tesco. not especially concerned with regards to the loss of the shared/segregated element of the link, but concerned that people walking and cycling won't be able to use this road as they can now.
6. Would like assurance that access should not be exclusive to Tesco and that assurances that cycling access along West Bank's full length will not be curtailed.

*Officer response:*

*With regards to the 'site constraints' discussed in the main committee report, the constraints are due to the relationship of the application site to the wider Tesco site and amount of space that is required to be reserved to enable the first phase of any wider redevelopment works which would include a permanent redevelopment of a Tesco retail superstore, which determines the size of the temporary Tesco site and as such enable the continued trade through the wider redevelopment of the site. The size of the temporary Tesco store is determined by the re-use of the pre-fabricated store currently in use at Kennington, and the remainder of the site is proposed to be in use for the pharmacy, service yard, car parking areas, cycle parking and trolley bays. The quantum of development and the size of the site therefore creates the aforementioned 'site constraints'. Whilst officers have explored the retention of the recycling bank and the trees with the applicant, their retention has not been possible and officers do not consider this to be a reason for refusal of this application, which would help facilitate the wider redevelopment of the site.*

*In respect of the current closure of the riverside walk and the recycling banks, this does not relate to the current application. The temporary closure of the riverside walk through the duration of the construction and occupation of this application would however be required to enable wider redevelopment works to the north of the site, and the operation of this application.*

*In respect of West Bank, this application proposes the creation of a vehicular connection between West Bank and Highbridge Road to allow vehicular and servicing access to the site so that construction traffic as part of any wider redevelopment could be 'segregated' from the use of this site. A Deliveries and Servicing Plan, Travel Plan, Construction Logistics Plan, Construction Environmental management and Site Waste Management and details of off-site highways works are required to be submitted through the recommended conditions to ensure that the proposed development would not unduly hinder pedestrian, cyclist and highway safety.*

<b>Recommendation:</b> 1. The Officer recommendation remains unchanged.		
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