


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
26th April 2021
Application for Planning Permission

Case Officer:	Grace Liu	Valid Date:	28 th October 2020
Applicant:	Evergreen Construction (UK) Ltd	Expiry Date:	27 th January 2021
Application Number:	20/01760/FUL	Ward:	Thames
Address:	Former Thames View Clinic, Bastable Avenue, Barking.		

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 site of the former Thames View Clinic, Bastable Avenue, Barking.

Proposal:

Construction of a five-storey building comprising community use at ground floor level (Use Class F1) (327sqm) plus 50 residential flats (22 x 1-bed, 20 x 2-bed and 8 x 3-bed) and associated access, ground level parking and landscaping.

Officer Recommendations:

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer), in consultation with the Director of Law and Governance, to grant planning permission subject to the completion of a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 of this report and the Conditions listed in Appendix 5 of this report; and
3. That, if by 26th October 2021 the Unilateral Undertaking has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth (or other authorised Officer), in consultation with the Director of Law and Governance, be delegated authority to refuse planning permission, extend this timeframe to grant approval or refer the application back to the Planning Committee for determination.

Conditions Summary:
Mandatory Conditions

1. Statutory Time Limit - Planning Permission
2. Development in Accordance with Approved Plans

Prior to Commencement Conditions

3. Site Contamination
4. Construction Management
5. Air Quality
6. Drainage Strategy

7. Emergency Flooding Plan
8. SUD Tree Pits
9. Green Walls and Green roof systems
10. A Landscape and Ecological Management Plan (LEMP)
11. Construction Logistics Plan and Delivery and Servicing Plan
12. Archaeology
13. Nesting Birds Survey
14. Acoustic Protection

Prior to Above Ground Works Conditions

15. Noise Insulation
16. Materials and Balcony Details
17. Fire Safety Scheme
18. Electric Vehicle Charging Points Details
19. Trees
20. Hard/Soft Landscaping Details
21. Carbon Reduction

Prior to First Occupation / Use Conditions

22. Children's Playspace Implementation
23. Car Parking Design and Management Plan and Implementation
24. Cycle Parking Implementation
25. Refuse and Recycling Strategy Implementation
26. Sustainable Drainage Implementation
27. Crime Prevention Scheme
28. Communal Television and Satellite System
29. External lighting
30. Details of Any Commercial Kitchen Extract Ventilation System
31. Petrol and Oil receptors
32. Bird and Bat Boxes

Monitoring and Management Conditions

33. Accessible Housing
34. Water Efficiency
35. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
36. Renewable Energy Infrastructure
37. Hours of operation of non- residential and servicing and Delivery hours
38. Emissions from Non-road mobile machinery (NRMM)
39. Piling Method Statement
40. CHP or Biomass

Unilateral Undertaking – Summary of Heads of Terms:

The proposed heads of terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

Administrative

1. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees of £9,000.00 for monitoring and implementing the Section 106, payable on completion of the deed.
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

4. Secure 39% affordable housing on a habitable room basis as shown on drawings 20002-204-PL02 dated 23/03/21 and 18008 205 PL02 dated 23/03/21 comprising:

- 9 no. units provided at London Affordable Rent: Unit numbers: 1.6, 1.7, 1.9, 1.13, 1.14, 2.1, 2.10, 2.11, 2.12.
- 9 no. units provided at Shared Ownership Unit numbers: 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.10, 1.11, 1.12.

Transport

5. Secure restrictions preventing future residents from obtaining parking permits from controlled parking zone E (CPZ) (or the equivalent CPZ at the time of reassessment).

6. Offsite Highway works - To realise and deliver the 'in principle' plan of works as shown on the ground floor plan drawing 20002-103-PL04 dated 09/09/20 this proposal as submitted will require alterations to highway which will go beyond the extent of the red line boundary of the application. Prior to any ground works on the site of the development in the interest of highway safety the developer shall submit to the council a) A scope of highway works to be approved by the Highway Authority and this shall include the provision of a pedestrian table crossing at the junction of Samuel Ferguson Way and Bastable Avenue b) a detailed highway design and enter a s38/278 agreement (Highways Act 1980) to undertake highway improvements seeking to ensure design works are in accordance with the Design Manual for Roads and Bridges with the relevant road safety audits stage 1 and 2 as well as TSRGD compliant scheme both in term of the loading bay and the accompanying signage and markings and c) implement all the off-site highway works as defined in (b) prior to any construction of the development.

7. Prior to occupation of the development, free car club membership for two calendar years on application to the nearest car club operating in the Borough is to be provided to each future household so that they can have access to a car for infrequent journeys. The location of the nearest car club space is to be agreed with the Council before occupation.

8. Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

9. On the 2nd anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

10. The car parking spaces hereby approved shall not be sold to the occupiers of the development. The car parking spaces shall be leased to occupiers and tenants only. This will ensure that the parking spaces will meet the needs of the occupiers and maximised the use of the spaces themselves.

Employment and Skills

11. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

Sustainability

12. The development shall achieve a minimum 43.88% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision. A monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions if the scheme is not zero carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards.

Operation of the Community Facilities

14. Six months prior to the operation of the community use, the applicant shall secure the submission and implementation of a Management and Travel Plan for the use of the ground floor for community use, including an event management plan for events which will exceed 40 attendees to demonstrate how sustainable modes of transport will be promoted and car parking managed.

15. On the 2nd anniversary of the commencement of the operation of the community use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants and their associated users/visitors to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

Playspace Contribution

16. Secure a play space contribution of £44k to offset the shortfall of child playspace on the site.

OFFICER REPORT

Planning Constraints:

None

Site, Situation and relevant background information:

The application site (0.18 hectares) has a rectangular shape and is bounded by Samuel Ferguson Place cul-de-sac to the west and south, Bastable Avenue to the north and the Thames View Health Centre to the east.

In terms of its wider context, the site is surrounded by the Thames View Junior School to the south, the Thames View Community Hall to the west and three-storey flats to the north (on the opposite side of Bastable Avenue). The Farr Avenue Neighbourhood Centre is located to the north-east along the northern side of Bastable Avenue.

The former medical clinic site was cleared between 2008 and 2009 and the site has since been unused. The site currently comprises hardstanding and self-seeded planting.

A previous proposal for a 6-storey building comprising ground floor community use with 54 flats above (ref. 18/00003/FUL) was refused by Members at the March 2019 Planning Committee meeting. The application description is set out below:

“Erection of a six-storey building comprising community uses at ground floor level (Class D1 community use) plus 54 residential flats (3 x studio, 32 x 1-bed and 19 x 2-bed) and associated access, basement level parking and landscaping”.

This application was refused by Members on the following grounds:

- The density of the proposed development would significantly exceed the relevant London Plan density range, in an area of low public transport accessibility, resulting in a building that would be out of context in design terms with its surroundings contrary to policy 3.4 of the London Plan.
- The height of the building would be noticeably taller than existing buildings in the vicinity of the site, resulting in a development out of character with its context, thereby detracting from the character and appearance of the area contrary to policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policy 7.4 of the London Plan.
- The proposed affordable housing provision would not include any low cost rent tenure, contrary to policy 3.12 of the London Plan and the Mayor of London Affordable Housing and Viability Supplementary Planning Guidance 2017.

Following the above refusal the applicant has submitted a revised scheme (19/00797/FUL) that proposes the following:

“Erection of 4 storey building comprising ground floor community use (Class D1) and 34 upper floor flats (21 x 1 bed, 13 x 2 bed), creation of new vehicular access, basement level car park, and associated landscaping”.

This was recommended for approval at Committee and was subject to a S106 Agreement. Permission was granted on 25th November 2020.

Key issues:

1. Principle of Development

2. Dwelling Mix and Quality of Accommodation
3. Design and Quality of Materials
4. Impacts to Neighbouring Amenity
5. Sustainable Transport
6. Meeting the needs of local residents
7. Waste Management and Refuse Collection
8. Delivering Sustainable Development (Energy / CO2 Reduction / Air Quality)
9. Biodiversity and Sustainable Drainage
10. Archaeology

Planning Assessment:

1.0 Principle of the development:	
<i>Existing use(s) of the site</i>	Previously a health centre
<i>Proposed use(s) of the site</i>	Class C3 (residential 50 units) and Class F1 (non-residential institution)
<i>Net increase of units</i>	50 units

- 1.1 The National Planning Policy Framework (NPPF) speaks of the need for delivering a wide choice of quality homes which meet identified local needs, in accordance with the evidence base, and to create sustainable, inclusive, and mixed communities. Paragraph 17 specifically states that it is a core planning principle to efficiently reuse land which has previously been developed.
- 1.2 The London Plan Policies GG4, D2, D4, H1, H10 and H12 outlines that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures, in accordance with Local Development Frameworks. Residential development should enhance the quality of local places and take account of the physical context, character, density, tenure and mix of the neighbouring environment and as a minimum incorporate the space standards and more detailed requirements, as outlined in the Housing SPG.
- 1.3 The Core Strategy outlines through Policy CM1 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 specific housing growth targets of the Borough. Policies SPDG1 and SP3 of the emerging LP (at Reg 19 stage) outline similar objectives.
- 1.4 The proposed redevelopment of the site would re-provide community space and create a total of 50 new dwellings, resulting in a net gain of 50 dwellings. This would positively contribute to the Borough's housing stock, noting the demand for increased housing, and the principle of the development is therefore supported.
- 1.5 The NPPF states strategic and non-strategic policies should set out an overall strategy for the pattern, scale, and quality of development, and make sufficient provision for community facilities (such as health, education and cultural infrastructure. In promoting healthy and safe communities, Paragraphs 91 to 95 specifically discusses how planning policies and decisions should aim to achieve healthy, inclusive, and safe places.
- 1.6 London Plan policy 3.16 and Draft London Plan policy S1 discusses the need to protect and enhance social infrastructure. The policies consider that proposals which would result in a loss of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.
- 1.7 Core Strategy Policy CC2 seeks to maintain and improve community wellbeing and support will be given to proposals and activities that protect, retain, or enhance existing community facilities,

or lead to the provision of additional community facilities. Borough Wide Policy BC6 protects the loss of community facilities.

- 1.8 The previous use of the site was a health centre used by the local community. It is understood that a replacement health centre is now located to the east of the site.
- 1.9 The current proposal seeks to reprovide a community use on the ground floor which equates to 327 sqm. This is a reduction of 183 sqm from the 510sqm provision provided in both the approved 34 unit (19/00797/FUL) and refused 54 unit (18/00003/FUL) schemes. The provision of 510sqm of community space was seen as a benefit by officers more evidently as it was justification for the lack of family housing that these schemes proposed.
- 1.10 The revised proposal to provide 327sqm is considered to be acceptable as the accompanying residential offer equates to an uplift of 16 additional residential units and includes an uplift of 8 x 3bedroom family sized units which is considered a significant benefit.
- 1.11 The quality of the community space, whilst reduced in area still maintains high quality space. The main hall as noted on the plans is 252 sqm with the remaining floorspace allocated for ancillary facilities.
- 1.12 Therefore on balance the reduction of community floorspace in lieu of family accommodation is considered acceptable and the proposal is in accordance with London Plan Policy S1 and Core strategy and borough wide plan policies CC2 and BC6.

2.0 Dwelling Mix and Quality of accommodation:	
<i>Overall % of Affordable Housing:</i>	39% (hab room basis) 36% (unit basis)
<i>Acceptable Density</i>	Yes
<i>Appropriate Dwelling Mix?</i>	Yes

Density

- 2.1 The NPPF emphasises the importance of delivering a wide choice of high-quality homes and, as part of significantly boosting the supply of housing, advises that Local Planning Authorities should set their own approach to housing density to reflect local circumstances.
- 2.2 Policy D6 of the London Plan seeks to ensure that development proposals make the most efficient use of land and states that sites must be developed at the optimum density, with a design-led approach to optimising density.
- 2.3 Core Strategy and Borough Wide Policies CM2 and BP10 seek to ensure that housing densities are considerate to local context and accessibility, design, sustainability, and infrastructure requirements, whilst ensuring optimum use of all suitable sites in the Borough in light of the high levels of identified housing need. Additionally, and like draft London Plan policy, Policy SP2 of the emerging local plan (at Reg 19 stage) advocates a design-led approach to optimise density and site potential.

Housing Size Mix and Tenure

- 2.4 Policy H4 of the London Plan requires 50% of the strategic number of homes built over the plan period to be affordable. Policy H5 notes that the major applications must provide a minimum of 35% affordable housing. The application was subject to a viability assessment.
- 2.5 Policy H7 of the London Plan, also reflecting the targets previously set out in the SPG, further details the Mayor's preferred affordable tenure split, which consists of a minimum of 30% low-cost rented homes (including Social Rent and London Affordable Rent), a minimum of 30% intermediate products (including London Living Rent and London Shared Ownership) and the remaining 40% to be determined by the Local Authority based on identified need, provided they are consistent with the definition of affordable housing. The policy also indicates that this preferred split, established on a habitable room basis, should not be applied so strictly where the overall affordable housing provision exceeds 75%.

- 2.6 Similar affordable housing requirements, as well as the preferred tenure split set out in draft London Plan policy, are echoed by emerging Local Plan (Reg 19 stage) Policy DM1.
- 2.7 The proposed development comprises 36% affordable housing on a unit basis and 39% on a habitable room basis. The housing size, mix and tenure shown below:

Unit Size	Market (units and %)	Shared Ownership	London Affordable Rent	Units	Affordable Units	Hab Rooms	Affordable Hab Rooms
1-bedroom unit	15-46.8%	4-44.5%	3-33.3%	22 (44%)	7 (14%)	44	14
2-bedroom unit	12-37.5%	4-44.5%	4-44.4%	20 (40%)	8 (16%)	60	24
3-bedroom unit	5-15.6%	1-11%	2-22.2%	8 (16%)	3 (6%)	24	12
Total units	32 (64%)	9 (18%)	9 (18%)	50 (100%)	18 (36%)	128 (100%)	50 (39%)

- 2.8 Policy H12 of the London Plan states that residential development should offer genuine housing choice with regard to the range of housing size and type.
- 2.9 Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3-bedroom units or larger), whilst acknowledging that not all sites are suitable for family-sized accommodation. In terms of tenure and mix, emerging local policy DMH2 which is based on recent evidence dated March 2020 sets out the housing mix for both private and affordable housing tenures to meet a recognised need.
- 2.10 In the previous approved 34 unit application (19/00797/FUL) the scheme provided 5 intermediate units (London Living Rent tenure) (15% on a habitable room basis). The refused 54 unit scheme proposed 11 intermediate units (Shared Ownership) which equated to 20% affordable housing on a unit basis. Both scheme provided no family units.
- 2.11 The application originally offered 17 affordable housing units in shared ownership tenure only. Further to a viability assessment the offer has been increased to provide an additional affordable housing unit which would take the total affordable housing provision on a unit basis to 36% and 39% on habitable room basis. The affordable housing mix has also been widened to provide 9 London Affordable Rent units (Social) and 9 shared ownership units (intermediate). Officers consider that this mix in affordable housing is optimally balanced and not only seeks to meet the requirements of emerging policy DMH2 but also seeks to address one of the reasons of refusal of application 18/00003/FUL which was that the 54 unit scheme failed to provide any affordable rent provision.
- 2.12 The scheme also provides a total of 8 x 3 bed units of which 3 would be for the affordable tenures. This significant revision also seeks to address the housing need in the borough in accordance with emerging policy DMH2 in addressing an identified need for family housing.
- 2.13 It is therefore considered that this scheme improves not only the affordable housing quantum on previous schemes but also the housing mix for this site especially the introduction of 3 bed unit accommodation. The scheme therefore meets policy as noted above and the delivery of affordable housing in accordance with the proposed mix set out above will be secured by S106 Agreement.

Quality of Accommodation

- 2.14 At national level, the 'Technical Housing Standards – Nationally Described Space Standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor-to-ceiling heights. London Plan Policy D4 seeks for new housing to achieve the space standards in line with those set at national level. The Core Strategy and Borough Wide Policy Document and emerging local plan (Reg 19 stage) also reiterate the need for housing developments to conform to these requirements.
- 2.15 Policy D4 of the London Plan also sets out the importance for homes across London to be designed to a high quality – 'New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners over their lifetimes. Particular account should be taken of the needs of children, disabled and older people'.
- 2.16 Policy D5 of the London Plan also outline that 90% of new build homes should meet requirement M4(2) (accessible and adaptable dwellings) of Building Regulations Approved Document M and that 10% should meet requirement M4(3) (wheelchair user dwellings). This target is reflected at local level by Policy BC2 of the Borough Wide Policies and Policy SP2 of the emerging Local Plan (Reg 19 stage).
- 2.17 All proposed dwellings would meet the minimum required internal space standards as set out in the nationally described space standard and generally ensure that all future occupants benefit from good standards of daylight/sunlight provision. Five units (10%) have been designed to comply with M4(3) requirements. Permanent retention of these units located on different levels of the development will be secured by condition.
- 2.18 The proposed dwellings are also provided with the private amenity space required by the London Plan and Housing SPG in the form of balconies and meet London Plan policy D4.
- 2.19 With respect to on-site provision of playspace, the scheme falls short of adequate playspace. The previously approved 34 unit scheme included an off site contribution of £30K to provide adequate mitigation for the lack of on-site facilities. It was noted that it would be utilised to contribute to the improvement of playspace in the vicinity of the site which would also benefit the wider community. Two potential options were identified during the previous application; improvements to existing equipment at Newlands Park approximately 7 minutes' walk from the site; or the provision of new play equipment within the recreation ground to the rear of the Sue Bramley Centre, approximately 3 minutes' walk from the site.
- 2.20 The proposed development has a similar ground floor footprint to the previous 34 unit approval albeit with more massing to include the additional 16 units of which 8 units are now family accommodation. The proposed development has been assessed against the GLA Population Yield Calculator and generated a requirement for 238.3m² based on 23.8 children x 10sqm. The applicant has confirmed there is no option for providing this on site and therefore an off-site contribution is proposed. Noting the £30K contribution for application 19/00797/FUL towards local children's play facilities the applicant has proposed that on a pro-rata basis the level of contribution is increased to £44k to reflect the increased number of units. This offer has been accepted by officers and the contribution will focus on improving local children's play facilities at the Sue Bramley Centre or Newlands Park as noted above.
- 2.21 On balance that the shortfall in children playspace is adequately offset with the financial contribution of £44k and the exemplar high quality design proposed on site.

- 2.22 Officers therefore consider that the contribution would not only provide playspace for over 12-year olds living in the future development but will also benefit other local residents in the locality. Overall, the proposed playspace strategy for this scheme is considered satisfactory. A condition is also to be secured for the applicant to submit details of child playspace equipment for the on site provision and its permanent implementation thereafter.

3.0 Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character?</i>	Yes
<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 3.1 The NPPF, London Plan Policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 19 stage).
- 3.2 Specifically, Policy D1 of the London Plan requires development to have regard to the form, function and structure of the local context and scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, that new development should build on the positive elements that can contribute to establishing an enhanced character for future function of the area.
- 3.3 The previous scheme for 54 units (18/00003/FUL) was refused with one of the reasons being “The height of the building would be noticeably taller than existing buildings in the vicinity of the site, resulting in a development out of character with its context, thereby detracting from the character and appearance of the area”. The scheme comprised a 6 storey building.

Scale and Massing

- 3.4 The reduction in building height to part 4/part 5 storey is welcomed and achieves a more comfortable fit with the surrounding context than previous proposals. The measures taken to break up the appearance of mass by introducing stepped elements on the principal elevation are acknowledged. In order to ensure that an appropriate relationship with neighbouring buildings is achieved confirmation of the distance between the proposed development and the existing Thames View Health Centre should be provided.
- 3.5 To the east of the site the recent redevelopment of The Short Blue Pub (16/02007/FUL) comprises a part 3/4/5 storey corner building at the junction of Bastable Avenue and Endeavour Way. It is considered that the proposed development is sympathetic to the massing and scale of this development and both buildings complement each other along this part of Bastable Avenue. They both provide context for any future developments that may emerge in this part of the borough whilst providing much needed housing.

Layout

- 3.6 The proposed redevelopment of a vacant site to provide a new community centre and residential accommodation with an active frontage and enhanced public realm is welcomed. The reconfiguration of the ground floor plan increasing the size of the community space and reducing the number of car parking spaces from earlier iterations in response to previous comments made is supported. The revised layout provides a more flexible, functional and efficient use of space.

Appearance

- 3.7 The contextual analysis carried out to date in order to inform materiality and detailing is acknowledged. As previously advised the use of high quality brickwork with mixed tones and contrasting textures is strongly encouraged, the rationale for darker brick at lower levels and lighter brick for upper floors is accepted. Architectural detailing is key to breaking up the mass of the building, the use of brick patternation, stone coping and bands of detailing to provide depth and visual interest are welcomed. The introduction of full height glazing to the circulation cores

provides natural daylight and visual breaks, this helps to animate the west elevation fronting Samuel Ferguson Place.

- 3.8 Similarly, the introduction of a green wall is key to the southern elevation, without which the rear elevation would have an unappealing 'back of house' feel at ground level. Its delivery, long term ownership and maintenance requirements should be conditioned. The introduction of a lighter balustrade for the balconies is welcomed and reduces the 'heavy' appearance created by previous solid panel options. The quality of materials and detailing should be conditioned in order to ensure that the design intent is delivered. A condition to secure details of a communal television and satellite system will also be applied to protect the external visual appearance of the building. A condition to secure the details and maintenance of the green wall is also proposed to ensure a high quality visual appearance.

Internal Design

- 3.9 At ground floor level the distance between the front entrance doors and the lift/stairs in the communal cores is not ideal, however, the removal of additional sets of doors in response to previous comments made is noted. The arrangement of ancillary spaces serving the community hall would benefit from further consideration. Increasing the floor to ceiling height in order to visually differentiate between uses (community and residential) and to aid noise level mitigation is supported. Revisions made to the end units at first floor level to create more efficient internal room layouts are welcomed. The rationale for introducing 3 bedroom family units at third floor level in order to utilise the larger private roof terrace amenity spaces is on balance accepted.
- 3.10 Changes made to the north facing units at fourth floor level to provide additional 3 bedroom units in place of 2 bedroom units is not supported given that the reconfigurations result in some awkward internal spaces with the larger units served by only modest sized external amenity space.

Landscape

- 3.11 The aspirations for proposed improvements to the public realm outside the red line boundary (fronting Bastable Avenue) are welcomed, however, these need to be achievable with a suitable planning mechanism in place to ensure that the design intent can be delivered. Further details will be secured via a legal agreement to ensure these public realm/highworks are delivered.
- 3.12 A financial contribution towards improving existing nearby amenity/playspace (i.e. to the rear of Thames View Clinic and Sue Bramley Children's Centre) is favoured in combination with the proposed play-on-the-way elements integrated within the landscape strategy. This will be secured by legal agreement and details noted in section 2 of this report.
- 3.13 As previously advised the landscape strategy should seek to integrate high quality landscaping with natural sustainable urban drainage measures, the proposed wildflower planting and green walls will help contribute to local biodiversity. Details of the hard and soft landscaping and a tree planting strategy will be secured by condition.
- 3.14 In summary, officers support the revised design and it is considered that the proposed development addresses the shortfalls of the previously refused 54 unit scheme (18/00003/FUL) The design of the proposed development is well considered and acceptable.

4.0 Impacts to neighbouring amenity:

- 4.1 Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.
- 4.2 Policies D13 and D6 of the London Plan states that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking. Policy BP8 of the Borough Wide Policies and Policy DMD1 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that

development proposals shall take into account and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.

Privacy, Outlook, Noise and Disturbance

- 4.3 The site is bounded by a community facility to the west, the Thames View Health centre to the east and the Thames View School to the south. To the north across Bastable Avenue are 3 storey flats which are approximately 25m away. Due to the nature of the uses and distance away from the neighbouring sites officers consider that there are no significant concerns with regards to privacy, outlook, noise or disturbance which would have a detrimental impact.
- 4.4 No neighbour representations were received with regards to raising such concerns. Notwithstanding this however, the application site is situated within an urban environment therefore, on balance, the proposed housing scheme, given the relative siting of neighbouring properties, it is considered that the development would maintain adequate separation to safeguard the outlook and privacy of their occupiers.
- 4.5 Officers are also satisfied that the activity and noise associated with the residential use and replacement Class F1 use of the proposed development would be consistent with existing and surrounding uses and would not result in detrimental impacts to surrounding occupiers.
- 4.6 The Council's Environmental Health department has no objection to the document and has recommended the following conditions which will reduce the impact and protect potential occupiers and the surrounding neighbouring amenity during and after construction:
- Submission of Contaminated Land assessments
 - Submission of a Construction Environmental Management plan and Site Waste Management Plan
 - Submission of a Scheme of Acoustic Protection
 - Submission of an Air Quality Assessment
 - Submission of Noise Insulation details of Party Construction
 - Submission of scheme of External Lighting
 - Submission of scheme to protect Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
 - Details to be submitted if CHP or Biomass is proposed.
 - Details of Any Commercial Kitchen Extract Ventilation System
 - Emissions from Non-road mobile machinery (NRMM).
 - Hours of operation for the non-residential use
 - Hours of operations for servicing and deliveries

Health and Safety

- 4.7 Officers consider that the new development will improve the security to the area. Currently, the site is vacant and has been so for some time. The proposed development seeks to maximise the site and would result in outward and inward facing natural surveillance. The scheme would potentially reduce the risk of crime through the design at ground floor level specifically.
- 4.8 Notwithstanding this, a Crime Prevention Scheme is to be secured by condition for the proposed development which would secure a good standard of security to future occupants and visitors to the site and to reduce the risk of crime. A condition to secure an external lighting strategy is also proposed to improve security for occupiers and visitors.
- 4.9 In terms of fire safety the London Fire Brigade has requested that the scheme meets the requirements of Fire Safety Approved Document B. A condition will therefore be applied to secure the submission of a Fire Strategy for the scheme.

Daylight, Sunlight and Overshadowing

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

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

- 4.11 Officers note neighbour representations have been received with regards to the concern of loss of sunlight/daylight and overshadowing of adjacent properties in the locality. These concerns are addressed below.
- 4.12 The Daylight and Sunlight Assessment submitted with the application initially sought to assess the 54 unit scheme where the massing and scale of the building was greater. As such the findings of this daylight and sunlight report would present a worse case scenario to the building seeking permission as part of this application as it was overall been reduced in height and scale.
- 4.13 The results of our daylight, sunlight and overshadowing assessment for 119 and 135, 121 and 137, 123 and 139, 125 and 141, 127 and 143, 129 and 145, 131 and 149, 151 and 155 and 153 and 157 Bastable Avenue demonstrate full compliance with the BRE Guidelines following construction of the proposed development.
- 4.14 The results of the daylight quality within the proposed development demonstrate an excellent level of compliance with the BRE Guidelines (90% for the ADF and 99% for the NSL). To provide superior living spaces, spacious open plan living areas have been designed to accommodate modern living. As a consequence, there are some technical deviations from the guidelines. However, the results do not realistically reflect the future amenity and feel within the space, as the main living space would most likely meet the suggested daylight criteria. Furthermore, each apartment has been designed with access to a private amenity space for further daylight availability.
- 4.15 In terms of sunlight, all main living kitchen diners relevant for assessment will demonstrate full compliance with the BRE Guidelines following construction of the proposed development.
- 4.16 As suggested by the BRE Guidelines, natural lighting is only one factor in site layout design and care should be taken to apply the guidance flexibly, taking into consideration the context of the site and advantages of the scheme.
- 4.17 Overall, the proposed development meets the BRE Guidelines and is acceptable in daylight, sunlight and overshadowing terms. It is therefore considered on balance that the proposed development would have an overall acceptable impact on daylight and sunlight received by neighbouring and future occupiers and generally achieves a satisfactory level of compliance.

5.0 Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	Net gain of 20	<i>PTAL Rating</i>	2
<i>Proposed number of cycle parking spaces:</i>	84	<i>Closest Underground Station / Distance (miles)</i>	1.7miles walk
<i>Restricted Parking Zone:</i>	E (surrounding locality)	<i>Parking stress survey submitted?</i>	No

- 5.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 5.2 London Plan Policies T1 and T6 seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 5.3 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.

- 5.4 The site is bounded on three sides by public highway roads Bastable Avenue and Samuel Ferguson Place. Bastable Avenue is subject to a 30mph speed limit, has a series of speed reducing 'speed cushions' for its entire length and is well lit. Parking is restricted by 'At Any Time' double yellow line restrictions over its entire length except where bus stops, formal designated bays and pedestrian crossing are in place. There is a Zebra crossing immediately outside the site frontage. It is also part of the East London Transit routes EL1 and EL2 providing 8-9 min frequency services to Barking.
- 5.5 Samuel Ferguson Place is a cul-de-sac and is primarily a service access to Thames View Junior school and the community hall car park. The parking restrictions consist of double yellow lines "At Any Time", 3 blue badge spaces, school keep clear and a single yellow line restriction covering school collection and pick up times.
- 5.6 The Public Transport Accessibility Level for the proposed site, which has been determined using the standard methodology issued by Transport for London (TfL), gives a PTAL level of 2, indicating a low level of accessibility to public transport. The site is surrounded by CPZ E to the north and there are also parking restrictions on the main thoroughfare of Bastable Avenue.
- 5.7 The proposed scheme proposes an access point from Samuel Ferguson Way. There is no widening of this thoroughfare as part of the proposal. A total of 20 car parking spaces are proposed of which 5 will be for designated for blue badge parking.
- 5.8 The applicant has not submitted a transport assessment for this site. The applicant has relied on the previous scheme comprising of the 54 unit proposal and that the proposed highway design relate to that similar scheme were acceptable in principle. The applicant has however submitted a Site Accessibility Statement which confirms that the viability splays of the access point from Samuel Ferguson Way and general car parking layout is acceptable. The limited approach by the applicant has therefore resulted in numerous conditions and legal obligations proposed as part of the permission so as to ensure highway safety and that the development does not detrimentally impact on the surrounding locality.

Car Parking

- 5.9 Council policy in terms of parking states that parking standards for new developments are to coincide with the London Plan with reduced vehicle dominance and car dependency which should encourage more trips to be made by foot, cycle, or public transport with the aim to increase active, efficient, and sustainable travel.
- 5.10 The no.20 residential parking spaces for the site is provided at a ratio of 0.4 spaces per unit (20 for 50 units), which is considered relatively low but does mean there is a focus on travel by sustainable modes, and therefore in support of the objectives of the local and London plan in promoting sustainable travel.
- 5.11 It should be noted on both the previous schemes 33 car spaces were proposed in a basement car park. This scheme would see a reduction on the previous car parking numbers to support the car lite/car free planning policies but whilst acknowledging the site's low PTAL rating of 2. On balance officers welcome the reduction in car parking but whilst acknowledging the need for some car use on this site. Officers note the introduction of family housing which would warrant justification for 40% of the car parking spaces alone.
- 5.12 The London Plan provides greater flexibility for implementing blue badge spaces at new residential developments, with 3% of residential units requiring at least one blue badge space from the outset, providing a further 7% could be implemented in the future should demand require it. The proposal is to provide 5 bays for Blue Badge holders only which is acceptable and these need to be designed in accordance with the design guidance in BS8300 vol. 1 and this should be secured by condition.

Car Park Design and Management Plan

- 5.13 There is no reference to how the onsite communal parking will be managed or allocated. A Car Park Design and Management Plan will need to be submitted in accordance with Transport for London guidance on car parking management and car parking design. These car parking facilities should be leased rather than sold to occupiers of the development so as to allow greater

flexibility for their intended users. This will be secured by condition and through the legal agreement.

Car Club Provision

- 5.14 Officers also seek as part of the mitigation measures to support the objectives of sustainable travel, prior to occupation the applicant provides free car club membership for a two calendar years on application to the nearest car club operating in the Borough and is to be provided to each future household so that they can have access to a car for infrequent journeys. This will be secured in the s106 legal agreement. The location of the car club space is to be agreed with officers before occupation.

Restriction of CPZ parking

- 5.15 With car-lite housing developments as proposed the potential impact on on-street car parking must be mitigated to minimise the impact of overspill parking, maintain street safety and avoid inconvenience to pedestrians and cyclists. Overspill on-street parking is a recognised concern and therefore, its essential the implementation and enforcement of parking controls and appropriate permit free agreements are required to allow existing residents to make efficient and safe use of their streets. A legal agreement to exclude residents/occupiers associated with the proposed development from applying for a CPZ permit for the nearest CPZ zone E (or equivalent CPZ should there be boundary changes) is required and will be secured within the S106. Officers also seek that in the legal agreement the CPZ restriction is detailed in tenancy leases or sales deeds whichever is the most relevant.

Cycle Parking

- 5.16 The scheme proposes 84 cycle spaces and will need to be provided with reference to the London Plan at the appropriate level fit for purpose and laid out in accordance with the guidance contained in the London Cycling Design Standards. There is no reference made in the information submitted and so this information will be secured by a condition.

Electric Vehicles

- 5.17 Electric vehicle charging points (EVCP) will need to be provided in accordance with the standards set out within the London Plan, with 20% active spaces shall thereafter be retained permanently and the remainder benefitting from passive provision to ensure that they can be converted to EVCP at a later stage if deemed necessary and this will be secured with a condition.

Deliveries and Servicing

- 5.18 It is considered for the purpose of refuse collections the development would need to have a collection on a weekly basis and on an ad-hoc basis for other deliveries. It is proposed that deliveries and servicing will take place via a kerbside arrangement managed and restricted from Bastable Avenue. It is understood this scheme will provide traditional storage and collection methods in line with policy and existing practices currently employed within the Borough. The applicant will need to formal refuse servicing arrangements with LBBDD before the layby becomes operational. A servicing and deliveries management plan will be secured by condition.
- 5.19 To accommodate servicing vehicles likely to be a 10m rigid truck at worst, but predominantly 7.5 tonne box vans will need to be provided within Bastable Avenue. The layby should exceed the proposed length and width shown so these vehicles can safely access and egress the loading/servicing bay. To prevent abuse of the layby, restrictions will be required to limit the amount of time a vehicle can set down here. It is considered that a 20-minute restriction is likely to be sufficient. Further details of the safe and fit for purpose delivery of this layby will be secured by legal agreement as part of the highway improvements as noted below.

Highway Improvements

- 5.20 There is a need for alterations and improvements to the existing highway infrastructure to enable the development to take place. Also, there are other identified mitigation measures officers consider to be appropriate to justify the application credentials and compatibility with the Healthy Streets Approach to create a healthy, inclusive environment to encourage their suggested modal switch to walking, cycling and use public transport. For example, not to inconvenience pedestrians and improve street safety along the pedestrian route to the school, an at grade

crossing in the form of a pedestrian table across the junction of Samuel Ferguson Place and Bastable Avenue will be secured. This will be secured by legal agreement and has been agreed with the applicant.

- 5.21 In terms of highway alterations and improvements the highway authority will require a highway agreement with the applicant. This will need to be secured with the applicant separately in a section 38/278 agreement (Highways Act 1980). In the interests of highway safety no works shall commence until the developer has submitted this information to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority, a scheme of highway works associated with the development. This will be secured by legal agreement.
- 5.22 Officers need to be clear to the applicant that due to the lack of detailed transport information, the Council will secure all off site highway works which will facilitate and deliver the indicative layout as shown on 20002-103-PL04 dated 09/09/20 as part of a legal obligation. This legal obligation must be agreed with the Council before the commencement of works as it is fundamental to minimising the potential impact on the surrounding highway.

Construction Logistic Plan

- 5.23 A Construction Logistic Plan and relevant information in terms of showing the layout for the operational use connected with the proposed build out of this development should be provided. This will be secured by condition in the interests of highway safety.

Travel Plan

- 5.24 The applicant has not submitted a travel plan or referenced how the scheme would promote sustainable transport. To realise this proposal as submitted it will require a robust set of mitigation measures to be secured to avoid any ambiguity about what is expected to promote sustainable transport and result in traffic calming around the school to provide a layout that is both safe and acceptable. Officers seek the submission and implementation of Travel Plans prior to occupation of both the residential and community uses and this will be secured by legal agreement. The Travel Plans will also be monitored in the 2nd year.
- 5.25 Officers are overall satisfied that the proposed development adopts a sustainable approach to transport, to promote walking and cycling, whilst minimising its impact on local road infrastructure and parking amenity, in accordance with relevant policy subject to the legal agreement and conditions.

6.0 Meeting the needs of local residents:

- 6.1 Officers have received two letters of support from local community groups; Thames View Tenants and Residents Association and the Thames View Muslim Association.
- 6.2 The Thames View Tenants and Residents Association support the scheme due to the proposed provision of affordable housing proposed and the overall redevelopment of the site. The Thames View Muslim Association supports the redevelopment of the site together whilst expressing an interest in the community space at ground floor level.
- 6.3 The site has been vacant for a number of years and it appears there is a local desire for the site to be redeveloped not only from a public amenity perspective but also to support the provision of affordable housing in the area. The proposal offers the greatest percentage and most diverse mix and tenure of affordable housing when compared to previous schemes.
- 6.4 The community space measures 327sqm and has been designed to maximise its use in terms of the efficient layout. Whilst the Thames View Muslim Association has expressed an interest in the community space it clarifies to officers there is a need for this use in this location. Further details in terms of the principle of the community use are detailed in section 1 of this report. A management plan for the community use will be secured by legal agreement to ensure that local amenity is protected.
- 6.5 There have been no other expressions of interest from any other interested parties or neighbours received on this application. Officers are therefore of the view that there is a local desire for the site to be developed together with the positive view that the affordable housing provision and provision of community floorspace is to meet a desired need.

Employment and Skills

- 6.6 The proposed development will also contribute to employment for residents within the borough. Officer will secure an Employment, Skills and Suppliers Plan 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. This will be secured by legal agreement.
- 6.7 It is therefore considered by officers that on balance that the proposal will be provide far reaching benefits beyond the description of development.
- 6.8 It is therefore considered that the proposal accords with London Plan Policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to affordable housing and building inclusive communities.

7.0 Waste Management and Refuse Collection

- 7.1 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Reg 19 stage) through Strategic Policy SP7 and Policy DMSI9. Policy SI7 of the London Plan seeks a wider goal for all development proposals in London.
- 7.2 In lieu of any submitted details, it is considered for the purpose of refuse collections the development would need to have a collection on a weekly basis and on an ad-hoc basis for other deliveries. It is proposed that deliveries and servicing will take place via a kerbside arrangement managed and restricted from Bastable Avenue. It is understood this scheme will provide traditional storage and collection methods in line with policy and existing practices currently employed within the Borough. The refuse servicing arrangements need to be discussed with LBBD. Conditions to secure the refuse and recycling areas and servicing/delivery plan will be placed on the permission.
- 7.3 On balance, officers consider that the site can be adequately serviced subject to the submission of further details and the carrying out of the faciiliatory highway works.

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

Renewable Energy Source / %

43.88%

Energy and CO2 Reduction

- 8.1 Chapter 5 (London's response to climate change) of the London Plan and Chapter 9 (Sustainable infrastructure) of the Draft London Plan require development to contribute to mitigation and adaptation to climate change. Specifically, Policy 5.2 of the London Plan and Policy SI2 of the Draft London Plan set out the energy hierarchy development should follow – '1. Be Lean; 2. Be Clean; 3. Be Green'. The policies require major residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough's carbon offset fund and / or off-site, provided that an alternative proposal is identified and delivery is certain. These objectives and targets are also outlined in Policy DMSI of the emerging local plan (Reg 19 stage).
- 8.2 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation and ensure that they are considered at the beginning of the design process. Policy 5.6 states that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the following hierarchy – '1. Connection to existing heating or cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling'. Policy 5.7 seeks an increase in the proportion of energy generated from renewable sources and states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

- 8.3 Policy 5.9 states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy – ‘1. Minimise internal heat generation through energy efficient design; 2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3. Manage heat within the building through exposed internal thermal mass and high ceilings; 4. Passive ventilation; 5. Mechanical ventilation; 6. Active cooling systems (ensuring they are the lowest carbon options)’.
- 8.4 The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan and Draft London Plan: sustainable design principles and optimum design of the building fabric and form (‘Be Lean’) and provision of air source heat pumps (‘Be Green’). A condition is recommended to ensure the renewable energy infrastructure (CHP and PVs), delivering a minimum 43.88% reduction in CO2 emissions over Part L of the Building Regulations 2013 is implemented prior to first occupation of the dwellings. This will be secured by legal agreement and condition.
- 8.5 The applicant’s energy report does not measure the total percentage reduction in carbon emissions site-wide and whether the scheme exceeds the 35% on-site requirement set out in London Plan policy. As such there is no data on whether the scheme achieves zero-carbon on the residential element. Officers will therefore secure the submission of an energy report which assesses the overall reduction in carbon emissions site wide. If the report concludes that the scheme is not zero carbon then an offset through a cash in-lieu contribution to secure CO2 savings elsewhere will be secured. Any resulting carbon offset fund payment for the development will be secured as part of the S106 Agreement.

Air Quality

- 8.6 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy S11 of the Draft London Plan also states that all development should be air quality neutral as a minimum.
- 8.7 The applicant has not submitted an Air Quality Report. A condition has therefore been added for the applicant to submit an assessment prior to the commencement of works. If the proposed development is not expected to meet the Air Quality Neutral Standards, a marginal abatement cost of £29,000 per tonne of NOx over the established benchmark figure shall be paid to the Local Planning Authority. This payment shall be used for air quality improvement projects in the area and will be secured by the legal agreement.

9.0 Biodiversity & Sustainable drainage:

Biodiversity, Arboriculture and Landscaping

- 9.1 Policy G6 of the London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough’s natural environment. This approach is also set out in Policy SP6 of the emerging local plan (Reg 19 stage).
- 9.2 The applicant has only submitted a The Ecological Scoping Assessment and this document has found that the Site contains suitable habitats for nesting birds. Recommendations have been made to undertake clearance outside of the nesting bird season and subject to a bird nesting survey being approved prior to commencement of any works. A condition will secure this.
- 9.3 Notwithstanding the above, and in absence of a full ecology assessment a condition will also be applied which is similar to that of the 34 unit scheme for the provision of at least 2 bat boxes and 2 bird boxes. Planning policies seek to promote net biodiversity gain and hence the provision of bat boxes would support this objective whilst the provision of bird boxes will aid future populations of birds to nest at this already recognised location for nesting birds.

- 9.4 Officers also consider that a Landscape and Ecological Management Plan (LEMP) for the site would also be appropriate and will be secured through a planning condition to preserve and enhance the biodiversity on site.
- 9.5 In terms of trees, the proposed development would result in the removal of 14 assessed trees and 3 groups. They are detailed as follows:

Tree	Type	Category
T1	Swedish whitebeam	B
T2	Silver birch	C
T3	Birch Cherry	C
T4	Field Maple	B
T5	Field Maple	C
T6	Field Maple	C
T7	Hawthorn	C
T8	Cherry Plum	C
T9, T10	Lombardy	B
T10	Oriental Plan	C
T11, T12, T13	Sweet Chestnut	C
G1, G2	Hazel	C
G3	Hawthorn	C

- 9.6 The report assesses the 4 trees located north of the site on highway land. This application does not give permission for the removal of these trees which fall outside of the red line boundary.
- 9.7 The onsite tree removals are compensated for by replacement tree and shrub planting as indicatively shown on Proposed Ground Floor Plan 20002-103-PL04 dated 09/09/20. The scheme proposes 8 new trees on site (and 7 off site on the adjacent highway land to the north subject to Council removal). A total of 15 trees are potentially proposed to compensate for the overall loss.
- 9.8 Officers consider that a scheme of soft landscaping is submitted, including a tree planting strategy which addresses the potential loss of visual public amenity where tree removal is unavoidable. The tree selection should be appropriate to the site and chosen from a species palette to be approved by the Council as part of a condition. The tree planting strategy will also include details of aftercare and maintenance, including irrigation, as well as protection and formative pruning during establishment.
- 9.9 The redevelopment of the site which will result in the improvement to the street scene and overall public realm of the area is supported. Officers consider that the level of ecology on the site will be improved in terms of amount and variety and result in a net gain.
- 9.10 Overall, it is considered that the proposed development will positively contribute to the increase of biodiversity, arboricultural and environmental value of the site and complies with relevant policy.

Sustainable Drainage

- 9.11 Policy SI13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve

greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).

- 9.12 The application site is located within Flood Zone 3 and the development is for new residential accommodation, which is classed as being More Vulnerable. The applicant has submitted a Flood risk assessment which recommends appropriate SuDS measures should be incorporated in the development to minimise surface water discharges.
- 9.13 In the applicant's submitted drainage report it is proposed to connect foul drainage from the new development to the public foul sewer within Bastable Avenue, subject to the approval of Thames Water.
- 9.14 Based on the information available, it is proposed to provide an attenuation-based surface water drainage system, utilising an element of permeable paving for some of the proposed hard standing areas and a small element of green roofing.
- 9.15 The main design principals and proposals as set out in this document have been accepted by officers. Officers however would like to approve the detailed drainage design prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.
- 9.16 Officers are also seeking that the following objectives are secured to reduce and mitigate against flood related issues, as recommended in the applicant's Flood risk report, and are to be secured by condition:
- SuDs tree pits details
 - Details of the green roof/wall system
 - Submission of Emergency flood plan
- 9.17 Thames Water has also responded to the proposal and have no objection to the proposal subject to a condition relating to the submission of a method statement if piling is proposed and a condition relating to details of petrol and oil interceptors to be submitted. This is to protect the underground pipework and to minimise any pollutants into the water network.
- 9.18 Officers therefore consider that the proposed development can be successfully accommodated on the site without impacting on existing residential amenity.

10.0 Archaeology

- 10.1 NPPF Section 16 and the Draft London Plan (2017 Policy HC1) 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. 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. 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.
- 10.2 The London Plan policy HC1 recognise that heritage assets including archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
- 10.3 Adopted Local Plan policies CP2 and BP3 and emerging local plan policy DMD 4 seek to conserve or enhance archaeological remains and their settings will be secured by requiring an appropriate assessment and evaluation to be submitted as part of the planning application for any developments in areas of known or potential archaeological interest.

- 10.4 The planning application lies in a Tier 3 Archaeological Priority Area. The former Thameside Health Centre was built in 1950×69 during a major period of post-war urban expansion; it was demolished in 2008×9 and the site is vacant. The site is located within an extensive area of reclaimed saltmarsh that formerly belonged to the Abbey at Barking (est. AD666) and which was embanked and drained during the medieval period. The historic maps suggest the site is located just to the west of a major watercourse within that drained landscape. The modern history of the site would strongly indicate the buried archaeological potential is low or negligible. However, at a depth of 1.5-2m below current ground levels peat deposits of Neolithic and Bronze Age date are likely to survive; the proximity of the former watercourse could also indicate the present of buried palaeochannels in this area. Therefore, the palaeoenvironmental potential of the site is high.
- 10.5 The site has archaeological potential and therefore the imposition of a condition (matching that of the archaeology condition imposed on the 34 unit approved scheme) to secure an archaeological written scheme of investigation will be secured.

Conclusions:

The redevelopment of the site for new and improved community space within Class F1 and residential use is acceptable in principle and would contribute to the Borough's housing stock through the provision of 50 good quality units compliant with relevant standards. The proposal would comprise 39% affordable units on a habitable room basis which is considered to meet an identified need in the Borough.

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

The development adopts a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure. The proposal is also considered acceptable in terms of sustainability and air quality, with a financial contribution secured to mitigate any shortfall in carbon reduction.

It is therefore recommended that planning permission be granted subject to the conditions and Heads of Terms of the unilateral undertaking, as listed in Appendix 5 and Appendix 6.

Appendix 1:

<p>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:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The Mayor of London's Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Plan – March 2021</i></p>	<p>Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London's form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards Policy D7 – Accessible Housing Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H2 - Small sites Policy H4 – Delivering affordable housing Policy H5 – Threshold approach to applications Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H10 – Redevelopment of existing housing and estate regeneration Policy H12 - Housing size mix Policy S1 -Developing London's social infrastructure Policy S3 – Education and childcare facilities Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI7 - Reducing waste and supporting the circular economy Policy SI8 - Waste capacity and net waste self-sufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment</p>

	<p>Policy CR3 - Sustainable Waste Management Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design Policy BC6- Loss of Community Facilities</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at a "mid" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020).</i></p>	<p>Policy SPDG1 - Delivering Growth Policy SP4 - Delivering Homes that Meet People's Needs Policy SP2 - Delivering High Quality Design in the Borough Policy SP6 – Green and Blue Infrastructure Policy SP7 - Securing a Sustainable and Clean Borough Policy SP4- Delivering social infrastructure in the right locations Policy DMH1 - Affordable Housing Policy DM2 - Housing Size and Mix Policy DMD1 - Responding to Place Policy DMNE1 - Protecting and Improving Parks and Open Spaces Policy DMNE2 Urban greening Policy DMNE3- Nature Conservation and Biodiversity Policy DMNE5 - Trees Policy DMSI 2 - Energy, Heat and Carbon Emissions Policy DMSI4 - Improving Air Quality Policy DMSI6 - Managing Flood Risk, including Surface Water Management Policy DMSI9 - Managing our Waste Policy DMT1 - Making Better Connected Neighbourhoods Policy SP4: Planning for social infrastructure Policy DMS1- Protecting or enhancing facilities</p>
<p><i>Supplementary Planning Documents</i></p>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) London Borough of Barking and Dagenham Archaeological Priority Area Appraisal dated July 2016 by Historic England.</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>	18/00003/FUL	<i>Status:</i>	Refused
<i>Description:</i>	Erection of a six-storey building comprising community uses at ground floor level (Class D1 community use) plus 54 residential flats (3 x studio, 32 x 1-bed and 19 x 2-bed) and associated access, basement level parking and landscaping.		
<i>Application Number</i>	19/00797/FUL	<i>Status:</i>	Approved
<i>Description:</i>	Erection of 4 storey building comprising ground floor community use (Class F1) and 34 upper floor flats (21 x 1 bed, 13 x 2 bed), creation of new vehicular access, basement level car park, and associated landscaping.		

Appendix 3:

The following consultations have been undertaken:

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Met Police Dated 29 th October 2020	<p>No objection advisory comments with regards to the following:</p> <ul style="list-style-type: none"> • Vehicle Parking • Active Street scenes • Public Realm • External lighting and CCTV • Commercial ground floor units • Bin and cycle storage • CCTV standards and preferred locations. • Residential Communal ground floor entrances. • Residential windows and doors specification 	Condition will secure the submission of proposed crime prevention measures, and the delivery of a safe and secure scheme
Urban Design	<ul style="list-style-type: none"> • Conditions relating to submission of materials and hard and soft landscaping plan. 	The relevant conditions have been added.
Drainage Dated 04/12/20	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> • Detailed drainage scheme • Implementation and maintenance plan of drainage scheme • Details of the green roof/wall system, SUD tree pit • Submission of Emergency flood plan 	The relevant conditions have been added
Thames Water Dated 29 th October 2020	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> • Piling method statement • Petrol and oil interceptors 	The relevant conditions have been added.
LBBD Environmental Health Dated 12/11/2020	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> • Contaminated Land • Construction Management • Scheme of Acoustic Protection • Air Quality Assessment • Noise Insulation of Party Construction • External Lighting • Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions • CHP or Biomass 	The relevant conditions have been added.

	<ul style="list-style-type: none"> • Details of Any Commercial Kitchen Extract Ventilation System • Emissions from Non-road mobile machinery (NRMM). • Hours of operation for the non-residential use 	
<p>BeFirst Highways Dated 30th November 2020</p>	<p>No objection subject to the following conditions:</p> <ul style="list-style-type: none"> • Restrictions to CPZ parking • Submission of a detailed parking design and a management plan reflecting the highways marking and restrictions • Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements and off site highway works seeking to ensure a detailed design • Submission and implementation of a Travel Plan prior to occupation and secured by condition. • recommend that the applicant provides free car club membership for two calendar years on application to the nearest car club operating in the Borough and is to be provided to each future resident/household so that they can have access to a car for infrequent journeys. This should be secured in the Unilateral Undertaking / legal agreement. • EVCP provision will be in accordance with the Draft New London Plan this equates to twenty percent of the onsite parking provision will be active Electric Vehicle Charging Parking bays and the applicant has agreed the remaining 80% will be equipped as passive bays and this should be secured by condition. • Submission and implementation of a Construction Logistics Plan and Delivery and Servicing Plan prior to commencement of any works and to be in accordance with Transport for London 	<p>The relevant conditions and legal obligations have been applied.</p>

	<p>guidance and this should be secured by condition.</p> <ul style="list-style-type: none"> • that the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to be secured by condition. • Blue badge provision • Car parking spaces are not sold but leased. 	
<p>London Fire Brigade Dated 3/11/20</p>	<p>No objection provided the applicant meets Fire Safety Approved Document B</p>	<p>A condition will be added to secure the submission of Fire Strategy for the building.</p>
<p>Access Dated 2/11/20</p>	<p>No objection but advisory general comments on the residential unit layouts and commercial space. A majority will be addressed through building regulations and through other conditions such as fire strategy.</p>	<p>The applicant has been made aware of the comments and are aware of the relevant regulations.</p>

Appendix 4:

Neighbour Notification:	
Date of Press Advertisement:	28 th October 2020
Number of neighbouring properties consulted:	177 on 28 th October 2020
Number of responses:	3
Address:	Summary of response:
<i>Thames View Tenants and Residents Association, 3 Ray Gardens, Barking IG110PW</i>	<i>Support the redevelopment of the site and provision of affordable housing on the site</i>
<i>Thames View Muslim Association</i>	<i>Support the redevelopment of the site. Expressed interest in occupying the ground floor community space.</i>
<i>27 Farr Avenue, Barking IG11 0NY</i>	<i>Confirmation of the location of the former Thames View Clinic site. Officers have sent the neighbour a copy of the site location plan.</i>

Appendix 5:

Conditions

Conditions:

Mandatory 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 listed below:

- Location Plan 17/5520/LP rev A dated Oct 2017
- Proposed ground floor 20002-103-PL04 dated 09/09/20
- Proposed first floor 20002-204-PL02 dated 23/03/21
- Proposed Second floor 18008 205 PL02 dated 23/03/21
- Proposed third floor 20002-206-PL02 dated 23/03/21
- Proposed fourth floor 20002-207-PL02 dated 23/03/21
- Proposed front elevation 20002-110-PL01 dated 09/09/20
- Proposed rear elevation 20002-111-PL02 dated 09/09/20
- Proposed west and east side elevations 20002-112-PL01 dated 09/09/20
- Proposed roof plan 18008-108-PL01 dated 09/09/20
- Schedule of Accommodation RE5 dated 230321
- Topographical Survey Plan Drawing ref: 3611 dated 18/11/2017
- Site accessibility statement by Traffic and Highway Emergency Ltd dated 09/10/20
- Flood risk assessment by WtFR Ltd dated 28th October 2020
- Planning statement by P&D Associates dated 8th October 2020
- Planning statement addendum by P&D Associates dated January 2021
- Ecology Scoping Survey by Prime Environment ref 0244001 Rev 0 dated Nov 2016
- Daylight, sunlight and overshadowing report dated 29th January 2019 by The Chancery Group
- Arboricultural Impact Assessment by Expert Arboriculture ref 379 dated 08/12/2017
- Drainage Report by Turner Jomas and Associates dated Oct 2018
- Drainage and water enquiry assessment by Thames Water dated 31/01/2017
- Due Diligence Report by Argyll Environmental dated 22/12/16
- Design and Access Statement by Open London dated June 2020
- Archaeology Desk Top assessment by Southwest Archaeology ref 171114 dated 14/11/2017
- Energy and Sustainability Assessment by ERS Consultants dated 06/04/21

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 Commencement Conditions

3. Site Contamination

No development (with the exception of demolition works above ground level only) shall commence until:

(a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

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

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

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

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the

Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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

4. Construction Management

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

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

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

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

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

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

5. Air Quality and Air Quality Neutral Assessment

a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. The development shall be at least "Air Quality Neutral" and an air quality neutral assessment for the building and transport shall be included in the report. The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such hereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity.

6. Drainage Strategy

No development shall commence until a detailed drainage scheme (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.

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

7. Emergency Flooding Plan

No development shall commence until an emergency flooding plan has been submitted to, and approved in writing by, the LPA. The scheme shall as a minimum include:

a) Details of advanced flood warning measures,

b) Advanced site preparation measures to be undertaken in the event of a flood warning,

c) Site evacuation measures,

d) Measures to monitor the surface water drainage system and drainage ditch system in the wider area,

e) Dedicated named flood wardens who will be on site during all operational hours of the development, responsible for flood safety measures in accordance with emergency flood management plan.

The approved emergency flooding plan shall be relayed to all site workers and shall be implemented for the life of the development.

Reason: For health and safety purposes

8. SUD's Tree Pits

Prior to the commencement of development details of sustainable urban drainage tree pits shall be submitted and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved details.

Reason: To prevent an increased risk of flooding.

9. Green walls and Green Roof Systems

Prior to the commencement of development details and a maintenance plan of the green wall and green roof systems shall be submitted and approved by the Local Planning Authority. Once approved the maintenance plan shall be implemented.

Reason: To promote biodiversity on the site and to prevent an increased risk of flooding.

10. A Landscape and Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior to the commencement of the development. The approved plan will be implemented in accordance with the approved details. The content of the LEMP shall include the following:

Standard LEMP information, including:

- I. Description and evaluation of features to be managed.
- II. Ecological trends and constraints on site that might influence management.
- III. Aims and objectives of management.
- IV. Appropriate management options for achieving aims and objectives.
- V. Prescriptions for management actions.
- VI. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- VII. Details of the body or organization responsible for implementation of the plan.
- VIII. Ongoing monitoring and remedial measures.
- IX. The funding mechanism by which the long-term implementation of the plan will be secured.

Reason: To preserve and enhance the Borough's natural environment.

11. Construction Logistics Plan and Delivery and Servicing Plan

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

Reason: In the interests of highway safety.

12. Archaeology

a) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of

Investigation (WSI) which has been submitted by the applicant and approved in writing by the Local Planning Authority.

b) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part a).

c) 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 in writing by the Local Planning Authority. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- i. 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, and
- ii. The programme for post-investigation assessment and subsequent analysis, publication and 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.

d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part a), and if relevant under Part c), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Archaeology must be identified prior to the commencement of development to ensure that archaeological investigation is initiated at an appropriate point in the development process and that any areas of archaeological preservation are identified and appropriately recorded/preserved, and the results published in accordance with Policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document.

13. Nesting Birds Survey

No vegetation or site clearance shall take place between 1 March and 30 September without a nesting bird survey being carried out by a suitably qualified ecologist no more than 2 days prior to commencement of the development.

If nesting birds are found, a strategy should be agreed with the Local Planning Authority to ensure the nesting birds are not disturbed by works taking place on the site.

Reason: The survey is required prior to commencement of the development to protect the ecology of the area as nesting birds may be present on the site.

14. 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

Prior to Above Ground Works Conditions

15. 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. Plan.

16. Materials and Balcony Details

No above ground new development shall take place until details of 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.

17. Fire Safety Scheme

No above ground new development shall commence until a Fire Statement has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The Fire Safety Scheme shall be implemented in accordance with the approved detailed prior to first occupation of the development and permanently maintained thereafter.

Reason: In order to provide a safe and secure development.

18. Electric Vehicle Charging Points Details

No above ground new development shall take place until details of Electric Vehicle Charging Points have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how active electric charging points will be provided for 20% of the car parking spaces, with passive provision for the remaining 80% of the spaces. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

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

19. Trees

No above ground new development shall commence until a Tree Planting Strategy is submitted to and approved in writing by the Local Planning Authority.

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

20. Hard/Soft Landscaping Details

No above ground new development shall commence until detailed soft and hard landscaping strategies are submitted and approved in writing by the Local Planning Authority.

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

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

21. Carbon Emissions

Prior to the commencement of development an energy statement to confirm the percentage reduction in site wide CO2 emissions shall be submitted and approved in writing.

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

Prior to First Occupation / Use Conditions

22. 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 retained thereafter.

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

23. Car Parking Design and Management Plan and Implementation

Prior to the first occupation of the development a Car parking Design and Management plan shall be submitted and approved in writing by the Local Planning Authority.

Once the car parking design and management plan is approved the car parking areas shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees.

The five proposed blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, to ensure and promote easier access for disabled persons.

24. Cycle Parking Implementation

Prior to the first occupation of the development the applicant makes the necessary provisions for the 84 cycle spaces as shown on drawing 20002-103-PL04 dated 09/09/20 is in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

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

25. Refuse and Recycling Implementation

The refuse and recycling stores shown on drawing 20002-103-PL04 dated 09/09/20 shall be provided before the first occupation of the development and thereafter permanently retained.

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

26. Sustainable Drainage Implementation

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

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

27. Crime Prevention Scheme

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

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

28. Communal Television and Satellite System

The development hereby permitted shall not be occupied until details of a communal television and satellite system have been submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation and be made available to each residential unit. 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 building.

29. External lighting

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

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

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

30. Details of Any Commercial Kitchen Extract Ventilation System

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

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

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

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

31. Petrol and Oil Receptors

The development hereby permitted shall not be occupied until details of petrol and oil interceptors for all car parking, servicing and loading areas have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason: To prevent pollution of the water environment in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

32. Bird and Bat Boxes

Prior to the occupation of the development details and locations of 2 bird and 2 bat boxes shall be submitted to the LPA and agreed in writing. Once approved the bird and bat boxes shall be installed and permanently retained thereafter.

Reason: In the interest of promoting and enhancing biodiversity on the site.

Monitoring and Management Conditions

33. Accessible Housing

All new build dwellings shall be constructed to comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) as a minimum.

Five (10%) dwellings, identified as Units 1.3, 1.5, 2.5, 3.2 and 3.4 shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: Wheelchair user dwellings (2015 edition).

Reason: To ensure that sufficient accessible housing is provided.

34. Water Efficiency

The proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G.

Reason: To minimise the use of mains water.

35. 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.

36. Renewable Energy Infrastructure

The development hereby permitted shall be carried out in accordance with the submitted Energy Statement prepared by ERS Consultants dated 06/04/21 to achieve a minimum 43.88% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) (when applying updated SAP 10 emission factors). The renewable energy infrastructure must be implemented prior to occupation of the residential units.

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

37. 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 protect the amenity of the surrounding residential buildings

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

Any major development within the London Borough of Barking and Dagenham 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.

39. 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.

40 CHP or Biomass

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.

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

Appendix 6:

Legal Agreement Proposed Heads of Terms:

The proposed heads of terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

Administrative

1. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees of £9,000.00 for monitoring and implementing the Section 106, payable on completion of the deed.

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

4. Secure 39% affordable housing on a habitable room basis as shown on drawings 20002-204-PL02 dated 23/03/21 and 18008 205 PL02 dated 23/03/21 comprising:

- 9 no. units provided at London Affordable Rent: Unit numbers: 1.6, 1.7, 1.9, 1.13, 1.14, 2.1, 2.10, 2.11, 2.12.
- 9 no. units provided at Shared Ownership Unit numbers: 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.10, 1.11, 1.12.

Transport

5. Secure restrictions preventing future residents from obtaining parking permits from controlled parking zone E (CPZ) (or the equivalent CPZ at the time of reassessment).

6. Offsite Highway works - To realise and deliver the 'in principle' plan of works as shown on the ground floor plan drawing 20002-103-PL04 dated 09/09/20 this proposal as submitted will require alterations to highway which will go beyond the extent of the red line boundary of the application. Prior to any ground works on the site of the development in the interest of highway safety the developer shall submit to the council a) A scope of highway works to be approved by the Highway Authority and this shall include the provision of a pedestrian table crossing at the junction of Samuel Ferguson Way and Bastable Avenue b) a detailed highway design and enter a s38/278 agreement (Highways Act 1980) to undertake highway improvements seeking to ensure design works are in accordance with the Design Manual for Roads and Bridges with the relevant road safety audits stage 1 and 2 as well as TSRGD compliant scheme both in term of the loading bay and the accompanying signage and markings and c) implement all the off-site highway works as defined in (b) prior to any construction of the development.

7. Prior to occupation of the development, free car club membership for two calendar years on application to the nearest car club operating in the Borough is to be provided to each future household so that they can have access to a car for infrequent journeys. The location of the nearest car club space is to be agreed with the Council before occupation.

8. Six months prior to the operation of the residential use, the applicant shall secure the submission of a Travel Plan for the occupiers/tenants to demonstrate how sustainable modes of transport will be promoted and car parking managed. Once approved the Travel Plan must be implemented on the first occupation of the residential units.

9. On the 2nd anniversary of the commencement of the operation of the residential use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

10. The car parking spaces hereby approved shall not be sold to the occupiers of the development. The car parking spaces shall be leased to occupiers and tenants only. This will ensure that the parking spaces will meet the needs of the occupiers and maximised the use of the spaces themselves.

Employment and Skills

11. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

Sustainability

12. The development shall achieve a minimum 43.88% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision. A monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions if the scheme is not zero carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards.

Operation of the Community Facilities

14. Six months prior to the operation of the community use, the applicant shall secure the submission and implementation of a Management and Travel Plan for the use of the ground floor for community use, including an event management plan for events which will exceed 40 attendees to demonstrate how sustainable modes of transport will be promoted and car parking managed.

15. On the 2nd anniversary of the commencement of the operation of the community use, the applicant or successive owner in title shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site with their associated users.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupier/tenants and their associated users/visitors to the site and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

Playspace Contribution

16. Secure a play space contribution of £44k to offset the shortfall of child playspace on the site.