

**LONDON BOROUGH OF BARKING & DAGENHAM**
**PLANNING COMMITTEE**
**Monday 19<sup>th</sup> December 2022**
**Application for Hybrid Planning Permission (part retrospective, part full, part outline)**

<b>Case Officer:</b>	Barry Coughlan	<b>Valid Date:</b>	<b>15/06/2022</b>
<b>Applicant:</b>	Countryside Partnerships Plc and L&Q	<b>Expiry Date:</b>	<b>Subject to PPA</b>
<b>Application Numbers:</b>	<b>22/01048/OUTSRM 22/02077/S106</b>	<b>Ward:</b>	Beam Ward
<b>Address:</b>	Former Site of Assembly Plant, Beam Park Development Site Thames Avenue, Dagenham, Barking and Dagenham,		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for approval of reserved matters relating to the proposal below at the Former Assembly Plant Site, Dagenham.

**Proposals**

**22/01048/OUTSRM** - Stand-alone hybrid planning application facilitating remasterplanning of that part of the previously consented Beam Park development falling within LBBD (previous scheme phases 2B to 8, LBBD reference 19/01241/OUT as amended), to include residential development; a primary school and commercial uses; energy network infrastructure; open space; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and associated engineering operations. This application is an EIA development and is accompanied by an Environmental Statement.

Informative: The application as part of the public consultation has been described with further explanation (not forming part of the formal description of development set out above) as follows: Hybrid application (part retrospective, part full, part outline) to provide an uplift of 947 residential units to provide 3,119 units (of which 50% will be affordable by unit), 3,508sqm (commercial, community, leisure uses) in buildings ranging from 3-16 storeys in height, a primary school; energy centre and associated infrastructure; open space; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; and highway works.

**22/02077/S106** – Deed of Variation to legal agreement attached to planning permission 19/01241/OUT in order to remove the obligations relating to land within LBBD further to stand-alone planning application 22/01048/OUTSRM

**Officer Recommendations**

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with the Head of Legal Services to consider any representations from the Health and Safety Executive relating to fire safety and subject to there being no substantive objections and to consider any further information provided in relation to Wind and Microclimate and subject to these being satisfactory to demonstrate that the Environmental Statement is complete, to approve the application (22/01048/OUTSRM) subject to the completion of a legal agreement based on the conditions listed in Appendix 5 of this report and the heads of terms listed in Appendix 6;
3. Delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with the Head of Legal Services to determine the associated Deed of Variation application 22/02077/S106.

## Conditions Summary

### Summary of Conditions

#### **Site-Wide Conditions Procedural**

1. Reserved Matters to be Submitted
2. Timing of Reserved Matters Submission
3. Timing of Reserved Matters Commencement
4. Approved Drawings and Documents
5. Phasing Strategy
6. Unit Numbers & Housing Mix
7. Flexible Non-residential Uses
8. Car Parking
9. Building Heights
10. Open Space
11. Development Plots
12. Design Code
13. Accessible Housing
14. Reserved Matters Submissions

#### **Prior to Commencement Conditions**

15. Archaeology
16. Construction Logistics Plan
17. Construction Environmental Management Plan (CEMP)
18. Contamination
19. Surface Water Drainage
20. Flood Resilience
21. Circular Economy Statement
22. Air Quality
23. Site Wide Energy Strategy and Energy Centre Details
24. Energy Statement and District Heating Network Connection
25. Piling Method Statement
26. Boreholes
27. Whole Life Cycle Carbon
28. Aviation Safeguarding
29. Waste Water

### **Prior to Above Ground Works Conditions**

30. Socio Economic
31. Transport and Air Quality Impacts
32. Detailed Heritage Strategy
33. Wind Microclimate Analysis
34. Access Arrangements
35. Child Playspace Strategy
36. Child Playspace Phase C
37. Car Parking Design and Management Plan and Implementation
38. Highway Landscaping
39. Traffic Management Plan
40. Urban Greening Factor
41. Cycle Parking
42. Delivery and Servicing Plans
43. Refuse Strategy
44. Electric Vehicle infrastructure
45. Detailed Design and Materials Samples
46. Community and Sports Uses - School

### **Prior to First Occupation / Use Conditions**

47. Acoustic Protection
48. Details of Any Commercial Kitchen Extract Ventilation System
49. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
50. Noise from School Use
51. Fixed and Mobile Equipment
52. Remediation and Verification
53. Whole Life Carbon - Post Construction Assessment
54. Circular Economy Post Construction Assessment
55. Decarbonisation Strategy
56. Fire Statement Phase C
57. Water Efficiency
58. Biodiversity Enhancements
59. Restriction on lighting of outdoor sports facilities in school grounds
60. Secure by Design
61. Landscaping Management Plan
62. Living Roofs

### **Monitoring and Management Conditions**

63. Environmental Statement
64. BREEAM Final Certificate
65. Antenna
66. Considerate Constructors Scheme
67. Digital Connectivity
68. Biodiversity Net Gain
69. Impact on the Television Reception of Neighbouring Properties
70. Community Space Strategy
71. Beam Park Station
72. Restriction on Permitted Development Rights

## Legal Agreement s106 – Summary of Heads of Terms:

### 1) Affordable housing and viability review:

- a) 1,534 affordable dwellings (minimum of 50% by habitable rooms)
- b) 64% of affordable dwellings (by habitable rooms) shall be London Shared Ownership/Intermediate
- c) 36% of affordable dwellings (by habitable rooms) shall be London Affordable Rent
- d) Early-stage viability review
- e) Council to have nomination rights for London Affordable Rent dwellings

### 2) Buy-to-let:

- a. Buy-to-let purchasers of two or more units to provide the Council with details of managing agent and ensure agents is registered with Association of Rental Letting Agents or the National Association of Estate Agents

### 3) Build to Rent

- a. Build to Rent Housing Strategy
- b. Build to Rent Management Plan
- c. 15-year covenant period and clawback provision

### 4) Educational Use

- a. If required by the Council prior to a defined longstop date, transfer of a cleared and serviced site (with access) to the Council to enable delivery of 3 form entry primary school by the Council/DfE (or nominated provider).
- b. Community Use Agreement for school facilities

### 5) Employment and Training

- a. Employment, Skills and Supply Chain Plan
- b. Employment and Training Contribution: (FTE construction workforce for the relevant phase x 25%) x £5,000 at a cap to be agreed.
- c. Construction phase employment: developer to use reasonable endeavours to:
  - i. ensure minimum of 20 % of construction phase workforce are new jobs;
  - ii. ensure minimum of 25% of FTE construction phase employees are local residents within LBBD;
  - iii. advertise all construction phase job vacancies through the Council's job brokerage services;
  - iv. ensure any appointments/placements of unemployed local residents into FTE construction phase jobs are for a minimum period of 26 weeks;
  - v. ensure compliance with Unite Construction Charter;
  - vi. ensure all construction phase employees are paid no less than the London Living

Wage; and

- vii. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service.
- d. Construction phase training: developer to use reasonable endeavours to:
- i. provide at least one training opportunity for every 10 construction workers, at least half of which must be apprenticeships leading to a full recognised qualification;
  - ii. provide 10 weeks of work experience for every 6 months of the construction phase, with each placement lasting a minimum of 2 weeks; and
  - iii. provide at least one educational workshop/visit per educational term for the duration of the construction phase to support local schools and careers services.
- e. Local procurement of goods and services including reasonable endeavours to ensure at least 25% of the value of all goods and services are sourced from LBBB.
- f. Employment monitoring:
- i. Regular employment monitoring reports
  - ii. Employment coordinator
  - iii. Employment and Training Monitoring Contribution of £3,000 per phase prior to submission of each reserved matters application
- g. Contributions in the event of failure to comply with targets:
- i. Shortfall against target number of jobs for LBBB residents x £5,000
  - ii. Shortfall against target number of apprenticeship starts x £8,000
- h. End user phase: developer to use reasonable endeavours to:
- i. ensure minimum of 10% of newly created vacancies within employment floorspace are filled by local residents within LBBB;
  - ii. advertise all end user job vacancies through the Council's job brokerage service;
  - iii. ensure all employees within end user phase are paid no less than London Living Wage;
  - iv. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service; and
  - v. include relevant commitments within tenancy documents.

## 6) TfL Contributions

Wayfinding Scheme to be prepared and implemented in accordance with TfL guidance and design standards incorporating Legible London principles and design. All cost incurred in design and implementation to be paid by the applicant.

The developer to pay a contribution of £3,552,300.00 towards buses bus service mitigation 34% to be paid with Phase C, 33% to be paid by Phase E and 33% to be paid by Phase G.

Cycle parking. Highways Management Contribution – £5,000

Traffic management works contribution of £30,000

## **7) Dagenham Dock Contributions**

The Developer to pay £700,000 to the Council prior to the commencement of Phase C of the development towards improvements to Dagenham Dock Station.

## **8) Highways and Transport**

Highway works: All primary and secondary roads to be constructed to the Councils adoptable standards, specification and designs for roads, controlled crossings, street lighting, design speeds and/or speed limits to and to be agreed with the local highway authority.

Applicant to enter into a section 278 agreement for each Phase the delivery of the Highway Works prior to Occupation within that Phase. Applicant to deliver the Highway Works, relevant to the Phase/Plot being occupied in accordance with the section 278 agreement prior to Occupation of each Phase/Plot.

Public Access: Delivery of the Primary pedestrian route/s for use by public 24 hours a day/7 day a week/ 365 days a year (subject to necessary closures for maintenance or other matters agreed with LBBB).

Permanent Traffic management Orders: The Applicant shall pay to LBBB the reasonable costs to implement the scheme and to cover the required Permanent Traffic Management Orders. Road Safety Audits Draft: November 2022 London Borough of Barking and Dagenham Beam Park Phases A-G (formerly Phases 2B to 8)

Road Safety Audit: Road Safety Audits to be undertaken of the proposed Off-Site and On-Site Highway Works and submit the Audits to LBBB for approval prior to implementation.

Bus Stop Design Any bus stops delivered in connection with the development shall comply with TfL's accessible bus stop design guidance.

Monitoring of Junction on Kent Avenue on an annual basis, the cost of which to be borne by the developer. In the event that the cumulative impact of the development upon the junction is found to require intervention, a contribution shall be paid by the developer to undertake works necessary to mitigate the impact.

## **9) Car Parking and Travel Plans**

- a. Restrictions on parking permits for residential development excluding Phase A which should mirror obligations in previous agreement
- b. Payment of Council's reasonable costs of implementing Car Parking Management Plan and Traffic Management/Regulation Orders.
- c. Car parking spaces to be leased on a short-term basis with a prohibition on sale of freehold/long-leasehold interest
- d. Travel Plan monitoring report including travel plan monitoring fee
- e. Welcome packs for occupiers including details of Travel Plan, Car Park Management Plan, parking permit restrictions and Car Club.

## **10) East/West Connection**

No residential units (apart from those in phases A and B) can be occupied until the East – West Link/walking route to Dagenham Dock Station has been provided. Link to be shown on a plan attached to the agreement.

### **11) Air quality**

- a. Offsetting contribution payable at practical completion of each phase where they fail to meet Air Quality Neutral standards (£29,000 per tonne of NOx shortfall) up to an agreed cap.

### **12) Energy and Sustainability**

- a. Each phase/plot to achieve a minimum on-site reduction of at least 35% beyond Part L Building Regulations 2013.
- b. Submission of as-built energy performance reports at practical completion of relevant phase/plot to demonstrate that the relevant phase/plot has met the minimum 35% target for on-site reduction, with payment of a carbon offsetting contribution to cover the shortfall between the actual on-site reductions and the 100% reductions required by London Plan Policy SI 2 calculated as £95 per tonne of CO2 shortfall multiplied by 30 years
- c. Be Seen energy monitoring clauses in line with GLA guidance.

### **13) Community Space**

- a. Multifaith space within Phase A to be provided in perpetuity.
- b. No less 296sqm of community space to be provide across phases B-G to be determined through an agreed community strategy submitted to the LPA for approval.
- c. Space to be provided on peppercorn rent as community space. Fitting out to be carried out by the operator
- d. Space to be provided in accordance with Community Space Strategy to be submitted and approved.

### **14) Indexation**

- a. All relevant payments and contributions to be subject to appropriate indexation

### **15) Monitoring and Legal Fees**

- a. Monitoring contributions (excluding Employment and Training and Travel Plan obligations for which separate payments are secured) of £1,500 per HOT per phase of the development to monitor and implement the HoT's secured in this deed relating to Affordable housing provision, highways works, CPZ restrictions, Car Club provision, travel plan reviews, air quality & energy (CO2 reduction)
- b. Payment of the Council's reasonable and proper legal fees in drafting, negotiating and completion s106 agreement.

## OFFICER REPORT

### Planning Designations

- Key Regeneration Area South Dagenham
- London Riverside Opportunity Area
- Tier 2 Archaeological Priority Area
- Flood Zone 3 and minor area benefiting from flood defences

### Emerging Local Plan

- Strategic transformation area (Beam Park)
- Site allocation “AE- Beam Park (South Dagenham East)” for comprehensive mixed use development, comprising residential, commercial floorspace and community uses and supporting infrastructure, including primary schools, public parks, leisure centre.

### Site, Situation and Relevant Background Information

#### Site Context

The application site is a 21.3 hectare site of brownfield land historically associated with operations at the Ford Motor Company. The site is located to the south of New Road/A1306 and is bounded by Kent Avenue to the west and Beam River to the east. To the south of the site is the Channel Tunnel Rail Link/C2C National Rail Services and the A13, with Ford factory buildings and Dagenham Breach beyond. Princes Parade Neighbourhood Centre is located to the northwest of the site on new Road. The land to the north of New Road is mostly low-rise and residential in character.

The site is now owned by the Greater London Authority (GLA) who have selected Countryside Properties Plc and L&Q as their development partners.

#### Planning History and Procedural Background

Planning permission was granted in 2019 for the comprehensive redevelopment of the wider Beam Park redevelopment site, which also includes former Ford land within the administrative boundary of the London Borough of Havering (LBH). That cross-boundary, hybrid planning permission (LBBB ref: 17/01307/OUT, LBH ref: P1242.17) was for up to 3,000 residential units, 2 primary schools and a nursery, a railway station and supporting uses such as community, leisure, retail and healthcare space along with associated open space and public realm. The application was called in by the GLA due to a refusal by LBH and planning permission was granted following a public hearing under reference number GLA/2933a/03.

The development was to be delivered in 8 phases. Phase 1, which was located wholly in LBH and was granted detailed planning permission, comprised 640 residential units and included the provision of a new Beam Park station. The remaining phases 2-8 were granted in outline and comprised a further 2,360 residential units with associated uses and open space.





Fig 1: Cross Boundary Phasing Plan

The planning permission was implemented in 2019 with construction beginning on Phases 1 and 2. Phase 2, which straddles the borough boundary, was split into 2 sub-phases for administrative purposes: Phase 2a (wholly in LBH) and Phase 2b (wholly within LBBB). The planning permission was subsequently amended in LBBB by minor material amendment application 19/01241/OUT which enabled an uplift of 198 units within phase 2b (with no overall increase in units across the wider consent). Minor material amendment applications were also granted by LBH (P0242.21 and P1125.19).

The above permissions remain extant and are capable of being fully built out, subject to the various conditions and s106 obligations controlling phased occupation. The principle of a comprehensive, multi-phase redevelopment of the site is therefore established and the consented position is a key material planning consideration in the assessment of the subject application.

### The Subject Application

The subject application relates to land located within LBBB only and seeks hybrid planning permission (part detailed, part outline, part retrospective). The application site is now divided into 7 phases, which have been renamed phases A-G.

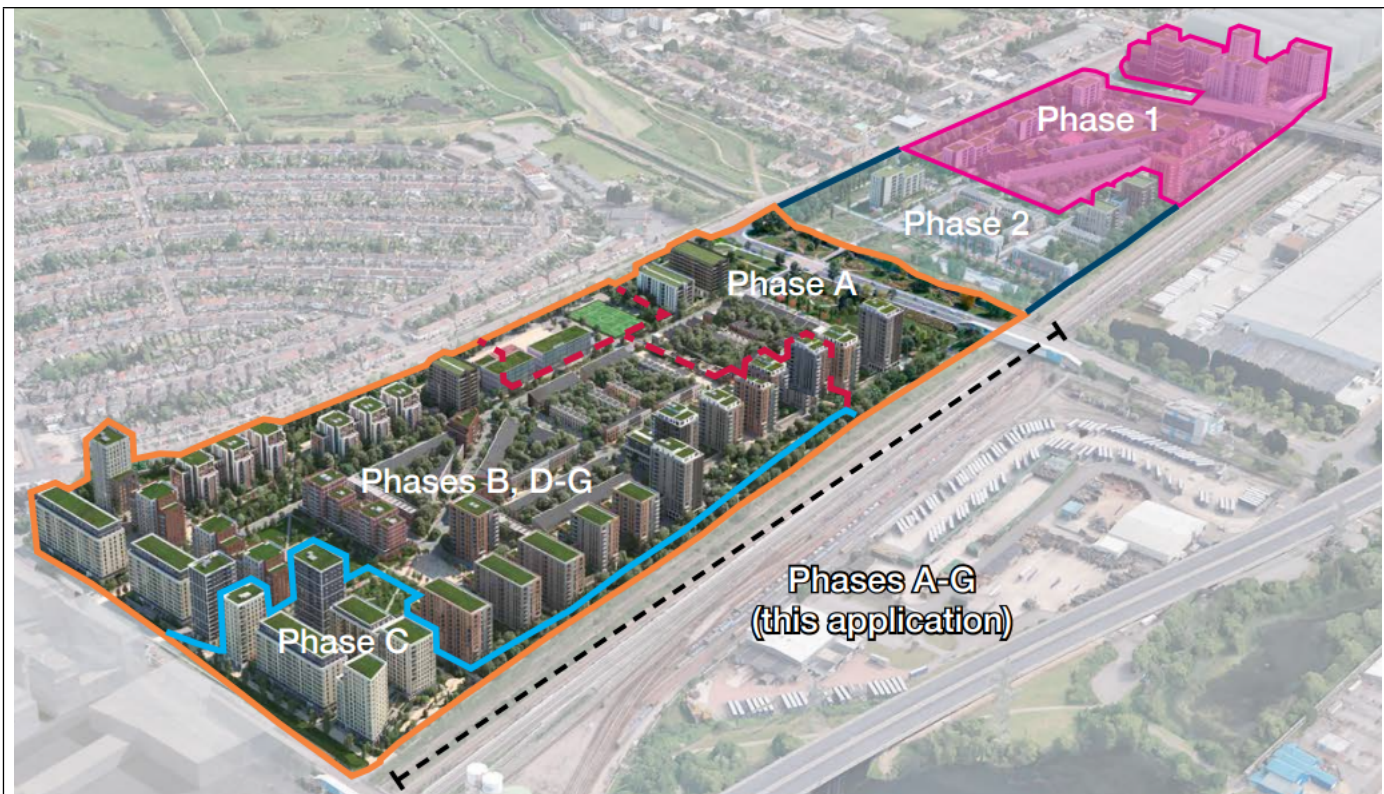


Fig 2: Current Phasing Plan

Given that Phase 2b (now Phase A) has already commenced under the cross-boundary hybrid permission and is almost complete, that phase is applied for retrospectively as part of the subject application - no changes to this phase are proposed. This means that, should the subject application be granted, and subject to suitable s106 obligations attached to this permission and a deed of variation to the legal agreement attached to the cross-boundary hybrid permission, the extant planning permission as it relates to Phase 2b will fall away and the development undertaken within Phase A would have planning permission under the current, stand-alone planning application. The relevant legal mechanisms required to facilitate this are discussed in further detail in the sections below.

The total number of residential units proposed under the subject application is 3,119. This equates to a 947 unit uplift in comparison to the number of units consented in LBBB under the cross boundary permission. Part of this uplift (198 units) is accommodated within Phase A which was amended under application 19/01241/OUT so as to provide greater density on that part of the site. The bulk of the remainder of the uplift is provided within phases C, D and E, which are located on the western end of the site and are now proposed at a higher density than was previously the case. Residential typologies on the western part of the site have also been amended so that there are now more units provided as flats than houses but with a significant increase in the extent of open space now provided on this part of the site (known as Beam Park Gardens).

The detailed component of the current application is Phase C which is located on the south-western corner of the site. Phase C would provide 520 homes along with some commercial floorspace and associated open space and public realm. The remainder of the development (phases B, D-G) is applied for in outline and would comprise 2,269 homes along with a new primary school, commercial space, community space, open space and public realm.

Given that the detailed design of Phase A is identical to that approved under the reserved matters application 19/01346/REM and subsequent approval of details applications, the documents approved under those applications are to be added to the list of approved documents for this application. Relevant conditions which have already been discharged in relation to Phase A will also not be required for that phase.

## Difference Between the Subject Application and the Cross-Boundary Consent

The broad principles of site layout are similar in the subject application in comparison to the cross-boundary consent in terms of street layout and building location. The principal changes relate to some switches in typology from houses to flats in phases F & G along with a reconfiguration and increase in the extent of open space. As mentioned above, the massing on the western part of the site has also increased in comparison to the cross-boundary consent.



Cross-Boundary Consent



Subject Application

For clarity, the physical changes between the subject application and the cross-boundary consent can be summarized as follows:

- Block A (Phase E): from 10 storeys increased to 16 storeys;
- Block B (Phase D): from 10 storeys increased to 16 storeys;
- Blocks C and D (Phase C): from 10 storeys increased to 16 storeys;
- Blocks E and F (Phase F): from 9-10 storeys to 14 storeys;
- Block G (Phase F): from 8 storeys increased to 16 storeys;
- Block R (Phase B) from 9 storeys increased to 16 storeys;
- Block M (Phase B): from 9 storeys increased to 14 storeys;
- Block C and D (Phase C) merged to form one single apartment block (new Block C). A secondary access route has been removed to accommodate this;
- Housing Plots 1 and 2 on the northern boundary and apartment Block O (Phase G) removed and replaced with new mansion house Block Q1, up to 12 storeys and Block D with up to 10 storeys;
- Housing Plot 5 and apartment Block P (Phase G) removed and replaced with two apartment Block Q2 with up to 12 storeys;
- Block Q removed and Housing Plot 10 (Phase F) partly replaced by new apartment Block Q3 with up to 12 storeys. Housing Plot 10 re-numbered to Plot 5;
- Housing Plots 18 and 6 (Phases G and G) reconfigured and new Block O and O2 with up to 6 storeys;
- No changes to housing Plot 7 (Phase B), 3 storey town housing;
- New commercial and community spaces (A1, A2, A3, A4, A5, B1, D1 and D2) in Block Q3 and B; and
- New areas of green space and increase in public open space and play areas, including 'Beam Garden' to the west of the site between Blocks B, C, E, Q2 and Q3.

### Amendments since first submission

The subject proposal has been amended since first submission. The overall number of units is as originally proposed however the size of some units has been amended as part of an improved affordable housing offer which improves the tenure split from 70% Shared Ownership, 30% London Affordable Rent to 64% Shared Ownership, 36% affordable rent. The extent of community space has also been increased within the detailed and outline component with a corresponding reduction in commercial space. Amendments have also been made to cycle storage provision and further detail provided in relation to the indicative layout of public realm. The transport statement submitted in support of the application has also been amended so that a 'no station' scenario is no longer modelled given that a Grampian condition is now proposed to restrict occupation of part of the development until Beam Park station is delivered.

### Emerging Context

Along with the consented phases of the wider Beam Park redevelopment that are within LBH, a resolution to grant planning permission has also been obtained on a site further to the east in Havering known as 90 New Road. That development (LBH ref P1039.12) would provide 717 residential units and 1,000sqm of flexible floorspace and is being undertaken by Clarion Housing Group.

To the west of the subject site is the site of the former Ford Stamping Plant. Outline planning permission (21/01808/OUT) was granted by LBBD for the redevelopment of the site (now known as Dagenham Green) by Peabody in order to provide 3,502 residential units along with 4,400sqm of commercial space, a secondary school and associated open space.

Beyond the Dagenham Green site are several sites which recently obtained planning permission for residential-led, mixed use developments. Planning permission 21/01211/FULL granted approval for 380 new homes in buildings rising to 19 storeys, adjacent to Dagenham Dock station. To the north of that site, a resolution was recently made to grant planning permission for 337 residential units and a new primary school (19/01724/FUL). Permission was also granted for 325 new homes and new retail floorspace (17/0211/FUL) on land further to the west at Merriellands Crescent.

### **Relevant Background Information**

The most relevant planning applications relating to the site are summarised below.

#### LBBD

22/01582/FULL - On site ground works including provision of continuous flight auger piles and pile capping. NOT YET DECIDED

18/00349/FUL - Enabling works for Phase 2 of the Beam Park development site including demolition of on-site structures, land remediation, importation and positioning of crushed material, piling and installation of drainage scheme. Granted

17/01307/OUT: Cross boundary hybrid planning application for the redevelopment of the site to include 3,000 residential units (50% affordable); two 3 form entry primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and estate management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; childrens play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works. Granted

LBBB: 19/01241/OUT - Application to vary conditions 5 (Approved Plans) including location of development zones, location of non-residential uses, building heights & other associated small scale changes, 7 (Phasing) & 19 (Design Code) and revision to condition 33 (Landscaping and Public Realm) to amend timing of implementation to enable an uplift of 198 residential units in Phase 2B of the Beam Park development as originally approved through permission GLA/2933a/05 relative to cross boundary hybrid planning application for the redevelopment of the site to include 3000 residential units (50% affordable) two 3 form entry primary schools and nursery (Use Class D1) railway station supporting uses including retail, healthcare, multi faith worship space, leisure, community uses & estate management space (Use Classes A1, A2, A3, A4, B1, D1 & D2); energy centres open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas car; and cycle parking highway works and site preparation/enabling works. Granted

19/01346/REM - Application for approval of reserved matters for Phase 2B of amended hybrid planning permission (application reference 19/01241/OUT): Details of site access, appearance, landscaping, layout and scale (reserved matters) in relation to the erection of 330 residential units and 1437m2 (GIA) of non-residential floorspace to provide a multifaith centre and leisure centre. Granted

#### LBH

P0242.21 - Variation of Condition No. 4 (Approved Plans) of Planning Permission P1125.19 dated 15/01/2020 to amend parameters and associated drawings to enable insertion of an additional floor to Block T. Granted

P1125.19 - Variation of conditions 5 (Approved Plans) and 7(Phasing Plan) of planning permission P1242.17 (GLA Ref: GLA/2933a/05) to allow amendments to the site area located within the London Borough of Barking and Dagenham. Granted

P1242.17 - Cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; childrens play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works. Granted

#### GLA

GLA/2933a/03 - Cross boundary hybrid planning application for the redevelopment of the site to include 3,000 residential units (50% affordable); two 3 form entry primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and estate management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works. Granted

**Aerial photo showing location of application site in relation to the wider development and surrounding context.**



## **Key Issues**

1. Principle of Development
  - Introduction
  - Residential Use
  - Non-Residential Uses
  - Educational Use
2. Reserved Matters, Phasing, S106 Agreement & Deed of Variation
3. Environmental Impact Assessment
4. New Homes and Affordable Housing
  - Density
  - Affordable Housing and Tenure Mix
  - Housing Mix
  - Buy to Let
  - Build to Rent
  - Standard of Accommodation
5. Design
  - Description
  - Parameter Plans
  - Design Code
  - Scale, Form and Massing
  - Layout
  - Appearance
  - Landscape, Public Open Space and Playspace
  - Secure by Design
6. Impacts to Neighbouring Amenity
  - Privacy and Outlook

- Agents of Change
- Noise
- Daylight, sunlight and overshadowing

#### 7. Sustainable Transport

- Wider Connectivity and Public Realm
- East West Connection
- Public transport and Accessibility levels
- Vehicular access and internal road layout
- Trip generation and modelling
- Car parking and Electric Car parking
- Car and cycle parking management plan
- Car Club
- Cycle Parking
- Construction Logistics Plan and Servicing Plan
- Framework Travel Plan
- Highway Works
- Bus Route
- Bus Contributions
- Resident Permits
- Access Strategy
- Internal Road Network

#### 8. Waste Management and Refuse Collection

#### 9. Delivering Sustainable Development

- Sustainability
- Energy and Co2 Reduction
- Overheating
- Overarching Energy Strategy
- Whole Life Carbon
- Circular Economy
- Digital Connectivity
- Air Quality
- Wind

#### 10. Meeting the Needs of Local Residents

- Employment and Skills
- New Community Uses
- Healthcare
- Sports facilities

#### 11. Biodiversity and Sustainable Drainage

- Biodiversity
- Urban Greening
- Trees
- Sustainable Drainage
- Contamination

#### 12. Archaeology and Heritage

#### 13. Aviation Safeguarding

#### 14. Fire Safety

#### 15. Response to objection from London Borough of Havering

## Planning Assessment

### 1.0 Principle of the development:

<i>Existing use(s) of the site</i>	Former Industrial use, residential development consented under 19/01241/OUT (as amended)
<i>Proposed use(s) of the site</i>	Residential homes and non-residential floorspace, including; flexible retail, community and leisure uses; a school
<i>Net increase of units</i>	Up to 3,119 units

- 1.1 London Plan Policy SD1 states that Opportunity Areas should maximise the delivery of affordable housing and create mixed and inclusive communities, while contributing to regeneration objectives through tackling social inequalities. Policy SD10 sets out Strategic Areas for Regeneration and states that development proposals should address the environmental, economic and social barriers that affect the lives of people in the area.
- 1.2 The site falls within the London Riverside Opportunity Area, which has an indicative capacity of 29,000 jobs and 44,000 homes. It also falls within a Strategic Area for Regeneration as designated in the Council's adopted Local Plan, and officers note that in 2019 Barking and Dagenham had the highest Index of Multiple Deprivation Score in London.
- 1.3 In the emerging local plan, the site (ref EA-E050) forms part of the strategic transformation area of Dagenham Dock and Freeport of Policy SPP3. The policy details the Council's aspiration in regenerating this part of Dagenham to create a new sustainable neighbourhood.
- 1.4 Within the emerging site allocations document, the site is identified as "EA-E050". The document states that the Council will support "the comprehensive redevelopment of Beam Park by working collaboratively with the Greater London Authority, London Borough of Havering and other stakeholders to support development that contributes to the delivery of a thriving, mixed-use residential neighbourhood supported by health, education and other community infrastructure in line with the Council's latest Infrastructure Delivery Plan".

### New Homes

- 1.5 The National Planning Policy Framework (NPPF) sets out 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.
- 1.6 London Plan Policy H1 sets Barking and Dagenham a housing completion target of 19,440 units between 2019/20 and 2028/29. The London Plan identifies the London Riverside Opportunity Area as having an identified development capacity for a minimum of 44,000 new homes. The London Riverside OAPF also supports new residential developments, including along the A1306 which runs just to the north of the site. The applicant is proposing 3,119 homes, which would constitute 7.1% of the indicative capacity of the Opportunity Area and 16% of Barking and Dagenham's housing target for the next ten years.
- 1.7 London Plan Policies GG4, D2, D4, H1, H10 and H12 states 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.

- 1.8 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.
- 1.9 The proposed development would meet the aspirations of the site set out in the adopted local plan and the emerging site allocation in terms of addressing housing supply. The proposal would also make a significant contribution to meeting the housing supply objectives of the London Plan and the strategic planning framework for the area. As such, the principle of a large scale, residential-led development at the site is considered acceptable and would conform with the above-mentioned policies.
- 1.10 It is noted that the principle of a large-scale, residential-led redevelopment at the site has been established by cross-boundary planning permission 19/01241/OUT. The subject application proposes development of a very similar nature, albeit at a higher density than was previously proposed. The implications of the increased design and massing of the development are discussed in further detail below, however, it is noted that London Plan policy H1 states that new development should optimise the potential for housing delivery. The proposed application will allow a significant uplift of homes at the site, 50% of which would be affordable housing, at a scale and density that is considered to optimise the housing delivery potential of the site.

#### **Non- residential uses**

- 1.11 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.
- 1.12 Paragraph 93 of the NPPF states that an objective is “to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
  - b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
  - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;
  - d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
  - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services”.
- 1.13 London Plan Objective GG1 sets out the need for access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities in order to engender active participation and social integration and tackle social

isolation. London Plan Policy S1 supports development proposals that provide high quality, inclusive social infrastructure that address need and support service delivery strategies should be supported

- 1.14 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.
- 1.15 Policy BC8 of the Council's Borough-wide DPD also encourages mixed use development where this would result in a range of compatible uses that serve the requirements of the local community. It goes on to state that sites identified in the Site Allocations DPD are considered particularly suitable for mixed use development. Policy CE1 of the adopted local plan and DME3 of the draft Local Plan requires development proposals for retail and leisure development exceeding 500sq.m outside of designated town centres to submit an impact assessment in accordance with the NPPF and NPPG.
- 1.16 The current proposal would provide up to 3,198.95sqm (GIA) of non-residential floorspace upon the site. The applicant proposes the following uses;
- 810.37sqm of Community Space (Use Class F1[f]) within Phase A
  - 627.10sqm of Leisure Space (Use Class E[d]) within Phase A
  - 783.25sqm of Flexible Commercial Space (Use Class E/F) in Phase C
  - 152.25sqm of Community Space (Use Class F2[b]) in Phase C
  - 531.09sqm of Flexible Commercial Space (Use Class E/F) In Phase D
  - 152.24sqm of Community Space (Use Class F2[b]) in Phase D
- 1.17 The non-residential uses provided within Phase A are as consented by the cross-boundary hybrid permission and subsequent reserved matters approval and remain an appropriate response to the provision of a range of compatible uses upon the site. The provision of an 800sqm Multi-Faith Space within Plot S of this phase makes a significant contribution to community facilities upon the site. The s106 terms under which the multi-faith phase is secured are to be updated as part of this application so that the space is now provided in perpetuity rather than for a period of 25 years. This is reflected in the draft Heads of Terms at Appendix 6. The Leisure Centre will be provided within ground and first floor at Plot N and its early provision within the phasing of the development is welcome.
- 1.18 The non-residential space within Phase C would be located within 3 units on the northern elevation of the permitter block, facing the proposed open space known as Beam Yard. One of the units would be provided across two storeys and would form a focal point within the open space. The location and extent of these units within the detailed component is considered acceptable and will help animate the public realm in this key location, while provide facilities to future residents of the development.
- 1.19 The applicant has submitted drawings which indicatively maps out the types of commercial uses proposed through the delivery of phases in the outline element. This includes the provision of flexible uses within ground floor units in Phase F (block Q3) and Phase D (block B). The amount, type and location of uses is considered appropriate in relation to the emerging development coming forward in this transformation area.
- 1.20 Within the proposed flexible uses, a total of 296sqm community space (Use Class F1) is

proposed across the development including 143sqm indicatively located at the base of plot Q3 (Phase F) and a further 150sqm within phases C and D. This extent and allocation of community space is considered acceptable for a development of this density and scale and represents an improvement upon the original proposal submitted as part of this application as well as the previous cross-boundary consent. A condition is recommended which requires the submission and approval of a community space strategy in order to ensure that the space is appropriately occupied and managed.

- 1.21 Given the extent of flexible non-residential space proposed, a Retail Impact Assessment has been submitted. The assessment, which includes a sequential test in line with NPPF guidance, has demonstrated that the site is acceptable to accommodate the proposed uses and will not generate 'significant adverse impact' on the vitality and viability of any defined Centre". The proposed retail and leisure floorspace will help to serve a localised and unique catchment area, complementing the established and emerging network of centres within the Borough.
- 1.22 The amounts and uses of non-residential floorspace will be conditioned in order to ensure a balanced community is created throughout the site. The potential sui generis uses within the outline component will also be subject to conditions to ensure that the use will not detrimentally impact on the amenity of the immediate locality.
- 1.23 On the above basis, officers are satisfied that the uses proposed provide flexibility so that the scheme can adapt to market changes but whilst creating a vibrant neighbourhood adequately serviced by local facilities and amenities.

### **Educational Use**

- 1.24 The National Planning Policy Framework (NPPF) states in para 94:
- "It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
  - b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted".
- 1.25 London Plan policy S3 states that the Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice. The policy seeks to ensure a sufficient supply of good quality education facilities to meet demand and offer educational choice. These should be in accessible locations, with good public transport accessibility and access by walking and cycling; entrances and playgrounds should be away from busy roads; link to existing footpath and cycle networks; maximise the extended or multiple use of educational facilities for community or recreational use through appropriate design measures; adopt an inclusive design approach; incorporate suitable, accessible outdoor space; and locate facilities next to parks or green spaces where possible.
- 1.26 These objectives are further reflected in Core Strategy CC2: Social infrastructure to meet community needs and Draft Local Plan policies SP8: Delivering Social Infrastructure, in the Right Locations and DM34: Planning for Social Infrastructure.

- 1.27 The consented cross-boundary application identified a need for 2 x 3 form entry primary schools across the wider site as well as nursery provision. This reflected the existence of an adequate pipeline supply of secondary school accommodation in the local area, most notably through the proposed 10FE secondary school site at the adjacent Dagenham Green. 1 x 3FE school space is to be provided in LBH under phase 2a (this is yet to be constructed) along with nursery space which has already been provided within Phase 1. The previous consent also included the provision of 1 x 3FE school within LBBB upon Plot S2, which is adjacent to the western edge of phase 2b and bounded by New Road to the north. This continues to be the case in the current application with the extent of land and school size remaining as previously approved.
- 1.28 Given the uplift in residential units proposed under the current application it has been necessary to consider how an increased need for education accommodation should be delivered. Based on a recalculated child population yield which takes into account the specific demographics of LBBB (which has a higher proportion of 0-15 year olds than the London average), a need for 491 additional pupil spaces has been identified. LBBB's education team have indicated that their pupil place planning and capital strategy is such that it is considered most appropriate to secure education places off-site but nearby so the development would be sustainable in terms of community infrastructure. Based on a sum of £4,762 per additional pupil, a contribution of £2.343m has been arrived at which is intended to be put towards the acquisition of a new primary school site upon the adjacent site at Dagenham Green. It is recommended that this be secured by legal agreement with a trigger for payment prior to the occupation of Phase E.
- 1.29 In terms of the primary school to be provided upon the site as part of this permission, the proposal would see the transfer of the education plot S2 to the Council with the school being built out by the Department of Education. It is recommended that this is secured by legal agreement with the plot safeguarded for an education use with a longstop date of 10 years from the signing of the agreement.
- 1.30 The provision of nursery spaces to accommodate the overall proposed development (including the uplift in units) is considered by LBBB Education Team to be adequately met through the provision within Phase 1 of the previous cross boundary consent. The priority at this site has been deemed the acquisition of further land for primary school use and, on this basis, the contribution outlined above is considered to be a significant benefit of the current application, that reflects the uplift in units and ensures a much-needed provision of primary school places to accommodate the development and the wider local area.
- 1.31 To maximise the extended or multiple use of educational facilities for community or recreational use, it is recommended that a community use agreement be secured by legal agreement prior to the occupation of the school, in accordance with London Plan Policy S3.
- 1.32 Overall, the provision of educational space, both on site and through the contribution discussed above, is considered acceptable and accords with relevant local plan, London plan and NPPF policies.

## **2.0 Reserved Matters, Phasing and s106 Agreement/Deed of Variation**

### **Reserved Matters**

- 2.1 As discussed in the background section above, the subject application has been submitted as a hybrid application with full planning permission sought for some parts and the remainder in outline. Full details are submitted for Phase C and Phase A, Phase A being applied for retrospectively. The remainder of the proposed development (phase B and D-G) are applied for in outline which would be granted subject to conditions requiring the subsequent approval of one or more 'reserved

matters’.

- 2.2 Reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be ‘reserved’ for later determination).
- 2.3 For Phases B and D-G, the proposed application seeks the following matters are reserved:
- ‘Access’ – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
  - ‘Appearance’ – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
  - ‘Landscaping’ – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
  - ‘Layout’ – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
  - ‘Scale’ – the height, width and length of each building proposed within the development in relation to its surroundings.
- 2.4 The rest of this report will not go into specific detail of these five matters as they relate to the outline component as they will be subject to separate reserved matters applications for each phase of the proposed development following the issuing of a decision on the hybrid application. This report will, however, consider all other aspects of the development outside of the reserved matters and recommends appropriate conditions if further details are required.
- 2.5 The majority of conditions will be seeking details of these matters to be submitted and approved by the Local Planning Authority prior to the submission of a reserved matters application and prior to the commencement of any works. However, some of the conditions allow some works to occur after the commencement of development of each phase or plot and until the reserved matters have been approved. Officers have structured the conditions to allow flexibility for the applicant to accelerate the build where possible.

### **Phasing**

- 2.6 The proposed conditions have been structured in such a way that the applicant must firstly submit a Phasing Strategy which will include the following:
- A layout plan indicating the proposed Phases of the development across the site, including confirmation of the Plots to be delivered in each Phase;
  - A programme for the sequencing and an indication of the anticipated timing of works to be undertaken across the different Phases of the development;
  - Details of the proposed phasing of the development for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).
- 2.7 The strategy will identify the Phases (and Plots within) coming forward for development and will

allow officers to consider the development of each phase in the context of the whole Masterplan. This will ensure that the delivery of highway and social infrastructure, tenure and mix of homes, open space, public realm etc. is brought forward in a cohesive and holistic way.

- 2.8 The submission of this strategy is secured by condition alongside other outline conditions for further details to be submitted for other key matters that have been agreed in principle. This overarching strategic approach to the structure and mechanism of the conditions will allow the applicant to develop the Masterplan flexibly and as noted above will accelerate the delivery of much needed homes. The proposed Masterplan is currently defined by the Parameter Plans and Design Code which will form the key approved documents/plans of this outline. Given the scale and duration of the project, it is possible that there will be factors that will influence future decision making relating to the location, number of homes and timing of different parts of the scheme coming forward. As such the applicant is seeking a degree of flexibility in terms of the phasing and delivery
- 2.9 Notwithstanding the above, the indicative phasing plan submitted with the application indicates that the next phases to be brought forward (following the imminent completion of Phase A) are Phase C, closely followed by Phase B. This marks a departure from the phasing approach approved under the cross-boundary consent in that development is no longer taking place contiguously from east to west but rather will focus on the western end of the site, following the commencement of Phases C and B. A key part of the rationale for this approach is the securing of a new east-west link through the adjacent Dagenham Green site which will provide a direct connection to Dagenham Dock station that was not in place when the cross-boundary consent was approved. Bringing forward the westernmost phases in the phasing sequence also allows a quicker delivery of housing supply given the increased density on this part of the site in comparison to the final phases of the development.
- 2.10 There are clear place-making benefits to this approach to phasing which include the bringing forward of the proposed amenities/commercial units at Beam Yard in phases C and D as well as the earlier delivery of key open spaces and public realm that will help knit the development into the wider emerging context. The expedited delivery of a large provision of housing, particularly affordable housing, on the site is also a key benefit of the new approach to phasing given the uncertainty that surrounds scheme delivery in the current economic climate.
- 2.11 As with the cross-boundary consent, a Grampian condition is recommended with this application which would restrict occupation of later phases of the development until Beam Park station is delivered (commencement is to be restricted beyond Phase D). The number of units held behind the Grampian condition would be slightly higher than was previously the case and the condition would therefore serve the same function in terms of delivering public transport accessibility to the site. However, given the evolved context at this site where higher density is now proposed on the west of the site and a new east-west link is to be created through the Dagenham Green development, it is considered appropriate to allow a greater number of units to be provided in advance of the delivery of the station than was previously the case. A contribution towards improvements to Dagenham Dock Station is to be secured in order to ensure that any increased usage of this station that may arise in advance of the delivery of Beam Park station is appropriately mitigated (discussed further in the Transport section below).
- 2.12 Based on the place making and housing supply benefits set out above, the revised approach to phasing, including the continued use of a Grampian condition in the form described, is considered acceptable and an appropriate response to the evolving context at the site and its new optimised development potential.

### **Section 106/Deed of Variation**

- 2.13 It is proposed that a Section 106 agreement be attached to any permission granted under the subject application in order to ensure that fundamental aspects of the proposal are secured,

alongside the proposed conditions and subsequent reserved matters applications. The S106 will also enable a holistic delivery of the Masterplan through appropriate timed triggers. Further details as to the proposed heads of terms are set out in Appendix 6 below.

- 2.14 A key aspect of the proposed s106 agreement will be clauses which require all development applied for at the site under the subject application to be undertaken under this consent, rather than under the earlier cross-boundary consent. The use of such a legal mechanism will ensure that the subject stand-alone permission for the part of the wider Beam Park site in LBBD only, including aspects of the development applied for retrospectively, is legally robust, fully implementable and enforceable. The recent *Hillside* Supreme Court Ruling, which dealt with the legality of 'drop in' planning permissions, would not hinder this approach as the new planning permission will stand separately from the earlier cross-boundary consent, having been assessed in full and determined on its own merits in light of current planning policy and all relevant material planning considerations (which would include the extant consents). The part of the development granted in LBH under the cross-boundary consent would continue to be permitted by that consent and would not require a separate stand-alone planning application in the manner proposed here.
- 2.15 Nevertheless, given that the cross-boundary consent included a legal agreement obligating the applicant to provide a range of contributions and key planning deliverables within the LBBD part of the site, it is necessary to amend that legal agreement so that the obligations that apply to land within LBBD no longer apply. A separate application to vary this legal agreement has been made under s106s (22/02077/S106) as set out in the cover sheet of this report. The effect of the proposed amendments to the legal agreement on the cross-boundary consent, which includes both LBBD and LBH as signatories, would be to neutralize those clauses that apply to LBBD without affecting any of the clauses that apply to land within LBH. Given that a new s106 will be in place in relation to the subject application, all relevant obligations and contributions previously agreed along with any updated terms sums that reflect the uplift in development quantum, will remain secured to LBBD.
- 2.16 A draft form of the necessary Deed of Variation is now progressed and a recommendation is proposed which would delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with the Head of Legal Services to determine the associated Deed of Variation application 22/02077/S106.

### **3.0 Environmental Impact Assessment**

- 3.1 The Proposed Development is considered an 'EIA development' as it falls within the description and thresholds in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations. Regulation 3 of the EIA Regulations prohibits granting planning permission unless prior to doing so, the relevant planning authority has first taken the 'environmental information' into consideration and stated in their decision that they have done so.
- 3.2 The 'environmental information' comprises the applicant's Environmental Statement, including any further information and any other information, and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 4.3 An EIA Scoping request was submitted on 19<sup>th</sup> July 2021 (ref: 21/01371/SCOPE), to seek a formal Scoping Opinion. The EIA Scoping Report included a description of the proposed development and was accompanied by a location plan of the site and a list of the cumulative schemes to be assessed within the ES.

- 4.4 The Scoping Report was reviewed on behalf of the Council by Temple Consultants and a formal EIA Scoping Opinion was issued on 20<sup>th</sup> August 2021 which informed the formal submission.
- 4.5 An Environmental Statement (ES) was submitted by the applicant with the outline planning application. The ES assessed the effects on the following environmental receptors as follows:
- Climate change and greenhouse gases
  - Cultural heritage, townscape and visual
  - daylight, sunlight and overshadowing
  - ground condition and contamination
  - human health
  - hydrology and flood risk
  - noise and vibration
  - socio-economics
  - Traffic and Transport
  - Air Quality
  - Wind Microclimate
- 4.6 To ensure the reliability of the ES, the Council appointed independent EIA consultants, Temple, to review the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Where appropriate reference was made to other relevant documents submitted with the planning application.
- 4.7 Temple's initial review identified a number of clarifications and potential requests for 'further information' under Regulation 25 of the EIA Regulations. The Applicant was issued with a copy of Temple's Interim Review Report ("IRR"). The applicant responded to the IRR with an addendum and a Final Review Report was prepared by Temple. Further information/clarification was sought within the FRR and further responses were provided by the applicant.
- 4.8 Temple have concluded that all outstanding clarifications and request for further information had been addressed by the applicant with the exception of certain wind and microclimate information. A further analysis of gust mean equivalents has been sought along with an assessment of winter conditions. This information is in the process of being prepared by the applicant and it is anticipated that a response will be provided in advance of the application being heard at planning sub-committee. Given that this stands as the only issue requiring further information, it is considered acceptable to progress this application towards December committee subject to wording within the recommendation on the cover sheet which will prevent a decision being issued until it is confirmed that this matter is resolved.
- 4.9 Subject to this additional information, officers are satisfied the ES has been appropriately reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations). The 'environmental information', including all responses has been examined by the Council and have been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed development, which forms the basis of the assessment presented in this report.
- 4.10 A condition is recommended to ensure that the development shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the submitted Environmental Statement and Environmental Statement Addendum and associated appendices unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents.



## 5.0 New Homes and Affordable Housing

Overall % of Affordable Housing:

50.8% (by habitable room)

### 5. Density

- 5.1 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.
- 5.2 London Plan Policy D3 encourages the optimisation of sites, having regard to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, including transport. It also states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2. Policy D3 also states that the higher the density of a development, the greater the level of design scrutiny that is required. Policy D4 states that proposals that exceed 350 units per hectare or include a tall building should be subject to a greater level of design scrutiny.
- 5.3 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.
- 5.4 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, Policy SP2 of the emerging local plan (at Reg 19 stage) advocates a design-led approach to optimise density and site potential.
- 5.5 The draft allocation for the site (EA-E050) refers to the parameters of the cross-boundary consent and indicates a site capacity in LBBDD that is in line with the consented position (2,166 homes). The subject proposal would increase the number of units within LBBDD by 947 and give rise to an overall site density of 146 units per hectare.
- 5.6 The additional density proposed at the site has been arrived at following a rigorous pre application process which has included testing the density in terms of the overall design. The proposal has also been presented to the independent quality review panel where the principle of the proposed density was considered to be appropriate for this site.
- 5.7 The western parts of the site (phases C, D and E) accommodate the majority of the uplift in units within perimeter and point blocks of a greater bulk and massing than was permitted under the cross-boundary consent. The increased building heights in this location are a response to the emerging context to the west of the site where development of a similar scale and massing to that currently proposed was consent at the Dagenham Green site to the west.
- 5.8 The increase in housing numbers is also partly accommodated by the shift in housing typology from houses to flats in the later phases of the development. This proposed approach to site layout and typology at the site allows the provision of a considerable increase in open space which offsets the higher densities on the western part of the site and makes a positive contribution to place making.
- 5.9 Whilst it is noted that the site has a relatively low PTAL score (between 0 and 3 for different parts of the site), the principle of a large-scale residential development has already been established by the cross-boundary consent and the increased density in the current proposal is predominantly on parts of the site with the highest PTAL score. The new connection through the Dagenham Green site to Dagenham Dock station would also considerably improve public transport

accessibility in the short term.

5.10 Overall, the approach to site density is considered to be an appropriate response to the emerging context at the site and would optimise development capacity through a design-led approach, in line with Local Plan and London Plan objectives. It is also noted that the site is allocated for a large-scale mixed use redevelopment and is located within a opportunity area which can accommodate significant housing growth.

5.11 Policy GG2 (c) of the London Plan seeks to ensure that development proposals proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

### **Affordable Housing and Tenure Mix**

5.12 Policy H4 of the London Plan requires 50% of the strategic number of homes built over the plan period to be affordable. Policy H5 part b (3) states that sites that were previous non designated industrial land has a 50% threshold for affordable housing. Where the threshold for affordable housing by habitable room is met, and subject to a policy compliant tenure split, developments qualify for the fast track route and do not require viability testing.

5.13 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. Policy DMH1 of the emerging Local Plan sets a target for the remaining local tenure split as 20% intermediate an 20% London Affordable Rent or Social Rent.

5.14 The below table shows the indicative housing mix and tenure split proposed across the development as a whole:

<b>Tenure (by unit)</b>	<b>1B APT</b>	<b>2B APT</b>	<b>3B APT</b>	<b>4B APT</b>	<b>2BH</b>	<b>3BH</b>	<b>4BH</b>	<b>Total</b>
Private	546	577	200	40	30	98	94	<b>1585</b>
Intermediate	442	284	310	37	0	0	0	<b>1073</b>
London Affordable Rent	57	200	173	31	0	0	0	<b>461</b>
<b>Total</b>	<b>1045</b>	<b>1061</b>	<b>683</b>	<b>108</b>	<b>30</b>	<b>98</b>	<b>94</b>	<b>3119</b>

5.15 This equates to an overall Affordable Housing provision of 50.8% private sale and 49.2% affordable by unit. By habitable room, the overall proportion is 49.2% private sale and 50.8% affordable. The tenure split within the affordable component by habitable room would be 64% intermediate and 36% London Affordable rent.

5.16 The above tenure split and overall proportion meets London Plan requirements in relation to the fast track route on former industrial land. The GLA have confirmed that the 64/36 split of intermediate to affordable rent is acceptable and meets London Plan policy targets. It is noted that the emerging Local Plan policy DMH1 seeks a 50/50 split within the locally determined component which would equate to an overall affordable housing split of 50% intermediate and 50% affordable rent. However, adopted Core Strategy policy BC1 aligns the targeted tenure split with London Plan policy. Given that the new Local Plan is not yet adopted, conformity with London Plan tenure split targets is considered acceptable in this instance. As such, the proposal is considered to qualify for the fast-track route and does not require a financial viability assessment.

5.17 For Phase C, the housing and tenure split is proposed as follows:

<b>Tenure</b>	Studio	1 Bed	2 Bed	3 Bed	4 Bed	<b>Total</b>	<b>Unit %</b>
Market Sale (inc. BtR)	7	104	127	17	0	265	<b>50.9%</b>
Total Affordable	5	116	38	85	11	255	<b>49.1%</b>
Shared Ownership	4	63	7	49	11	134	25.8%
London Affordable Rent	0	18	22	23	0	62	11.9%
London Living Rent	1	35	10	13	0	59	11.3%

5.18 The overall proportion of affordable housing for the detailed component is in line with that proposed across the wider consent. The tenure split proposed provides a greater proportion of intermediate units than the wider consent, with an approximate 75/25 split in favour of intermediate by unit. This is considered acceptable subject to obligations within the s106 agreement which ensure that the overall tenure split across the development remains as described at 5.14 above.

5.19 No changes are proposed to the tenures provided in Phase A in comparison to the cross-boundary consent. The overall proportion of affordable units to be delivered in this phase remains as per the wider consent, however, the tenure split would be 70/30 in favour of intermediate. As with Phase C above, this is considered acceptable subject to the overall tenure splits across the remaining phases being as described above.

5.20 It is noted that the proposed tenure split is a significant improvement on the 80% private, 20% affordable split secured in the cross-boundary consent. The tenure split has also been improved since the current application was first submitted, with the initial offer being for a 70/30 split in favour of private sale. Officers have worked closely with the applicant and the GLA in order to maximise the provision of affordable housing on site and believe that the current offer, which would result in the delivery of 1,534 affordable homes on site and would represent an increase of 443 affordable homes in comparison to the cross-boundary consent, is acceptable. Alongside the host of additional planning deliverables to be provided, including land for a school, a host of contributions and a large amount of public realm, the affordable housing offer is considered to constitute a significant public benefit of the scheme.

5.21 A condition is recommended requiring the submission of an affordable housing statement for each phase of the development in order to demonstrate how each phase will address and meet local housing need. The Affordable housing statement shall also detail how the proposed phase takes into consideration previous phases and the cumulative delivery. This will ensure that tenure mix and especially affordable housing is delivered cohesively across the site.

5.22 In addition, it is recommended that the legal agreement secures a minimum percentage of affordable housing is delivered prior to the occupation of market units on each phase in order to ensure there is a comprehensive and strategic delivery of affordable housing throughout the Masterplan,. The legal triggers will ensure that affordable housing is delivered alongside private housing to ensure an integrated and cohesive development and that the 50% affordable housing target is delivered cumulatively as phases are brought forward.

5.23 All homes (including affordable) are to be designed so that they meet the London Plan minimum internal space standards for new dwellings and other design standards, and the relevant Building Regulation standards. The provision of affordable housing tenures is also to be tenure blind, with affordable provided in each phase of the development with full access to the same amenities as private market sale units.

5.24 It is recommended that the legal agreement secure nomination rights for the Council in relation to the London Affordable Rent Units on the following basis:

- 100% of units for first lets
- 75% of units for re-lets.

### Housing Mix

5.25 Policy H10 of the London Plan seeks residential development to deliver a range of unit sizes in line with local housing need. Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. Policy DMH2 of the emerging local plan seeks to ensure an appropriate mix of units.

5.26 The proposed dwelling mix across the development as a whole would provide 32% of units as family sized. The indicative housing mix as shown in the accommodation schedule proposes a range of dwelling sizes within each tenure, including 38% of London Affordable Rent units as 3 bedroom homes and 7% as 4 bedroom homes. This is strongly supported as larger London Affordable Rented units are identified as being most in need in the borough.

5.27 A condition is proposed which will set ranges for the dwelling mix to be provided across each phase with a minimum of 32% family size homes to be provided across the development as a whole. The housing mix ranges required by the condition would be as follows:

Dwelling Size	Private Sale	Intermediate	London Affordable Rent
<b>Studios</b>	Less than or equal to 5%	-	-
<b>1 bed unit</b>	35 – 50%	35 - 45%	20 – 35%
<b>2 bed unit</b>	35 – 50%	40 – 50%	30 - 45%
<b>3 bed unit</b>	10 – 15%	15 – 20%	At least 30%
<b>4 bed unit</b>	-	-	7 – 10%

5.28 The following dwelling mix is proposed for Phase C.

Dwelling Size	Private Sale	Intermediate	London Affordable Rent
<b>1 bed unit</b>	42%	53%	29%
<b>2 bed unit</b>	48%	9%	34%
<b>3 bed unit</b>	10%	32%	37%
<b>4 bed unit</b>	0%	6%	0%

5.29 The unit mix above is broadly in line with that sought across the development as a whole. Some flexibility against the target housing mix is considered appropriate for the detailed phase so as to help facilitate the delivery of the wider scheme and ensure the provision of key planning deliverables and infrastructure early in the development process.

### Buy to Let

5.30 It is recommended that clauses be included within the legal agreement requiring an individual or organisation (except a Registered Provider) which has purchased more than two market housing units and intends to let those units to persons other than immediate family members to provide LBBB with the name, address and contact details of the managing agent and ensure the agent is registered with the Association of Rental Letting Agents or the National Association of Estate Agents. This is in order to ensure that any privately rented units within the development are operated and managed in an appropriate manner.

## **Build to Rent**

- 5.31 Where it is proposed to provide any of the market housing units as Build to Rent (BTR) housing, it is recommended that the legal agreement require the submission and approval of a BTR Housing Strategy and BTR Management Plan. Any market housing units occupied as BTR housing will be required to be occupied in accordance with the approved BTR Housing Strategy and BTR Management Plan. This is to ensure that the management of such units is carried out appropriately and to ensure that the units are made available to rent in accordance with the BTR terms set out in the Mayor of London's Affordable Housing SPD.

## **Quality of Accommodation**

- 5.32 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.
- 5.33 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'.
- 5.34 All new build dwellings are to be constructed to comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition) as a minimum. A minimum of ten percent of all new build dwellings are required to be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: Wheelchair user dwellings (2015 edition). Phase C, which is in detail, will deliver 52 x M4(3) units. This approach is in accordance with London Plan Policy D7 (Accessible housing) and emerging Local Plan Policy DMH 3 (Specialist housing). A condition will secure that the scheme will deliver the minimum requirement as noted above.
- 5.35 For the outline component, the 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. Details of compliance will be assessed at reserved matters.
- 5.36 The submitted Design Code sets out overarching design principles which will inform the detailed design of the phases as they are brought forward. One of the topics of the Design Code includes Accessibility and considers the needs of all occupiers or visitors. As the Design Code will be an approved document, officers are confident that these agreed principles will form the backbone of the detailed design when they are brought forward at reserved matters stage. Further details of the Design Code are discussed in Chapter 6 of this report.
- 5.37 For Phase C, the submitted internal daylight assessment shows that 93.3% of units assessed will pass BRE guidance in terms of Average Daylight Factor. This is a very high proportion which indicates an excellent provision of internal daylight across the phase as a whole. In terms of the size and layout of the units within Phase C, the detailed design of the units complies with the minimum standards set out in the Nationally Described Space Standards. There are no north facing single aspect units within the development and the majority of larger, family units have been located on the corner of blocks in order to maximise views and daylight.

5.38 Overall, the units in Phase C are considered to be provided with a good aspect and access to natural light. The design of the blocks, which are arranged around a central courtyard space, are such that privacy and overlooking impacts are considered to have been effectively mitigated. The provision of private and communal amenity space complies with London Plan standards and the arrangement and accessibility of open space provided within this phase ensure an appropriate level of amenity will be provided to residents in advance of the delivery of the later phases of the development.

<b>6. Design and Quality of Materials</b>	
<i>Does the proposed development respect the character and appearance of the site?</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

- 6.1 Paragraph 126 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development. Paragraph 129 identifies the role of design codes, stating that, where planning applications are supported by design codes, these should be consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences.
- 6.2 London Plan policy D3 sets out the need for development to take a design-led approach that optimises the capacity of sites including consideration of design options to determine the most appropriate forms of development that respond to local context and capacity for growth. Proposals should enhance the local context, delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance, and shape with due regard to existing and emerging street hierarchy, building types, forms, and proportions.
- 6.3 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 6.4 Policy D8 of the London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary publicrealm.
- 6.5 London Plan Policy D9 (Tall buildings) requires a plan-led approach to identifying suitable locations for tall buildings. Emerging Policy SPP3 sets out a broad spatial planning framework for the provision of tall buildings at the application site. It states, “the areas along the A1306 and the railway line, which are primarily higher density plots and frame vistas from this transport infrastructure into the site and areas in this location are particularly appropriate to building significantly taller than prevailing heights, subject to design.
- 6.6 Policy BP11 of the Borough Wide DPD, policy CP3 of the Core Strategy DPD and policy SP4 and DMD1 of the Draft Local Plan seek to ensure that development is designed in a sensitive and appropriate manner that minimises impact on surrounding neighbours and respects the character

of the area.

## Description

### Phase A (retrospective)

- 6.7 The design and quantum of development proposed under Phase A is identical to that approved under the cross-boundary consent and the subsequent reserved matters approval in 2019. The phase is designed to frame a new park, known as Central Park, which is bisected by Thames Avenue and lies within the flood plane of Beam River. Two blocks of 7 and 9 storeys respectively are located on the north east corner of the site with a podium block located on the south eastern corner comprised of two towers of 12 and 14 storeys with lower rise elements to the north. These larger blocks bookend a street of 3-storey terraced houses, and this typology (2-3 storey terraces) forms the remainder of the phase as it is laid out to the west.



Figure 3: Phasing Plan

### Phase C (detailed component)

- 6.8 Phase C is to be delivered as a single courtyard block with buildings of between 10 and 16 storeys sitting upon a single storey podium. Point blocks are located on the northeast, northwest and southwest corners with the two other large volumes designed as articulated blocks of 10-12 storeys with a more horizontal emphasis. The central courtyard is to be landscaped with access provided from ground level from the east and west as well as terraced landscaped steps to the south. The north elevation of the block fronts a paved open space to be known as Beam Yard and includes a 2 storey building between the two point blocks. The massing proposed in this phase has increased in comparison to the cross-boundary consent where heights in this location were predominantly at 9-10 storeys and the buildings separated into two blocks.



Figure 4: Indicative Housing Typologies (outline and detailed components)

#### Phases B, D-G (outline component)

- 6.9 The indicative proposals for Phases D and E within the outline component are arranged along similar lines to Phase C above, each comprising a courtyard block with a mixture of point blocks (16 storeys), mansion-style blocks (7-11 storeys) and linear blocks (12 storeys) upon a single storey podium. The massing has increased in a similar manner to that described above in comparison to the cross-boundary consent which was at 7-10 storeys.
- 6.10 Phase B is to be laid out in a similar manner to Phase A with two part-5, part-12/14 storey blocks and two urban blocks of back-to-back terraced houses. The massing of the apartment blocks has increased in comparison to the cross-boundary consent which was at 6-9 storeys but the general arrangement of buildings and typologies remains the same. Open space is to be provided to the south as part of 'South Gardens', which will link Central Park to Beam Garden Square and Kent Avenue to the west.
- 6.11 Phase F is to comprise 3 podium blocks of a similar indicative form and massing to that proposed at Phase B, with podium terraces open to the south. Two urban blocks of terraced houses are also proposed including one with a 5-storey bookend building. A single point block of 11 storeys is also to be provided fronting part of Beam Garden Square. The area within this phase is enlarged in comparison to the cross-boundary consent with the density of the apartment buildings increased and a large part of the western side of the phase now provided as open space.
- 6.12 Phase G is the most significantly changed in comparison to the cross-boundary consent with a large area previously provided as terraced houses now proposed as a series of mansion blocks (6-10 storeys) along with a single urban block of terraced houses. A significant portion of the phase is now also provided as open space. The mansion blocks are arranged in 3 linear blocks, with stepped and recessed forms, each framing part of Beam Garden Square.

#### **Parameter Plans**

- 6.13 The outline component of the application is defined by parameter plans which show the following:
- Extent of outline and detailed elements
  - Development zones – showing each plot within the various phases;
  - Development phases – showing delineation of each phase;
  - Ground floor uses – showing the land use at ground floor level within each phase;



- Building heights – showing the maximum AOD heights for each plot. The AODs range from 17m to 63m.
- Access and movement - shows the primary pedestrian route, pedestrian route, secondary vehicular route, vehicular route and access for the employment use area, designated cycle route and bus route.
- Softscape and hardscape strategy - shows the location of the public park, primary open space, public realm and streets and semi-private amenity area within development plots.

### **Design Code**

- 6.14 As this application is partly in outline, the applicant has prepared a Design Code that sets out the overarching design principles of the Masterplan through mandatory and advisory codes to inform the design of later Reserved Matters applications.
- 6.15 The Design Code has been developed following extensive pre-application discussions and two Quality Review Panels. The Design Code has also been amended since first submission in response to officer feedback and now includes additional mandatory codes relating to pedestrian environment, active frontages and hard landscaping. This is alongside a host of mandatory and advisory codes related to matters such as detailed design, building typology and character area-specific coding.
- 6.16 Overall, the design code is considered to be a robust and detailed document which will ensure that an appropriate standard of design is delivered at reserved matters stage.

### **Scale, Form and Massing**

- 6.17 The proposed approach to scale and massing within the masterplan would provide a variety of building heights and typologies across the site, in response to both existing and emerging local character and the local and regional objectives for significant housing growth on this site.
- 6.18 The centre of the site (within phases A, B, F and G) would be characterised by low-rise terraced buildings which are a common typology in the area and provide a welcome provision of larger family sized units within the scheme. These low-rise units will be 2-3 storeys in height and arranged as a series of urban blocks with private rear amenity space and defensible space/car parking to the front. The diagonal terraced street which separates phases G & E will be bookended by five storey blocks which act as visual markers within the lower rise setting.
- 6.19 The series of apartment blocks along the southern part of the site (provided in phases A, B and F) are all of a similar form, height and massing and would create a legible rhythm of volumes when viewed from South Gardens at ground level or from the A103 to south. The massing is arranged in a broadly 'U' formation on each block allowing access to light and outlook to the northern parts of each block while breaking up the perceived massing when viewed from the south. Their street presence is also broken up through articulation of the northern facades giving a rhythm and variety to the streetscape to the north.
- 6.20 The massing on the north western part of the site is broadly mid-rise in scale (6-10 storeys) and includes three villa-style blocks as well as the proposed school which is indicated at 3 storeys in height. The form and massing of these buildings present a staggered and well-mannered character when viewed from the north on New Road, helping to mediate between the higher density development elsewhere on the site and the existing low-rise character to the north.
- 6.21 The series of mansion blocks proposed within phase G have heights of 6-10 storeys and are articulated with various set-backs and recessed elements which would create undulating building heights and help mitigate the perceived bulk of the buildings. The mid-rise heights also have a mediating effect as the density of development increases to the west. The parts of the courtyard blocks within phases D and E which face Beam Garden Square would be of a similar mansion-block typology, which will help frame the open space and create a sense of coherence to the massing strategy.

- 6.22 A series of marker buildings are proposed at phases C, D and E which would rise to 16 storeys in height. The first is located on the north-eastern corner of plot E, which will have a wayfinding function in terms of marking the development upon New Road. Two further marker buildings are proposed at either side of Beam Yard within phases C and D, which will mark this key open space within the development and help define the adjacent open space at Beam Garden Square.
- 6.23 Other than these taller elements at Beam Yard, the massing along Kent Avenue is broadly consistent and will create consistent shoulder height that relates well with the consented massing at the adjacent site at Dagenham Green. The south western corner of Plot C is articulated so as to present a more angular form in this location, marking its position on the corner of the site and helping to create a sense of visual identity to the scheme that would differentiate it from its neighbour to the west.
- 6.24 The massing strategy has been tested against various key views from both within and outside the development. Verified wire-line views have also been considered as part of the townscape analysis within the Environmental Statement. This analysis shows that the development would not have an unacceptable townscape impact upon the surrounding area and that the location of tall buildings on the site has been informed by clear urban design and wayfinding principles.
- 6.25 Given that phases B and D-G are proposed in outline, further development of the form and articulation of the buildings will be undertaken at reserved matters stage with regard to the Design Code. For the detailed component, the detail submitted is considered sufficient to justify the proposed approach to height and massing.
- 6.26 The increases in massing across the wider masterplan since the cross-boundary consent are considered to be acceptable and would better optimise the development potential of the site through a rational distribution of height and form and an increased provision of open space. The greater density on the western part of the site also relates to the evolved context at the site since the approval of the development at Dagenham Green.
- 6.27 As noted above, the principle of the scale, form and massing of Phase A were established by the cross-boundary consent and it is considered that this principle remains sound.

### **Layout**

- 6.28 The masterplan for the development proposes a broadly axial layout based on rectilinear urban blocks arranged along key north-south and east-west routes. A diagonal route bisects the low rise terraced blocks in Phase G and F accommodating a desire line from the northern entrance to the site and adjacent school to the open space and commercial/community uses at Beam Yard/Beam Garden Square. A diagonal pedestrian route is also provided between the mansion blocks at Phase G, again responding to a likely desire line through the site for pedestrians entering from the north.
- 6.29 The principal vehicle route is along the northern east-west route, with the main vehicle access/egress points located at Thames Avenue to the east, Kent Avenue to the west and from a new route located at the centre of the northern boundary. A secondary vehicular route is provided in a circuit around the central low-rise blocks.
- 6.30 The key pedestrian route is the main east-west route that runs through the centre of the site and connects Central Park with Beam Garden Square and the new east-west route through the adjacent Dagenham Green development. Secondary pedestrian routes are along the remaining axial roads and along the South Gardens open space on the southern boundary of the site. It is noted that a route connecting the part of South Gardens within of Phase C to Central Park along the southern boundary of the site is included in the boundary of the detailed component. This will enable connectivity between the phases delivered earlier in the phasing programme, ahead of the completion of the final phases.
- 6.31 The location of open spaces within the masterplan provides a rational distribution across the site and a welcome variety of character and typology. The creation of Beam Garden Square is considered to be a significant improvement upon the cross boundary consent in terms of the

overall proportion of publicly accessible open space at the site (58% of the site area, as opposed to 48%) and in terms of the place making benefits that the space will bring. The arrangement of buildings around Beam Garden Square will give definition to the space and ensure there is a sufficient degree of passive surveillance.

- 6.32 Beam Yard is considered to be appropriately proportioned for its intended use and will help serve as a focal point within the development. Other active commercial/community frontages also face open space or key routes through the site and will help ensure there is an adequate degree of animation within the public realm.
- 6.33 Improvements secured to the design code in relation to front garden treatment, footway widths and landscaping will ensure that the pedestrian environment is of a high quality while providing an appropriate provision of defensible space. Desire lines through the site are also considered to have been appropriately considered and the general approach to site permeability will help knit the development into its surrounding context.
- 6.34 Overall, the proposed layout is considered to be acceptable and will promote active modes of travel in line with the objectives of London Plan policy D3. As noted elsewhere in this report, the broader layout principles are similar to those within the cross-boundary consent which is a key consideration in officers' assessment.

### **Appearance**

- 6.35 London Plan Policy D3 requires developments to *“respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character”*. This is echoed in emerging Local Plan Strategic Policy SP 2 (Delivering a well-designed, high quality and resilient built environment) which requires developments to recognise and celebrate local character and respond positively to local distinctiveness and site context.
- 6.36 Given that Phases B, D-G are proposed in outline, there are no detailed proposals for appearance to consider at this stage. However, the guidance provided in the design code and mandatory design principles are considered sufficient to ensure that a high quality of architecture will be delivered at reserved matters stage. The Design Code includes character area coding for the different parts of the masterplan with the intention of ensuring that a variety of architectural styles are delivered which relate to the existing and emerging character of the area while taking inspiration from the site's industrial and riparian heritage.
- 6.37 For Phase C, extensive details have been submitted in relation to elevation treatment, architectural style and building typology. The design of the podium block is such that variety is provided across each of the sub-blocks while a sense of cohesion is retained through consistent architectural detailing and a complementary palette of materials. While the block will appear as a coherent whole, the separation of the various volumes will break up the mass of the building and ensure there is a sufficient provision of outlook and natural light to the units across the phase.
- 6.38 The creation of a stepped terrace to the south of the block will help integrate the building with the open space to the south and create a visual link between the podium courtyard and the wider public realm. The proposed treatment of public realm around the ground floor of the block is also considered to be of a high quality and will help mitigate the varying ground level to the west as Kent Avenue rises above the train line to the south. The extent of inactive frontage has been minimised and an acceptable provision of defensible space is afforded to ground floor units.
- 6.39 It is recommended that conditions be attached which require the submission of detailed design drawings and samples of principal facing materials in order to ensure that the design and appearance of the detailed and outline components of the development are acceptable.
- 6.40 The detailed design of Phase A is as approved under the reserved matters application 19/01346/REM and subsequent approvals of details. This includes the approval of materials as well as architectural detailing. The blocks have been observed on site in their complete and semi-

complete state and the overall design, appearance and materiality of Phase A are considered to be of an acceptable quality. As such, the retrospective aspect of the application is considered acceptable in design terms and no further detail is sought for this phase by condition.

### Landscaping and Playspace

- 6.41 The masterplan for the wider development site proposes an extensive provision of open space with approx. 58% of the overall site area provided as publicly accessible space. This is a marked improvement on the cross-boundary consent which proposed 47% of the site in LBBB as publicly accessible open space and reflects the shift in typology from houses to blocks of flats on the western part of the site. This is considered to be a key public benefit of the scheme and will contribute greatly to creating a sense of identity at the new development while providing a valuable amenity to the wider local community.

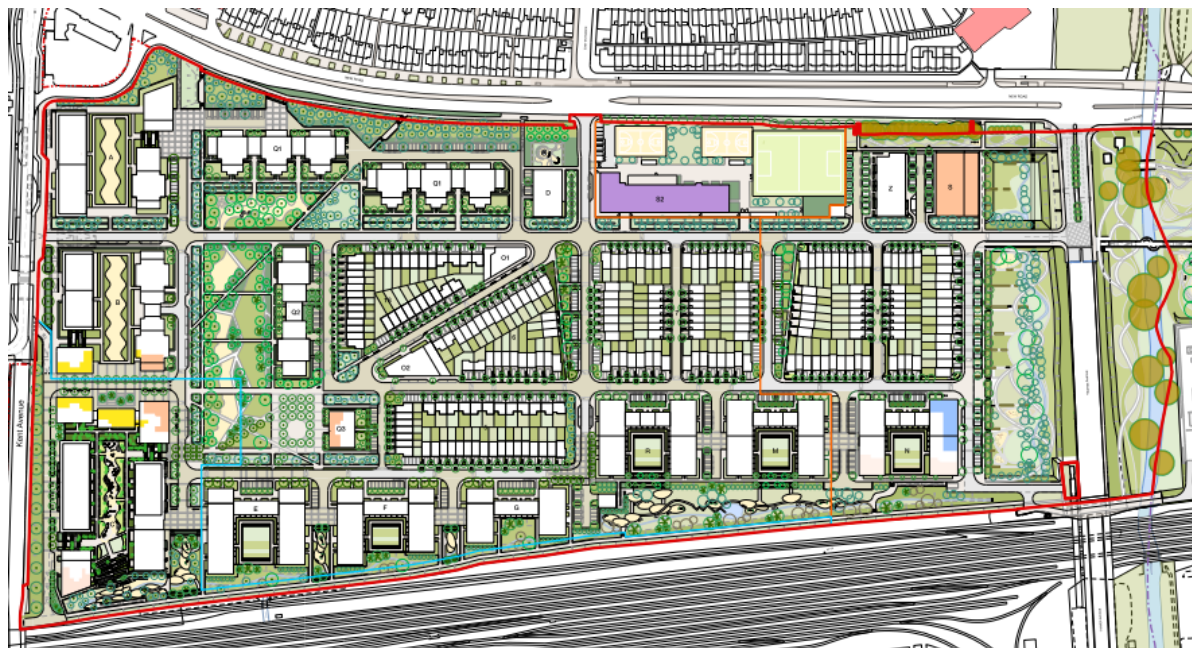


Figure 5: Landscaping Masterplan

- 6.42 The principle open spaces across the masterplan are separated into distinct character areas. Beam Gardens Square is the large, C-shaped open space on the western part of the site and has proportions akin to large urban squares found elsewhere in London, such as Bloomsbury Square. The space is designed to be open and permeable, with sub-character areas including an area of hard landscaping in front of Plot Q and landscaped SUDS provision on its northern end. Additional detail has been provided since first submission in relation to the indicative design of this space and officers are comfortable that the space will provide an appropriate quality of landscaping while maintaining its open character. A substantial provision of playspace is also proposed in the square.
- 6.43 The other large open space is located on the eastern part of the site adjacent the River Beam. The space is known as Central Park and already has reserved matters approval under 19/01346/REM and subsequent approvals of details. This space is part of Phase A and is being applied for retrospectively, as with the blocks in Phase A discussed above. The space includes a substantial SUDS provision and includes open space and play space along with retained mature trees along the river frontage.
- 6.44 South Gardens is the linear open space to be provided along the southern boundary of the site. The space will connect Central Park with the western part of the development along a landscaped walkway with widening open spaces providing playspace on either end. The planting in this location is intended to provide an ecological and acoustic buffer to the trainline and A103 to the south while having a role in SUDS mitigation. As discussed above, a route along South Gardens will be provided as part of the detailed component in order to facilitate east-west connection across the site.

- 6.45 A linear park is proposed along part of the northern boundary of the site which will help mitigate the acoustic and air quality impacts of New Road to the north upon future residents of the development while providing visual amenity on New Road. Routes through the site are also provided along the park with some play space provided on its eastern end. Planting is proposed along the northern boundary of the school site and as part of Phase A which will create a continuous green edge to the northern part of the development, improving the quality of the streetscene in this location.
- 6.46 Extensive Communal Open Space is proposed across the development including upon podiums within the larger blocks across the masterplan. All blocks are provided with edge planting to provide appropriate defensible space and front gardens at the proposed houses will include planting and waste/cycle enclosures affording a degree of privacy while mitigating the visual impact of car parking spaces.
- 6.47 The overall masterplan approach to hard and soft landscaping is set out in the Design Code which will ensure that the planting and landscaped design is of an excellent standard while having reference to the site's riparian history. Further assessment of the open spaces across the outline component will be undertaken at reserved matters stage with regard had for the Design Code.
- 6.48 The landscaping proposed at Phase C (the detailed component) is considered to be of a high quality and will provide an excellent amenity to future residents. The proposed design of the courtyard communal spaces, including the stepped terrace entrance to the south, helps create a visual link to South Gardens. Perimeter planting, including along Kent Avenue, will be generous and provide an adequate buffer to adjacent and internal roads while affording privacy to ground floor units. The hard landscaping provided around the site and at Beam Yard will also provide variation to the landscaped areas.
- 6.49 The overall provision of open space across the site meets London Plan standards and is considered to be a key benefit of the proposal. The phases are delineated so that a sufficient provision of open space is provided as each phase is developed.
- 6.50 A range of tree types are proposed across the site and some existing mature trees on the eastern part of the site along Beam River are to be retained. A row of existing trees have been removed from the site due to safety concerns relating to the adjacent highway. A scheme of replanting is proposed to mitigate this with the overall CAVAT value of trees provided across the site now in excess of £2.5m.
- 6.51 Conditions are recommended requiring the submission of further details for hard and soft landscaping as well as the submission of a management plan for landscaping. Subject to such conditions, and alongside the approval of reserved matters applications, the provision of planting and landscaping across the site is considered to be acceptable.
- 6.52 The site will have an Urban Greening Factor of 0.4375 which exceeds the target of 0.4 for developments of this nature. The figure for Biodiversity Net Gain stands at 395%, far exceeding the 10% target sought by policy.
- 6.53 The overall provision of playspace across the masterplan meets London Plan standards in terms of quantum and the variety of spaces to be provided. A condition is recommended requiring the submission of a playspace strategy for each phase of the outline component which will ensure that an adequate provision is made across the various phase, in compliance with the mandatory codes in the Design Code. For the detailed component, the enhanced level of detail provided at this point in relation to playspace is considered acceptable subject to a condition requiring the submission of further design details prior to occupation.

### **Secure by Design**

- 6.54 The applicant has engaged with Designing Out Crime Officers (DOCO) at the Metropolitan Police at pre-app stage and public safety concerns have informed the layout and arrangement of buildings and open space across the site. The DOCO team have indicated that they have no objections to the proposed development, subject to a condition targeting Secure by Design

certification prior to occupation. Subject to such a condition, the proposal is considered to be acceptable in terms of creating a safe and welcoming new neighbourhood.

## **7. Impact upon Neighbouring Amenity**

- 7.1 Paragraph 130 of the NPPF states that planning decisions should ensure developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 7.2 Policy BP8 of the Borough Wide Policies expects all new development to have regard to the local character of the area, help to create a sense of local identity, distinctiveness and place and not lead to significant overlooking (loss of privacy and immediate outlook) or overshadowing (loss of daylight and sunlight). Policy DMD1 of the emerging Local Plan (Submission Version) states that all development proposals should consider the impact on the amenity of neighbouring properties as well as private and public amenity space. Policies D13 and D6 of the London Plan state that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking.

### **Privacy and Outlook**

- 7.3 The layout, design and location of the various plots across the masterplan and their relationship with adjoining residential uses are such that the proposal is considered unlikely to give rise to an unacceptable impact upon neighbouring amenity in terms of loss of privacy or outlook. This includes Phase C and Phase A which are submitted in detail and therefore window locations are known.
- 7.4 The nearest affected receptors to the east are the earlier phases of the Beam Park development within LBH which are separated from the proposed development by a considerable distance. To the north, the proposed layout of the blocks on the northern boundary of the site is such that the building line is pulled back from the boundary and partly separated from New Road by a strip of landscaping.
- 7.5 To the east, the recently consent development at Dagenham Green includes blocks on the opposite side of Kent Avenue. Although the location of windows at this development are not yet known, the general arrangements of the blocks as they relate to both the detailed component Phase C and the other adjacent phases D and E can be gauged. Given that the likely and known window location at either development would be separated by a wide thoroughfare with generous planting proposed on either side of the street, the overlooking and privacy impacts are considered to be minimal.
- 7.6 Overall, the proposal is considered acceptable in terms of its impact upon the privacy and outlook of neighbouring residential uses. A further assessment of this impact as it related to the outline component will be undertaken as future reserved matters applications are assessed. It is noted that the impacts of Phase A have already been deemed to be acceptable under the approval of the reserved matters application 19/01346/REM.

### **Agent of Change**

- 7.7 The NPPF at Paragraph 182 seeks to ensure new development can be integrated effectively with existing businesses and uses. This is carried through to policy D13 of the London Plan and Policy DMD 1 of the new Local Plan (reg 19 version). London Plan Policy D13 requires applicants to take account of the Agent of Change principles and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. London Plan Policy D13 sets out the agent of change principle, whereby the responsibility for mitigating the impact of noise and nuisances falls on new development. London Plan Policy D14 states that noise impacts should be reduced, managed and mitigated. In particular it notes that developments should use distance and layout, as well as other design measures, to

separate noise sensitive development from major noise sources.

- 7.8 London Plan Policy E7 (part D) states that industrial activities should not be compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation. It further states that appropriate design mitigation should be designed into any residential element, particularly in relation to safety and security, minimising conflict, design quality and amenity, agent of change principles, vibration and noise and air quality and contamination.
- 7.9 Given the proximity of industrial uses to the south and west, the potential impact of new residential uses upon these businesses is a material planning consideration for this application. In terms of the uses to the south, the distances between the proposed development and existing noise generating uses is such that the impacts are considered to be minimal and would not preclude the granting of planning permission. The uses to the west, which include the Breedon cement works and some consented industrial floorspace with the Dagenham Green development, are also of a location and scale that the impacts are considered likely to be within acceptable limits. It is noted that the approved development at Dagenham Green includes residential uses in closer proximity to the uses than would be the case at the subject site. In addition, the principal of a large scale residential development at the site has been established under the cross-boundary consent.
- 7.10 Conditions are recommended which will ensure that agent of change principles are adhered to for the detailed component and through approval of reserved matters. The Design Code also includes design restrictions on ventilation, servicing or air extract grilles and states that the ventilation of podium parking should avoid impacts on communal open space. These principles are supported for their effect in reducing the impacts of dust, poor air quality and noise on residential units.

### **Noise**

- 7.11 London Plan Policies D13 and D14 and draft Local Plan Policy BR13 identify residential and school development as a noise-sensitive receptor, and advocate for sufficient mitigation to ensure that end users of the development are not unduly impacted in this regard.
- 7.12 As part of the Environmental Impact Assessment, the applicant has undertaken a comprehensive assessment of the effects of the Proposed Development in respect of noise and vibration during the construction and operational phases. The assessment has been carried out having regard to the Control of Pollution Act (1974), the Environmental Protection Act (1990) and the applicable British Standards.
- 7.13 In respect of the construction phase effect from noise and vibration, the nature of the impact is expected to be direct but short-term and will fall away following completion of all phases of the Proposed Development. In the interim a series of mitigation measures which will offset the impact as far as practicably possible and noise impacts arising during construction will be managed and mitigated through best practice measures to be secured in a Construction Management Plan (CMP), a framework of which has been submitted with the planning application.
- 7.14 In terms of operational impacts, the submitted assessment concludes that, as the proposals are for a predominantly residential development, which is not a noise generating use, the noise impacts of the development (both residential and non-residential) can be sufficiently controlled through the imposition of planning conditions to secure sound insulation and address potential noise impacts that could arise from fixed plant and machinery.
- 7.15 The assessment also confirms that no additional mitigation beyond standard controls to noise created by plant would be required in respect of the operational phase of the development, with the residual significance of effect being minor beneficial to minor adverse. The assessment identifies a worst-case minor adverse effect in respect to development-related road traffic noise and no further mitigation measures have been considered necessary at this stage.

- 7.16 As such, and given that the noise impacts of the development were assessed under the cross-boundary consent and deemed acceptable and would be broadly similar for the subject application, the proposal is considered acceptable in terms of its noise impacts in respect of both the outline and detailed components. This is subject to the following conditions which will ensure that the impacts are sufficiently mitigated:
- Acoustic protection - details to be submitted prior to first occupation of any residential unit within building.
  - Commercial Kitchen Extract Ventilation System - Details to be submitted prior to first occupation of any non-residential with a commercial kitchen
  - Noise from Non-residential uses and Plant and Structure Borne Noise Emissions - details to be submitted prior to the occupation of non-residential uses in each plot
  - Fixed and mobile equipment - details to be submitted prior to the first operation of any proposed commercial/leisure units.
  - Construction Environment Management plan - Prior to commencement of development of each plot details of noise vibration control.
- 7.17 The above conditions will also ensure that the acoustic condition at units within the development are also appropriately provided and would not be unacceptably impacted by nearby noise generators including the A13 and train line to the south. The details submitted within the Noise Impact Assessment in relation to the proposed units within Phase C have been assessed by the environmental consultants appointed by Be First and are considered acceptable. Similarly, the details approved for Phase A under 19/01346/REM are considered to be acceptable. The approval of reserved matters for later phases of the development will ensure that the acoustic conditions within the units built under these phases will be of an acceptable standard. It is noted that the cross-boundary consent established the principal of residential development in the location and that the context in terms of proximity to nearby noise generators is broadly unchanged.

### **Daylight, Sunlight and Overshadowing**

- 7.18 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.
- 7.19 The Daylight/Sunlight assessment submitted with the application has assessed the impacts of the development upon surrounding residential uses, including the impact of the detailed and outline components upon the recently consented Dagenham Green development to the east. The report has focussed on the differences in massing between the subject and cross boundary consent given that the impacts of that consent were considered acceptable when approved.
- 7.20 The additional impact of the development in comparison to that found acceptable when the cross-boundary consent was approved is principally upon the consented development at Dagenham Green to the west. The heights of buildings upon the western part of the site have increased and the layout of the site at Dagenham Green is now fully understood. The submitted information, which has been supplemented by an additional notional assessment of the blocks at Dagenham Green based on the layouts proposed for Phase C of the subject application, shows an acceptable level of compliance in terms of daylight and sunlight from both Phase C and the indicative massing of phases D and E. It is noted that the developments are separated by a wide roadway with planting on either side and, as discussed in the design section above, the relationship of the buildings on the subject site with those at Dagenham Green is considered appropriate in massing and site layout terms for this context.



- 7.21 In terms of the daylight/sunlight impacts of the outline component upon Phase C, the assessment has found a high degree of compliance with BRE criteria for Annual Daylight Factor, Vertical Sky Component and Annual Probably Sunlight Hours.
- 7.22 The submitted overshadowing assessment shows that the proposed blocks on the west and south corner of the site would have some overshadowing impacts in the morning hours but otherwise the surrounding buildings and open space both on the subject site and at the adjacent Dagenham Green would not be unacceptably affected. The sunlight levels provided to the facades of the houses at block 5 in Phase F may be partly affected during the day by the shadowing of blocks F, G and R. Further assessment of this impact will be undertaken as part of the reserve matters application for this phase.
- 7.23 Overall, it is considered that the proposed development would have an acceptable impact on the daylight and sunlight received by neighbouring occupiers/amenity space and upon amenity space upon the subject site.

<b>8. Sustainable Transport</b>			
<i>Total car parking spaces</i>	891	<i>PTAL Rating</i>	0-3
	(Including 133 blue badge)		
<i>Proposed number of cycle parking spaces:</i>	London Plan Compliant	<i>Closest Rail Station / Walking Distance</i>	Dagenham Dock Station (C2C) – approximately 450m to west from nearest point
<i>Restricted Parking Zone:</i>	n/a	<i>Parking stress survey submitted?</i>	Yes

- 8.1 The NPPF states that new development should provide appropriate opportunities for sustainable transport and ensure that any impacts upon the existing transport network arising from new development be appropriately mitigated. Priority should be given to pedestrian and cycle movements and access to high quality public transport links should be facilitated while minimising conflict between vehicular traffic and pedestrians.
- 8.2 Policies T1 to T6 of the London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 8.3 Core Strategy policy CR1 promotes the use of sustainable transport to assist in addressing the causes and potential impacts of climate change. Policies BR9, BR10 and BR11 of the Borough Wide Policies DPD set out the Council's approach to parking, sustainable transport and walking and cycling. Emerging Policy DMT1 'Making better connected neighbourhoods' of the Draft Local Plan (Regulation 19) sets out that development proposals should reduce the dominance of vehicles on London's streets. Emerging policy DMT2 'Car parking' states that development will be resisted where anticipated car parking and vehicle use will increase congestion and parking stress.
- 8.4 A Transport Assessment (TA) has been submitted by the applicant in support of the application with other supporting documents to assess the transport considerations of the Proposed Development in the context of national, regional, and local planning policy and guidance and in accordance with the Transport for London (TfL) Healthy Streets Best Practice Guidance (February 2019).
- 8.5 The TA has been amended since first submission and now no longer includes modelling information in relation to a development scenario where Beam Park Station is not delivered. Although a decision on the delivery of the station has not yet been made by the Department for Transport, the importance of the delivery of the station is still recognised by the applicant and a Grampian condition has therefore been proposed which would restrict commencement of the

development beyond Phase D until the station is fully operational.

### **Wider Connectivity and Public Realm**

- 8.6 The application site is a cleared brownfield site that was once part of the Ford estate within this part of Dagenham. The area is undergoing a process of change, as discussed in the first section of this report, with former industrial sites being redeveloped for residential-led mixed use communities.
- 8.7 The nearest station to the site is Dagenham Dock Station, which is located 450m to the south east and. This would equate to an approximately 10 minute walk from the nearest part of the site when the proposed east/west link is delivered. Dagenham Heathway is the nearest London Underground station, which is located approximately 25 minutes to the north. There are also a number of bus routes that run along New Road to the north including the 145, 174, 175, 287 and 687. It is also intended that the 145 bus be rerouted through the adjacent Dagenham Green site, with the bus turning down Kent Avenue and crossing that site from east-west.
- 8.8 Emerging policy SPP3 in the draft local plan seeks to improve the connection to and from Dagenham Dock Station in order to better serve the extensive redevelopment consented or proposed in the surrounding area. The scale of the existing sites at Beam Park and Dagenham Green are such that walking their perimeter to reach the station is time-consuming and the existing context is uninviting for pedestrians. The comprehensive redevelopment of the subject site and the adjacent Dagenham Green site will allow a significant improvement in pedestrian permeability in the area and greatly enhance connectivity to Dagenham Dock Station.
- 8.9 The subject proposal has been designed in order to facilitate this connectivity, both from within the wider Beam Park site and through the site from New Road and the existing low-rise development to the north. Direct east/west routes provide pedestrian and cycle connections within the site and diagonal routes respond to desire lines from within the scheme and when the site is accessed from the north. Key pedestrian routes converge at the open space to be known as Beam Gardens Square and the area of hard landscaping to be known as Beam Yard which then connects with a planned east/west link through the Dagenham Green site towards Dagenham Dock.
- 8.10 Given that the Dagenham Green development is to be developed incrementally from west to east with an indicative development programme suggesting that the eastern most phase may not be delivered until 2039, an agreement has been reached with the owners of that site to provide an east/west link through the site allowing connection to Dagenham Dock Station. The link would broadly align with the location of Beam Yard and would be provided in a temporary manner while the wider Dagenham Green site is redeveloped, with a permanent link following when the scheme is complete. This would provide a significant improvement in connectivity context compared to the cross-boundary consent and would greatly reduce walking and cycling times to Dagenham Dock Station from the proposed development. It is recommended that the provision of this link is secured by legal agreement so that its delivery is assured. Officers understand that the necessary legal agreement between the landowners is at an advanced stage.
- 8.11 Overall, the proposed highways and pedestrian layout is considered to greatly enhance connectivity and public realm in the area and will integrate the development into the wider area. In addition to the significant benefit to the scheme that the east/west pedestrian route will bring, obligations have also been secured towards wayfinding through the site which will further improve connectivity through the site.

### **Public Transport Accessibility Levels (PTAL)**

- 8.12 The PTAL at the site ranges from 0 to 3 indicating a moderate to poor public transport accessibility rating. However, it must be noted that PTAL scores acts as a guide to assessing accessibility and exclude rail stations and bus stops at distances of 960m and 640m respectively. Given that key nodes such as Dagenham Heathway are located slightly beyond

these distances, and are accessible from the site by bus, cycle and by foot, the actual accessibility of the site is not such that it should preclude high density development.

- 8.13 The sites local and strategic allocation for residential development should be noted as should the precedent set by the cross-boundary consent. A Grampian condition similar to that in place at that consent is proposed again with the number of units held back behind the condition being slightly higher in the subject proposal. The proposed east-west route through the Dagenham Green site would also significantly improve connectivity to Dagenham Dock Station and would increase the PTAL for large parts of the site, as would the rerouting of the 145 bus on Kent Avenue.
- 8.14 Dagenham Dock Station provides a link to Barking Underground Station, Fenchurch Street and Southend with four C2C services an hour at peak times.

#### **Vehicular access strategy and internal road layout.**

- 8.15 The main vehicle access/egress points to the site are located at Thames Avenue to the east, Kent Avenue to the west and from a new route located at the centre of the northern boundary, aligned with First Avenue to the north. The primary vehicle route through the site is along the northern east-west route with a secondary vehicular route provided in a circuit around the central low-rise blocks.
- 8.16 The internal road layout is otherwise broadly axial in nature with east/west and north/south routes provided across the site. Tertiary roads are provided off the primary road and secondary circuit, with mews roads provided between some blocks and rows of terraced houses.
- 8.17 The layout is considered to be a rational response to vehicular access at the site that will prioritise pedestrians and cyclists while preserving pedestrian safety. The primary and secondary routes are offered for adoption subject to a Section 38 agreement with the Council. A 20mph limit is to be imposed upon private roads on the development which is supported and will help safeguard pedestrian safety.
- 8.18 For Phase C, which is proposed in detail, access to the ground floor car park beneath the podium is from the eastern elevation. The main vehicular route to the car park will be along the adopted secondary route on the western side of Beam Garden Square. Interim access will be provided from Kent Avenue onto Beam Yard while in advance of the relevant later phases of the development coming forward.

#### **Trip Generation and Modelling**

- 8.19 The analysis of trip generating in the submitted Transport Assessment (TA) estimates that the development will generate 2651 two-way trips in the AM peak and 1665 in the PM peak (including delivery and servicing vehicles). Car drivers account for 11% of both the two-way AM and PM peak periods. Most trips will be undertaken on the bus (30%), walking (20%) and underground (21%).
- 8.20 There would also be a high proportion of trips by sustainable and active travel modes as a result of the low parking ratio and public transport connections. This would help promote and active and healthy lifestyle to future occupants of the development and is likely to result in an increase in walking, cycling and using public transport.
- 8.21 The TA states the proposed uplift in development is not anticipated to generate significant additional vehicle movements in comparison to the cross-boundary consent due to a reduction in proposed car parking spaces. However, officers are of the view that the new proposal will generate some additional local traffic and bus movements which needed to be assessed. The main concern relates to the A1306 New Road / Kent Avenue / Ballards Road signalised junction (without Link Road) and its capacity and restricted operational.
- 8.22 A Technical Note (dated Nov 22) was submitted which assesses the impact of additional vehicle movements using a standalone LinSig traffic model. For the assessment and modelling, the worst-case scenario was applied using the consented 2018 development flows for the Beam

Park scheme alongside the consented development flows for the neighbouring Dagenham Green scheme (App. 21/01808/OUTALL) to form a 2031 Baseline + Beam Park + Dagenham Green. In addition, 15 additional buses turning into and out of Kent Avenue from A1306 New Road in both the AM and PM peak hours. This is equivalent to an additional 60 Passenger Car Units (PCUs) using the network in both the AM and PM peak hours. As a sensitivity test, assessments and modelling also looked at the impact on the model with a restricted operational use via modal filter.

- 8.23 The modelling demonstrated that the additional vehicles would not adversely affect the operation of the junction as it would still operate within capacity within the AM and PM peak hours. These scenarios and assumptions are based around Beam Park Station that will remove vehicle trips and accommodate additional travel demand generated from the development.
- 8.24 Although the modelling indicates that the junction will operate within capacity with or without the modal filter, there remains the view a modal filter may be required to be implemented in the future if appropriate. In line with the transport objectives of the London Plan and Mayor's Transport Strategy, junction works connected to this development would improve connections for sustainable modes of transport by improving the environment for walking, cycling and buses.
- 8.25 To support these transport policies and help mitigate the impact of the development it is recommended that an obligation be secured in the s106 agreement requiring ongoing monitoring of the junction. In the event that the cumulative impact of the development upon the junction requires intervention, the obligation will require that a contribution is secured to undertake works necessary to mitigate the impact, such as the creation of a bus gate or works to the junction.
- 8.26 Subject to such an obligation, the impact upon the Kent Avenue junction is considered to have been effectively mitigated.

#### **Car Parking and Electric Car Parking**

- 8.27 The proposal will provide a total of 891 car parking spaces which equates to an overall residential parking ratio of 0.27 space per unit. On a phase-by-phase basis, parking ratios are higher in the phases where a greater number of family sized homes are provided. A plan showing the indicative provision of parking across each phase has been submitted and includes details of on-plot, disabled and visitor parking.
- 8.28 The parking ratio is reduced in comparison to the cross-boundary consent due to the higher proportion of apartment blocks as opposed to houses than was previously the case. The development would remain 'car-light' which is supported given the sites access to public transport and policy objectives which seek to promote sustainable modes of transport.
- 8.29 TfL note the improvement in comparison to the consented arrangement and that the ration is lower than the London Plan maximum standard for outer London (0.5 per unit). However, they are of the view that the parking provision remains to high and is not evenly allocated across the site. Officers acknowledge that there is a greater provision of parking to houses than flats, however, this is a consequence of the opportunity of provided on plot parking to individual homes. Overall, given that the parking ratio is lower than the maximum standard and will have a reasonable degree of distribution across the site, the parking provision is considered acceptable.
- 8.30 The disabled parking provision will be in accordance with the requirements set-out within the London Plan, with 133 blue-badge spaces provided. The disabled parking spaces provided in Phase C are in line with London Plan requirements in terms of proportion and location in relation to residential access. The number of car parking spaces within the outline part of the application are indicative at this stage will final numbers and arrangement to be confirmed at reserved matters stage.
- 8.31 The maximum overall number of car parking spaces to be provided will be controlled by the condition. A condition is also recommended requiring charging points for electric vehicles to be

made available for use, with at least 20% of the total number of car parking spaces equipped with active electric vehicle charging points with all other spaces equipped with passive provision for electrical vehicle charging.

### **Car Club**

- 8.32 A total of 9 car club spaces are to be provided include 1 in each of Phases A and C. To encourage uptake of a Car Club as a viable option, an obligation is recommended requiring each resident to be provided with free, three years of premium membership or equivalent that provides cheaper rates. This is to be marketed in a welcome pack and be operational on the first occupation of each phase. The applicant is required to identify a location and cover all costs to install and set up the infrastructure for making the bay operational.

### **Car Parking Management Plan**

- 8.33 An outline car management plan has been submitted in support of the application which sets out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking. The document has been amended since first submission following feedback from officers and LBBT's Parking Team and now provides greater clarity as to the proposed location of parking restrictions on the site.
- 8.34 A condition is recommended to secure the submission and approval of a car parking design and management plan (CPDMP) prior to ground floor works for each phase (excluding Phase A). The CPDMP shall set out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking including parking for podium level, blue badge and electric vehicles. Once the CPDMP is approved the car parking areas shall be constructed and marked out prior to the first occupation of plots (s) to which they relate, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The above aligns with TFL's comments with regards to parking provision.
- 8.35 It is recommended that an obligation is secured in the s106 requiring podium parking spaces to be leased rather than sold in line with the London Plan except for those within a freehold plot with a drive or garage. In terms of accessible spaces these must not be allocated to specific dwellings, unless provided within the curtilage of the dwelling. On street parking bays on site for blue badge users, visitors (pay and display parking via phone) and car club bays must be Traffic Signs Regulations and General Directions (TSRGD) compliant both in term of the accompanying signage and highways marking for enforcement purposes. This is supported by TFL in their comments.
- 8.36 The concerns of TfL in relation to the effects of on-plot parking at the terraced house across the development are noted and officers have secured changes to the Design Code in order to help mitigate the impact of this type of parking upon the pedestrian environment. This includes the widening of footways and the provision of additional planting. A condition is also recommended requiring details of highways design to be submitted and approved in order to ensure that there are passive measures in place to deter unregulated parking on the highway and to ensure that the quality of the surface materials is acceptable.

### **Cycle Parking**

- 8.37 The total number of cycle spaces to be provide to flats within the development will be 5,213, with 444 spaces provided to houses. This overall figure is in compliance with London Plan minimum standards in terms of overall numbers and will be secured by condition. London Cycle Design Standards state that 5% of the total number of cycle parking spaces should be capable of accommodating larger/ unconventional bicycles. In accordance with LCDS, 283 residential cycle spaces will be provided which are capable of accommodating a larger cycle/ disabled space.
- 8.38 For Phase C, a total of 8 cycle stores are proposed at ground level, with a total provision of 432 two-tier stands and 80 Sheffield stands for residential units. Visitor cycle parking is to be

provided in landscaped areas surrounding Phase C, located close to building entrances. A total of 6 long-stay and 40 short-stay cycle parking spaces are to be provided in Phase C for the non-residential uses. TfL have queried whether there will be sufficient space for two tier cycle spaces within the detailed phase. A condition requiring the submission of further details in relation to cycle storage is recommended in order to ensure that the provision is acceptable.

- 8.39 The exact number of cycle parking spaces for the residential and non-residential parts of the outline component will be confirmed through subsequent reserved matters applications. However, the indicative approach is considered acceptable and will be in line with London Plan policy requirements.

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

- 8.40 An outline Construction Logistics Plan and Delivery and Servicing Plan has been prepared for this application condition. Officers and TfL have commented that condition will be secured for both Plans respectively. A Construction Logistics plan and Construction environmental management plan will be submitted and approved prior to commencement of development of each phase. A Delivery and Servicing Plan will be required to be submitted prior to ground works for each phase.

#### **Framework Travel Plan**

- 8.41 A Framework Travel Plan has been prepared for the application site as a standalone document to ensure sustainable modes of transport; walking, cycling and public transport. Officers and TfL request that a Residential and Workspace Travel Plan to be submitted for each Phase for approval prior to Occupation, with each Plan to assess the Development cumulatively. The approved Plans shall be implemented from Occupation of the relevant Phase. The Developer will need to pay the Travel Plan Monitoring Fee prior to occupation on a phased basis. On the second anniversary of first Occupation of the Residential Units the Developer shall submit a Travel Plan Monitoring Report to LBBB. This will be secured by legal agreement and is noted in appendix 6.

#### **Highways Works**

- 8.42 Highways works at the junction of New Road and Thames Avenue and the new entrance to the site opposite First Avenue have been secured under the s278 agreement attached to the cross boundary consent. Further s278 works will be required as later phases of the development are built out and an obligation is recommended requiring the applicant to enter into a section 278 agreement for each Phase to deliver Highway Works prior to the occupation of that Phase.
- 8.43 In addition, all primary and secondary roads will be required to be to be constructed to the Councils adoptable standards, specification and designs for roads, controlled crossings, street lighting, design speeds and/or speed limits to and to be agreed with the local highway authority.
- 8.44 The applicant will also be required to pay LBBB the reasonable costs to implement any Permanent Traffic Management Orders. Road Safety Audits are also to be undertaken of the proposed Off-Site and On-Site Highway Works and submit the Audits to LBBB for approval prior to implementation.
- 8.45 Primary pedestrian route/s will also be required to be for use by the public 24 hours a day/7 day a week/ 365 days a year (subject to necessary closures for maintenance or other matters agreed with LBBB).
- 8.46 Officers have secured further contributions towards Traffic Management Works (£30,000) and Highways Management (£5,000). Neither of these contributions were secured under the cross-boundary consent and are intended to reflect the uplift in homes in the subject proposal. Both will help improve pedestrian safety and add to the creation of a pedestrian friendly environment at the site.

#### **Bus Contributions**

8.47 The cross-boundary consent included a payment towards Bus Service Mitigation at a rate of £900 per unit. TfL has requested the same sum in relation to the subject proposal which, given the uplift in units, equates to an overall contribution of £3,552,300 towards Bus Service Mitigation. This is a significant contribution which will help deliver an improved frequency of busses which serve the site. This will enhance public transport accessibility and help increase the PTAL level of the site, thereby further justifying the proposed density in relation to the site's current PTAL score.

### **Dagenham Dock Contribution**

8.48 As discussed above, a Grampian condition has again been proposed which would restrict commencement of the development beyond Phase D until Beam Park Station is delivered. The condition has been proposed by the applicant in recognition of the importance of the station to the local area and in an effort to help secure its delivery.

8.49 The number of homes that would be held back behind the Grampian would be 1,572 units, as opposed to the 1,518 homes previously protected by the Grampian on the cross-boundary consent. Phases A and B (formerly 2b and 3) would remain restricted by the Grampian, as was previously the case. More homes will now be provided ahead of the delivery of Beam Park Station than was previously the case, however, those additional homes will almost entirely be located on the western end of the site.

8.50 The western end of the site is now proposed at a greater density than before, partly in response to the emerging context to the west at Dagenham Green, and also in an attempt to optimise site density by changes to site layout and building typology. The east/west link to be provided through the Dagenham Green site is also significant as this will allow more direct access to Dagenham Dock Station than was previously assumed.

8.51 In advance of the delivery of Beam Park Station, it is considered likely that occupants of the earlier phases of the proposed development, particularly those on the western boundary, will use Dagenham Dock station. In order to mitigate this impact, a contribution of £700,000 has been secured towards improvements to Dagenham Dock station. This sum will allow works to the station to be carried out so that it better aligns with public realm works in front of the station to be delivered as part of a package of contributions at the Inland Homes development next to the station.

8.52 The contribution, along with the improved connectivity to Dagenham Dock station and the increased massing on the western part of the site, would contribute to the justification for the proposed approach to phasing discussed in Chapter 2 above.

### **Residential Permits**

8.53 The proposal is to promote a car lite development so to mitigate the potential over spill of on-street car parking from the development new residents of the development will be excluded from eligibility for resident parking permits outside the red line boundary for this scheme or other arrangements that may be implemented. This restriction is to be secured in the legal agreement but will not apply to Phase A as many of these units have already been occupied. It is proposed that the same terms secured by the legal agreement attached to the cross-boundary consent should be secured in relation to Phase A only.

## **9. Waste Management and Refuse Collection**

9.11 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Regulation 19) through Strategic Policy SP7 and Policy DMSI9.

9.12 The applicant has indicated as part of the transport strategy that dedicated servicing bays to accommodate HGV and LGVs and refuse bays for waste and recycling collection will be

provided. The parameters provide two way and one way servicing routes. The one way routes will comprise passing areas which would avoid causing disruption to other vehicles using these routes.

- 9.13 These details will be assessed as each plot/phase is brought forward at reserved matters and will be considered cumulatively in the context of the whole overall network within the Masterplan. In relation to the detailed component, the proposed provision is considered acceptable, subject to a condition requiring the submission of a servicing and delivering plan for each plot/phase and a waste management strategy.
- 9.14 On balance, officers consider that the site can be adequately serviced subject to the submission of further details.

## **10.0 Delivering Sustainable Development**

### **Sustainability**

- 10.1 The Sustainability Statement prepared by the applicant sets out the various sustainable measures and standards to be incorporated in the proposed development, including sustainable approaches to energy generation, efficient use of water, BREEAM standards, proposed materiality, waste (both construction and operational phase), sustainable modes of transport, control of pollution, biodiversity and ecology enhancement and protection, flood risk and sustainable urban drainage systems, climate resilience, daylight and sunlight, wind microclimate, and health impacts. The Sustainability Statement confirms that, through a combination of these measures / enhancements, the scheme represents a sustainable development in respect of the 3 strands of the Sustainable Development objective set out at paragraph 8 of the NPPF (economic, social and environmental), which form the golden thread of planning policy at a regional and local level.

### **Energy and CO2 Reduction (includes Overheating)**

- 10.2 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).
- 10.3 An Energy Strategy has been submitted by the applicant, in accordance with the Mayor’s energy hierarchy and carbon dioxide emissions and energy consumption targets set out at London Plan Policy SI 2, the GLA Energy Assessment Guidance (2020), the LBB Core Strategy, BWDP DPD and draft Local Plan policies and is submitted in support of this Application.
- 10.4 The Energy Strategy demonstrates that the proposals would achieve greater reductions than the London Plan Policy SI 2 carbon dioxide emissions target which requires a minimum 35% improvement on-site from regulated carbon dioxide emissions against Part L of the Building Regulations 2013 and the GLA’s carbon dioxide emission reporting carbon factors through the combination of ‘Be Lean’, ‘Be Clean’ and ‘Be Green’ measures..
- 10.5 The energy strategy follows the energy hierarchy set out at Policy SI2 of the London Plan and Policy DMSI2 of the draft Local Plan with a focus on ‘Be Lean’ design measures - a range of measures proposed to reduce the energy consumption and carbon dioxide emissions for the Proposed Development to enable it to achieve a substantial reduction beyond Building Regulations Part L 2013, without reliance on ‘Be Clean’ and ‘Be Green’ measures. These ‘Be Lean’ measures include: U-values, glazing g-values and air permeability rates exceeding compliance with Part L1A 2013 (2016 amendments). These provisions result in Part L1A



compliance and exceed the London Plan Policy SI2 requirements for residential and non-residential to achieve a minimum of 10% and 15% reductions respectively through energy efficiency measures.

- 10.6 'Be Clean' technologies have been explored and include an air source heat-pump and electrode boiler energy centre to be located in the south-east corner of the Site, within the development plot for employment uses. The proposed network will have the facility to connect to a larger district heat network ('DHN') or existing DHN should this be viable in the future, as supported by London Plan Policy SI3, LBBB BWDP DPD Policy BR2 and draft Local Plan Policy DMSI2. A range of 'Be Green' renewables have also been considered to identify the most adequate renewable energy generation system for the Proposed Development. Of the technologies considered, solar photovoltaics were found to be the most suitable and the arrays will be incorporated into the roof design at detailed design stage (to be set out in relevant reserved matters applications) where they will operate at their maximum potential, whilst not restricting other plant space or roof access required.
- 10.7 Through the incorporation of the measures outlined in the Energy Strategy, the carbon dioxide emissions arising from the Proposed Development has potential to be reduced by a total of 60.89% for residential and 35.4% for commercial beyond a compliant Part L 2013 Baseline. The London Plan requires development to meet the 'zero carbon' standard but a 100% carbon reduction is not expected to be feasible or viable at this stage. A legal obligation will be secured so that a minimum on-site reduction within each Phase or Plot of at least 35% beyond Building Regulations 2013, Part L required to achieve the target of zero carbon emissions as set out in the London Plan 2021 (or the equivalent policy requirement set out in the London Plan at the date of the relevant reserved matters application). The developer to submit as-built energy performance reports prior to Occupation of the each phase and where the relevant Phase fails to meet carbon emission standards, a carbon off-setting contribution to be paid at a rate of £95 per tonne of CO<sub>2</sub> over a 30 year period prior to Occupation.

### **Overheating**

- 10.8 The Energy Strategy outlines criteria which will be considered as part of the overheating analysis as detailed design is progressed through relevant future reserved matters applications. The overheating analysis will seek to restrict the amount of heat entering the building, heat generation within the proposed homes and to passively and mechanically ventilate in line with the London Plan cooling hierarchy and relevant guidance. A series of measures are set out within the Energy Strategy which will be considered and applied as required for all homes within the Proposed Development. The Energy Strategy has been assessed by Temple and is considered to comply with relevant regional and local planning policies, including London Plan Policies D6 and SI4 and draft Local Plan Policy SP7 which seek to mitigate overheating risk and reduce reliance on mechanical cooling systems at planning application stage.

### **Overarching Energy Strategy**

- 10.9 In term of ensuring that the Masterplan meets the objectives of London Plan policy a condition will be secured for the submission of an overarching Site Wide Energy Strategy prior to the commencement of the first Phase of development (other than demolition, land remediation or enabling works) and details of the detailed specification and layout of the energy centre, including the provisions made for interconnecting pipework to link the Plots within the site into the proposed District Heating Network.
- 10.10 Further to this a condition is recommended requiring the submission of an energy statement for each phase of the development prior to the commencement of that phase (other than demolition, land remediation or enabling works and excluding Phase A). The Energy Statement should demonstrate how the Plot will conform with the Site Wide Energy Strategy to be approved pursuant to the overarching energy condition above must be submitted to and approved by the Local Planning Authority. The strategy shall include the following:

- (a) evidence of how energy efficiency targets would be met;
  - (b) information on how estimated energy costs to occupants have been minimised;
  - (c) a Dynamic Overheating Analysis for the domestic and non-domestic elements, undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs. The design, materials, construction and operation of the development must demonstrate compliance with the Mayor's cooling hierarchy and the GLA's Overheating Checklist set out in the Mayor's guidance on Preparing Energy Assessments as amended;
  - (d) demonstration that the development is designed to allow for future connection to a District Heating Network;
  - (e) evidence of how the strategy has maximised the provision of renewable energy technologies, and details of the technologies proposed; and
  - (f) details of the on-site reduction in carbon emissions, and any tonnage to be off-set via financial contributions.
  - (g) Details of heat-loss calculations in accordance with CIBSE CP1.
- 10.11 The conditions will ensure measures are implemented to reduce any detrimental environmental impacts and deliver an energy efficient and sustainable development. Each reserved matters application must also require the need to submit an energy statement that provides conformity to the conditions noted.
- 10.12 In terms of water efficiency, a condition will be secured that prior to first occupation of the last building within each Phase, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will meet a target water use of 110 litres per person per day (l/p/d) based on the Government's national calculation method for water efficiency for the purposes of Part G of the Building Regulations.
- 10.13 To ensure the requirement of BREEAM has been met a BREEAM Final Certificate must be submitted within 3 months of the first occupation of each unit for non-residential development over 500sq.m, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to demonstrate that an 'Excellent' rating has been achieved. This will be secured by condition.

### **Decarbonisation Strategy**

- 10.14 The Decarbonisation Strategy submitted with the application has been assessed by Temple and no objections have been raised. However, the GLA have raised concerns with the level of commitment to decarbonisation within the plan and have sought further details. It is recommended that a condition be added which requires details of a clear pathway towards decarbonisation across the later phases of the development.

### **Whole Life Carbon**

- 10.15 London Plan Policy SI2 part F requires applicants to calculate whole life-cycle carbon (WLC) emissions and demonstrate actions to reduce these emissions. The applicant has undertaken a whole life embodied carbon assessment of the carbon impacts of the Proposed Development, in accordance with London Plan Policy SI2 and with regard to the Mayor's Whole Life-Cycle Carbon Assessments Guidance (Consultation Draft, 2020). The assessment indicates a range of performance across the Proposed Development and recommends next steps and strategies for future phases of the project, including:
- Further consideration of concrete specification;

- Optimising servicing strategies;
- Favour bio-based materials; and
- More accurately quantify the benefit of off-Site manufacture.

- 10.16 Due to the part outline nature of this application a detailed Whole life carbon statement is required to be submitted prior to the commencement of development of each outline phase or plot (other than demolition, land remediation or enabling works). At reserved matters stage the applicant must submit a Whole Life Carbon statement advising of conformity of the above noted condition. The whole carbon assessment is considered acceptable in relation to the detailed phase.
- 10.17 The development then must submit a post-construction monitoring assessment must be submitted prior to the first occupation of the last building within each Phase. These elements will be secured by condition.

### **Circular Economy**

- 10.18 In accordance with London Plan Policy SI7 and draft Circular Economy Statement Guidance (Consultation Draft, 2020), the applicant has prepared a Draft Circular Economy Statement in support of the Application. The Draft Circular Economy Statement demonstrates that high level strategic opportunities to implement circular economy principles have been explored from the outset of the project, before considering specific strategies for adding value over the lifetime of the Proposed Development.
- 10.19 A condition is recommended requiring the submission of a detailed Circular Economy Statement must be submitted prior to commencement of development of each phase (other than demolition, land remediation or enabling works and excluding phase A). At reserved matters stage the applicant must submit a Circular economy statement advising of conformity of the above noted condition.
- 10.20 The developer must prior to the first occupation of the last building within each Phase, submit a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement. This will be secured by condition.

### **Digital Connectivity**

- 10.21 London Plan Policy SI6 requires development proposals to ensure sufficient digital connectivity, including full fibre connections and mobile connectivity, and provide space for mobile digital connectivity infrastructure. It that development proposals should ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users. The Design Code should set out how such connectivity could be achieved within the design.
- 10.22 A compliance condition is recommended that ducting shall be provided to all dwellings for full fibre or equivalent broadband connectivity infrastructure to meet the London Plan policy objectives.

## **11. Biodiversity and Sustainable Drainage**

### **Biodiversity**

- 11.1 Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation, and management of biodiversity wherever possible. 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 10% increase 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.

- 11.2 The submitted biodiversity action plan has been assessed by Temple and is considered acceptable. Clarification was provided in relation to the number and location of bat and bird boxes as well as green roof planting species and the responses provided are considered acceptable. The proposal would provide a range of biodiversity enhancements and would introduce important new habitats through planting strategies and open space design. The proposed wildlife corridor would also integrate the scheme with biodiversity enhancements proposed at neighbouring sites to the east and west.
- 11.3 The development would provide an overall Biodiversity Net Gain of 457%, which is far in excess of the policy target of 10%. Given the site's existing condition, the improvements to biodiversity arising from the proposal would be substantial.
- 11.4 Overall, it is considered that the proposed development will positively contribute to the biodiversity, arboricultural and environmental value of the site and complies with relevant policy, subject to conditions requiring details of enhancements to be submitted prior to the occupation of each phase of the development (excluding Phase A).

### **Urban Greening**

- 11.5 London Plan Policy G1 states that development proposals should incorporate green infrastructure that is integrated into the wider London green infrastructure network. Policy G5 states that developments should provide new green infrastructure that contributes to urban greening. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments.
- 11.6 The Urban Greening Factor for the proposed development is 0.4375 which is above the 0.4 sought by London Plan policy. As discussed elsewhere in this report, the extent of open green space to be provided is extensive and the overall approach to landscaping and planting is a significant benefit of the scheme.
- 11.7 Nevertheless, a condition is recommended requiring the submission of an Urban Greening Statement for each phase (excluding Phase A) prior to above ground works, in order to ensure that there is an even distribution across the site and an adequate provision in each phase.

### **Sustainable Drainage**

- 11.8 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 DMS16 of the emerging Local plan (Submission Version).
- 11.9 The submitted Hydrology and Flood Risk Assessment has been reviewed by Temple and no objections have been raised following the provision of additional information and clarifications. The GLA have sought some additional detail in relation to run off rate. The assessment submitted is based on a greenfield run off rate of 5.0 l/h/a which is considered by officers to be acceptable given the site's location and given that the cross-boundary consent required a similar run off rate and that much of the SUDS infrastructure required to facilitate this is already in place under Phase A.
- 11.10 It is noted that a number of flood prevention and SUDS measures at Phase A have been approved under reserved matters and subsequent approvals of details relating to the cross-boundary consent. This includes specific measures which seeks to address the site's proximity to Beam River. The details already approved will be added to this consent and shall therefore continue to apply to Phase A.
- 11.11 Overall, the proposal in relation to sustainable drainage is considered to be acceptable. It is noted that the EA have confirmed no objection to the proposal in terms of flood risk. Further details of

surface water drainage and floor resilience are required prior to the commencement of each phase.

## **12.0 Meeting the needs of local residents:**

### **Employment and Skills**

- 12.1 The proposed development will contribute to employment for residents within the borough. Officers will secure the following by legal obligation:
- Employment, Skills and Supply Chain Plan- Developer to submit an Employment, Skills and Supply Chain Plan for each Phase to LBBD for approval six months prior to implementation of the relevant Phase.
  - Construction phase employment- Developer to use reasonable endeavours to:
    - Ensure a minimum of 20% of construction phase workforce are new jobs;
    - Ensure a minimum of 25% of FTE construction phase employees are local residents (local residents being those who live in the borough);
  - Construction phase training
  - Supply chain development during construction
  - Employment and Training Monitoring
  - Contribution in the event of failure to comply with employment and training targets
  - End-Use Phase- Developer to use reasonable endeavours to- Ensure a minimum of 10% of newly created vacancies within the employer uses are filled by local residents;

### **New Community Uses**

- 12.2 Notwithstanding the community uses as detailed in Chapter 1 of this report London Plan Policy S1 states “Development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. This includes the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities”. London Plan Policy S3 continues to state that education facilities should “maximise the extended or multiple use of educational facilities for community or recreational use”.
- 12.3 Officers have a secured condition requiring a community use strategy to be submitted prior to ground floor works which details the school facilities is to be provided for community use outside of school hours. The legal agreement also secures a School Community Use Agreement to be entered into prior to occupation of the school.

### **Healthcare**

- 12.4 The cross-boundary consent included the provision of a healthcare centre which has now been built and is located close to the proposed development within the London Borough of Havering. The capacity of the facility is such that it would have sufficient capacity to cater for the proposed development, including the uplift in units. A further contribution towards healthcare provision is therefore not sought, noting that there is no policy requirement to provide a contribution in this case.

### **Sports Facilities**

- 12.5 The proposal will continue to provide a Leisure Centre within Phase A of 627sqm. The use of the school playing pitches for the wider community is also to be secured by the Community Uses condition, thereby providing an outdoor sports provision. A contribution of £350,000 was secured towards improvement to nearby sports facilities under the cross-boundary consent. This figure has

been increased to £400,000 in order to reflect the uplift in units. It is recommended that this is secured by way of s106 agreement.

- 12.6 Subject to the conditions and contributions set out above, the proposal is considered acceptable in terms of its provision of sports facilities and would acceptably accommodate the uplift in units since the cross-boundary consent.

## **13.0 Archaeology**

### **Archaeology**

- 13.1 NPPF Section 16 and London Plan 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.
- 13.2 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.
- 13.3 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.
- 13.4 The submitted archaeological desk-based assessment and geoarchaeological desk-based assessment has been assessed by the Greater London Archaeology Service and no objections have been raised. This is subject to a condition requiring the submission and approval of a written scheme of investigation for each phase.

### **Heritage**

- 13.5 London Plan Policy HC1 sets out the need for a clear vision which recognises and embeds the role of a site's heritage in place-making.
- 13.6 Core Strategy CP2 identifies LBBDD's rich history and heritage, highlighting the Ford works as an important piece of the area's industrial heritage. As such, development on the site should reflect historic context and reinforce local distinctiveness. Policy BP2 outlines locally distinctive and historically important sites should be identified, celebrated and promoted. LBBDD encourages the enhancement of historically important features and environments. Development which improves public understanding and enjoyment of heritage assets is positively encouraged. Emerging policy SPP3 supports development that celebrates the unique industrial heritage of the site through design.
- 13.7 The submitted design and access statement includes some detail on the heritage of the site and how this has informed the architectural approach. An arts trail is also proposed which draws on the industrial heritage of the site, particularly that of the striking workers at the Ford Plant and the automotive manufacturing history of the site more generally.
- 13.8 It is recommended that a detailed heritage strategy be submitted to and approved by the Local Planning Authority prior to above ground works so that further details as to how the heritage of the site can inform place making can be provided. This will include details as to how the history of the site can be conveyed through public realm design and interpretive signage. The strategy should also cover potential naming and numbering at the site, drawing on the site's industrial and riparian

history.

## 14.0 Fire Safety

- 14.1 Policy D12 of the London Plan states that 'all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor'. A Fire Statement has been submitted with the application which includes the details sought by D12.
- 14.2 The Health and Safety Executive has submitted comments raising concern with fire safety implications of stair cores that are accessed from the car park at Phase C. The applicant has provided some further detail by way of clarification and a response is awaited from the HSE. Given that the likely implications of any significant design changes being sought by the HSE to allay their concerns are considered to be low, the application is recommended for approval subject to delegated authority being granted to the Head of Planning Assurance to grant the application once a response has been received confirming they no longer have concerns.
- 14.3 The condition relating to reserved matters applications requires the submission of a Fire Statement for every outline phase of the development. The details submitted in relation to the detailed component have been assessed and are considered by officers broadly acceptable. Some additional detail has been sought in relation to cores being served by a single stair core which will be covered through the imposition of a Fire Strategy condition for Phase C also.

## 15.0 Aviation

- 15.1 Policy D9 Tall Buildings of the London Plan states that "buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings".
- 15.2 London City Airport was consulted as part of the application and have raised no objection to the proposal subject to the condition set out in Appendix 6.

## 16.0 Objection received from London Borough of Havering

### Objection Summary

- 16.1 A letter of objection has been received by the London Borough of Havering. The issues raised in the letter can be summarised as follows:
- Submitted Transportation Assessment and capacity of Dagenham Dock station
    - Inadequate assessment of transportation capacity at Dagenham Dock station in terms of the extra demands placed upon it as a result of phases A to D of the proposed development;
    - Lack of capacity at Dagenham Dock Station for proposed development;
    - Impact on local bus services would be increased without Beam Park station;
    - The development will have a greater dependency on Public Transport than the TA states;
    - Expected rail passengers has not been properly determined.
  - Lack of accessibility of the new development due to the proposed Grampian planning condition
    - Public transport accessibility at the site would be inadequate without the inclusion of the proposed Beam Park station from an earlier stage of development;
    - Improvements to pedestrian linkages, though positive, should not be at the expense of the proposed Beam Park station;
    - Without Beam Park station, emerging District Centres will not succeed and the needs of

residents will not be met in an accessible and sustainable way.

- Impact on housing delivery within the LROA and LBH
  - The Grampian Condition proposed by the Applicant does not hold back a great enough quantum of units until the station becomes operational and thereby undermines the case for and prospect of delivery of Beam Park station;
  - This undermined the London Riverside Opportunity Area's potential contribution to London's housing and development needs, in conflict with the London Plan;
  - The application does not fully and thoroughly assess the needs of the existing and future demographics of communities
- Consequences of the proposed application as a result of the Hillside Supreme Court decision
  - The Hillside decision confirms that a partially implemented planning permission cannot lawfully be completed if the carrying out of development approved by a subsequent planning permission means that the development authorised by the earlier permission cannot, as a consequence, physically be carried out, which would be the case with this application.
  - Many of the covenants within the s106 entered into in association with the original planning permission would cease to have any meaningful or practical effect, including those concerning the delivery of Beam Park Station.
  - The current or any future application should use the same red line of the original planning permission 19/01241/OUT in order to avoid the above.
- Notwithstanding the above, LBH have queried the appropriateness of the trigger point in the condition which relates to occupation of phases beyond Phase D. They have suggested that the trigger be linked to commencement so that units are not built in advance of the station that cannot then be occupied.

### **Officer Response**

#### 16.2 Submitted Transportation Assessment and capacity of Dagenham Dock station

Officers are of the view that the information submitted in the TA is sufficient to demonstrate that Dagenham Dock can accommodate the development proposed under phases A-D. The capacity of the C2C line is considered to be sufficient to accommodate phase A-D and it is noted that no objection has been received from C2C in this regard. Improvements to Dagenham Dock Station have been agreed following discussion with C2C and will improve the capacity of the station. The impact on bus services has been considered and a sizeable contribution has been secured which reflects the proposed uplift in units. TfL have raised no objection to this aspect of the application and are supportive of the proposed Grampian on the basis that it retains with roughly the same quantum of homes as in the original permission. The TA is considered to have properly assessed expected rail passengers and the extent of dependency on public transport. Overall, the drive towards encouraging public transport usage on the site is considered to be a benefit of the scheme and in line with relevant policies promoting modal shift.

#### 16.3 Lack of accessibility of the new development due to the proposed Grampian planning condition

The subject application protects the delivery of Beam Park Station through the proposed Grampian condition, in the same manner as the cross-boundary consent. As such, concerns that improvements to pedestrian linkages would be at the expense of the station, or that emerging district centres would be compromised, are considered to be misplaced. The additional units that would be brought forward ahead of the station in comparison to the previous Grampian condition would be located on the western side of the site and would benefit from improved connectivity to Dagenham Dock. Allowing these additional units to come forward ahead of the station is not considered to prejudice the delivery of the station which would be held back by slightly more housing units than was previously the case and still robustly protected. The broader public transport accessibility of the proposed development is considered elsewhere in this report and



has been found to be acceptable.

#### 16.4 Impact on housing delivery within the LROA and LBH

The proposed Grampian condition would hold back more units than was previously the case (1,572 units as opposed to the 1,518 units). The case for the delivery of Beam Park station is therefore considered to be strengthened and would be bolstered by the proposed uplift in this location that would arise under the subject application. The importance of the station to the strategic objectives of the LROA and LBH are fully recognised by officers and the applicant, and have led the applicant to proposed the Grampian condition. However, unlike the residential units consented under the original consent in LBH which and were not restricted by condition are now constructed, a significant proportion of the development within LBBD is restricted in both the previous and proposed scenarios. The subject proposal will allow additional development to come forward ahead of the station which will boost the site's ability to meet the strategic development objectives for the area without compromising the delivery of the station and taking into the account the needs of the existing and future demographics of communities.

#### 16.5 Consequences of the proposed application as a result of the Hillside Supreme Court decision

Officers are satisfied that the procedural approach being taken in this application is legally sound and is not hindered by the recent Hillside decision. It is not considered that proposed application would prevent the development consented within LBH under the cross-boundary consent from physically being carried out, which is the key part of the Hillside decision that relates to this application. The delivery of the station will be safeguard in the same way as was previously the case so consenting the application would not prevent that part of the development being carried out. Similarly, any remaining development under Phase 1 and 2 of the cross-boundary consent would not be physically prevented from being undertaken by the subject application. As discussed in the sections above, it is proposed that the legal agreement attached to the cross-boundary consent be varied so that clauses which apply to land within the red line boundary of the subject application are 'greyed out'. This is considered an appropriate legal mechanism to ensure that the s106 attached to the cross-boundary consent will continue to hold and ensure the delivery of the same key scheme deliverables, including Beam Park Station.

#### **Summary**

- 16.6 The importance of the delivery of Beam Park Station in terms of the wider regeneration objectives of the area is fully recognised by officers and the applicant. The proposed Grampian condition and phasing approach would continue to safeguard the delivery of the station while allowing the delivery of much needed additional homes in LBBD. The rationale for the sequencing of phasing is considered to be an appropriate response to the emerging circumstances at the site and would not harm the business case for the station. Nevertheless, the suggestion of LBH in relation to tying the Grampian to the commencement of phases beyond phase D has been considered and the applicant has agreed to amend the proposed trigger. The amended condition wording proposed by LBH is proposed in Appendix 6 of this report and would further strengthen the protection afforded to the station by restricting development further than was originally proposed.

## Conclusions

The proposal will deliver the redevelopment of this key former industrial site which is allocated in the Local Plan and is within a strategic growth area. The provision of 3,119 units, 1,534 of which would be affordable, will make a significant contribution towards the borough's housing targets while improving housing affordability in the area.

The overall approach to scheme design is considered to be of a high quality and the extensive provision of green open space will help create a sense of identity to this new neighbourhood. The increased density in comparison to the previous consent at the site is considered to be acceptable and will optimise the site's capacity for housing delivery.

The non-residential uses proposed at the site will provide amenities and community facilities to the development and wider area while creating activity at the site throughout the day. The provision of a 3FE primary school on the site is another key benefit along with a substantial contribution towards education that will help fund the acquisition of further educational sites nearby.

The transport impacts of the development have been thoroughly assessed and are considered to have been acceptably mitigated by condition and s106 obligations. This includes contributions towards bus and station improvements as well as highways works and public realm. The approach to site permeability and improved connectivity will benefit the wider area and help knit the development into its surrounding context.

The nature of the site and its surrounding context are such that the potential amenity impacts upon neighbours are negligible and this is reflected by the very low level of objection to the scheme.

Overall, the proposal is considered to conform to pertinent policies within the development plan. The public benefits that would be provided are significant and would outweigh any potential harm that may be caused. It is therefore recommended that planning permission be granted subject to the conditions and Heads of Terms of the legal agreement, as listed in Appendix 5 and Appendix 6.

## Appendix 1

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

	<p>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: (Submission Version, December 2021) is at an "advanced" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Submission Version December 2021)</i></p>	<p>Strategic Policy SPDG 1: Delivering growth in Barking and Dagenham  Strategic Policy SPP3: Dagenham Dock and Freeport  Strategic Policy SP 2: Delivering a well-designed, high-quality and resilient built environment  Policy DMD 1: Securing high-quality design  Policy DMD 2: Tall buildings  Policy DMD 3: Development in town centres  Policy DMD 4: Heritage assets and archaeological remains  Strategic Policy SP 3: Delivering homes that meet peoples' needs  Policy DMH 1: Affordable housing  Policy DMH 2: Housing mix  Strategic Policy SP 4: Delivering social and cultural infrastructure facilities in the right locations  Policy DME 5: Evening Economy  Policy DME 3: Encouraging vibrant, resilient, and characterful town centres  Policy SP6: Green and blue infrastructure  Policy DMNE 1: Parks, open spaces and play space  Policy DMNE 2: Urban greening  Policy DMNE 3: Nature conservation and biodiversity  Policy DMNE 4: Water Environment  Policy DMNE 5: Trees  Strategic Policy SP7: Securing a clean, green and sustainable borough  Policy DMSI 1: Sustainable design and construction  Policy DMSI 2: Energy, heat and carbon emissions  Policy DMSI 3: Nuisance  Policy DMSI 4: Air quality  Policy DMSI 5: Land contamination  Policy DMSI 6: Flood risk and defences  Policy DMSI 7: Water management  Policy DMSI 9: Demolition, construction and operational waste  Policy DMSI 10: Smart Utilities  Strategic Policy SP8: Planning for integrated and sustainable transport  Policy DMT 1: Making better connected neighbourhoods  Policy DMT 2: Car parking  Policy DMT 3: Cycle parking  Policy DMT 4: Deliveries, servicing and construction  Strategic Policy SP 9: Managing development  Policy DMM 1: Planning obligations (Section 106)</p>
<p><i>Supplementary Planning Documents</i></p>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)  Housing Supplementary Planning Guidance (2017)  Accessible London: Achieving an Inclusive Environment (2014)  Affordable Housing and Viability (2017)  Character and Context (2014)</p>

	Housing (2016) Play and Informal Recreation (2012) Sustainable Design and Construction (2014)
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### **Additional Reference**

#### *Human Rights Act*

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

#### *Equalities*

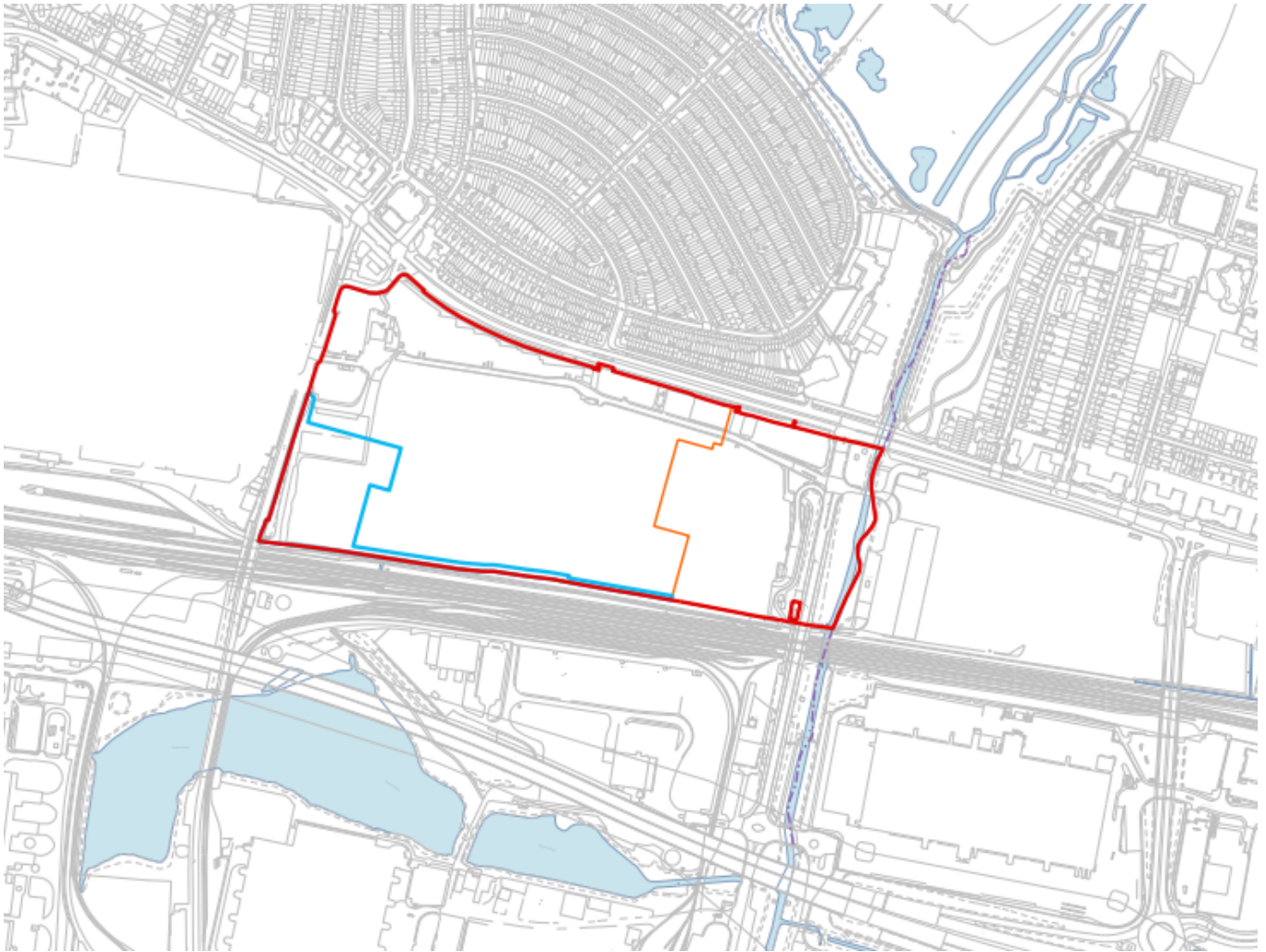
In determining this planning application, Be First, on behalf of the London Borough of Barking & Dagenham, has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are not considered to be any adverse equalities issues.

Be First is the Council's urban regeneration vehicle and undertakes planning statutory services on its behalf, including development management. LBBB remains the decision-maker. For major schemes Members determine planning applications at Planning Committee, and for smaller schemes, typically householder, decision-making powers are delegated to LBBB's Head of Planning Assurance.

Appropriate governance procedures are followed to ensure there are no conflicts of interest.

## Appendix 2 Site Plan



### Appendix 3:

The following consultations have been undertaken:

- LBBB Beam Ward Councillors
- LBBB Riverside Ward Councillors
- LBBB My Place
- LBBB Sustainability
- LBBB Trees
- LBBB Parks, Allotments and Cemeteries
- LBBB Housing Strategy
- LBBB Policy and Participation
- LBBB Early Years
- LBBB Education
- LBBB Employment and Skills
- LBBB District Heating / Energy
- LBBB CCTV, Community Safety and Public Protection
- LBBB Environmental Health
- LBBB Environmental Protection
- LBBB Emergency Planning
- LBBB Heritage and Culture
- LBBB My Place
- LBBB Social Care
- LBBB Strategic Refuse and Recycling
- LBBB Public Health
- LBBB Car Club / Travel plan / CPZ / Parking
- LBBB Access Officer
- LBBB Lead Local Flood Authority
- Essex and Suffolk Water Company
- Environment Agency
- Designing Out Crime
- National Grid
- UK Power Networks
- London Fire Brigade
- Thames Water
- Historic England Archaeology
- Historic England Buildings
- Highways England
- Transport For London
- Network Rail Asset Protection
- Network Rail Planning
- C2C Rail
- London City Airport
- NHS
- Natural England
- Environment Agency
- Be First Regeneration
- Be First Highways
- Be First Affordable Housing
- Be First Transport Development Management
- Temple Environmental Consultants
- London Borough of Havering

<b>Summary of Consultation responses:</b>		
<b>Consultee and date received</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Met Police	No objection advisory comments with regards to the following:	A condition will secure the submission of proposed crime prevention measures, and the delivery of a safe and secure

	<ul style="list-style-type: none"> <li>• Active Street scenes</li> <li>• Public Realm</li> <li>• External lighting and CCTV</li> <li>• Commercial ground floor units</li> <li>• Bin and cycle storage</li> <li>• CCTV standards and preferred locations.</li> <li>• Residential Communal ground floor entrances.</li> <li>• Linear parks</li> <li>• Terraced housing</li> </ul>	<p>scheme. Detailed consideration will also be given to these matters at the RM stage.</p>
Thames Water	No objection	Noted
London Fire Brigade	No objection - Subject to the comments made within the Fire Safety Statement being fully applied we are satisfied with the Fire Appliance Access Requirements.	Condition will be added to secure that each plot coming forward will need to submit a Fire Strategy as part of each Reserved Matters Application.
Temple (Environmental Consultants reviewing technical documents)	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> <li>• Scheme of Acoustic Protection</li> <li>• Noise Insulation of Party Construction Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions</li> <li>• Details of Any Commercial Kitchen Extract Ventilation System</li> <li>• Construction Environmental Management and Site Waste Management (details to be submitted)</li> <li>• Land quality</li> <li>• Electric Vehicles Charging Infrastructure.</li> </ul>	The relevant conditions have been added.
BeFirst Highways	<p>No objection subject to the following:</p> <ul style="list-style-type: none"> <li>• Restrictions to CPZ parking</li> <li>• Submission of a detailed car parking design and a management plan</li> <li>• 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</li> <li>• Submission and implementation of a Travel Plan</li> <li>• recommend that the applicant provides free car club membership for two calendar years on application to the</li> </ul>	The relevant conditions and legal obligations have been applied.



	<p>nearest car club operating in the Borough</p> <ul style="list-style-type: none"> <li>• EVCP provision (including infrastructure) 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.</li> <li>• 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 guidance and this should be secured by condition.</li> <li>• that the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to be secured by condition.</li> <li>• Blue badge provision</li> <li>• Car parking spaces are not sold but leased.</li> <li>• Wayfinding strategy submission</li> <li>• Submission of access arrangements</li> <li>• Submission of highway landscaping details</li> <li>• Submission of a traffic management plan</li> </ul>	
London Fire Brigade Water Team	No objection	Noted.
LBBB Access	<p>No objection but advisory general comments on:</p> <ul style="list-style-type: none"> <li>- 10% of units are easily adaptable, it is recommended having some of these units as accessible.</li> <li>- Where possible please can as many wheelchair units be on the ground floor, we've had disabled people stranded due to problems with lifts.</li> <li>- There's no mention of any accessible play equipment, we need to ensure play equipment is inclusive.</li> </ul>	The applicant has committed to providing 10% wheelchair user homes within the application. Further engagement with LBBB access will be undertaken as part of reserved matters applications.
LBBB Education	Support	Please see Chapter 1 with regards to the education provision for this site.
Historic England GLAAS	<p>No objection but recommends:</p> <ul style="list-style-type: none"> <li>• a condition for a Written Scheme of Investigation.</li> </ul>	Conditions added.

	<ul style="list-style-type: none"> <li>a scheme of permanent heritage interpretation, landscaping and display at the site</li> </ul>	
TFL- London Underground/DLR Infrastructure Protection	No objection	Noted
TFL	<ul style="list-style-type: none"> <li>concerns with the 0.27 ratio of car parking</li> <li>submission of Servicing and Delivery plan, construction logistics plan and travel plan to be conditioned or secured legally</li> <li>concerns of impacts on the wider highway network</li> <li>parking provision to be conditioned</li> <li>car parking spaces to be leased and not sold</li> <li>improvements sought to car parking and public realm design at houses</li> <li>provision of a school safe street or low traffic neighbourhood.</li> <li>Overreliance on double stacked cycle storage</li> <li>Supportive of Grampian Condition.</li> </ul>	TFL comments have been addressed within this report.
GLA	<p>Comments and clarifications were sought with regards to the following:</p> <ul style="list-style-type: none"> <li>Design code changes</li> <li>Affordable housing provision</li> <li>Proposed mix and tenure</li> <li>Fire safety</li> <li>Energy</li> <li>Carbon offset</li> <li>Decarbonisation Strategy</li> <li>Flooding</li> </ul>	The concerns raised by the GLA are set out and addressed in the report.
LBBD Enterprise and Employment	Obligation to secure training and jobs during the construction phase and end user.	<ul style="list-style-type: none"> <li>The obligations have been included within the legal agreement.</li> </ul>
Health and Safety and Executive	Continue to have concerns regarding access to the car park from stair cores in the detailed component.	Further detail has been submitted by the applicant and a response is awaited from HSE.
Temple Consultants (Acting on behalf of the Council to review the EIA)	No objection, subject to the submission further information in relation to wind	The applicant has worked to address any comments and further clarifications required to the satisfaction of officers. The submitted EIA is considered to be acceptable in considering the environmental impacts of the proposed development. Additional wind

		information had now been submitted and is under consideration.
Environment Agency	No objection	Noted
London City Airport	No objection subject to conditions.	Condition has been added.
Sports England	<ul style="list-style-type: none"> <li>- New developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site</li> <li>- Query whether on site provision meets uplift.</li> <li>- Contribution suggested to mitigate impact of development, (if not sought via CIL).</li> </ul>	<ul style="list-style-type: none"> <li>- Leisure Centre in phase A considered acceptable to cater for internal sports facilities needs.</li> <li>- Use of school sports ground to be secured by condition</li> <li>- Increased contribution of £400k secured.</li> </ul>
Peabody	<ul style="list-style-type: none"> <li>- Query references to e/w link in submission and integration with Dagenham Green</li> <li>- Agent of change principles should be applied to employment plot in Dagenham Green</li> <li>- Daylight/sunlight testing of Kent Ave elevation should be carried out.</li> </ul>	<ul style="list-style-type: none"> <li>- Further discussion has taken place between land-owners regarding e/w since response submitted.</li> <li>- Agent of change principles have been applied.</li> <li>- Additional DS testing undertaken to assess Kent Ave. Discussed in relevant section above.</li> </ul>
London Borough of Havering	<p>Standing objection until additional monitoring information relating to the no-station scenario is provided.</p> <p>Further detailed comments received on 08/12/2022. Summarised above</p>	<p>The no-station option is no longer under assessment as a Grampian condition is to be attached.</p> <p>Detailed comments addressed in dedicated section of main report.</p>

#### Appendix 4:

<b>Neighbour Notification:</b>	
<b>Site Notices Erected:</b>	3
<b>Date of Press Advertisement:</b>	23/06/2022 (1 <sup>st</sup> round of consultation) 23/11/2022 (2 <sup>nd</sup> round of consultation)
<b>Number of neighbouring and nearby properties consulted:</b>	912
<b>Number of public responses:</b>	1

<b>Local and nearby residents (summary)</b>		
Resident of Oval Road South	<ul style="list-style-type: none"> <li>• Dagenham is in much need of regeneration and the proposal sounds impressive.</li> <li>• Query whether there will be parking provision for families.</li> <li>• Concerned with impact on traffic congestion</li> <li>• Concerned with overshadowing impact on A13.</li> <li>• Query the provision of energy on the site.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking is provided on site and the extent has been justified by the transport assessment.</li> <li>• The impact upon traffic congestion is discussed further in section 8 above.</li> <li>• Highways do not require assessment for overshadowing.</li> <li>• An energy centre is provided in Phase A of the development.</li> </ul>

## Appendix 5:

### Conditions

#### **a SITE WIDE CONDITIONS- PROCEDURAL**

##### **0 Definitions**

- b) "Site Wide Phasing Strategy" means a strategy comprising:
  - i. A layout plan indicating the proposed Phases of the development across the site, including confirmation of the Plots to be delivered in each Phase;
  - ii. A programme for the sequencing and an indication of the anticipated timing of works to be undertaken across the different Phases of the development;
  - iii. Location of the energy centre and the timing of its delivery; and
  - iv. Details of the proposed phasing of the development for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).
- c) "Phase" means a phase as indicated within the approved Site Wide Phasing Strategy.
- d) "Plot" means the plots identified on drawing 'Maximum Development Plots Parameter Plan 02020 P01'.
- e) "Building" is to be given its ordinary meaning and apply to any building identified as such within a plot as defined by the relevant reserved matters application.
- f) "Enabling Works" –means initial enabling works and site set-up works required for the development which may include:
  - i. Demolition and site clearance
  - ii. Site establishment, construction hoarding/fencing and temporary welfare facilities and temporary site accommodation
  - iii. Installation of construction plant
  - iv. Utilities diversions and reinforcements insofar as necessary to enable the construction of the development to commence

- v. Site investigations
- vi. Temporary drainage, power, water supply for construction; and
- vii. Construction access and egress and/or site roads
- viii. Surcharging which entails placing a temporary load on the site to pre-consolidate the soil
- ix. Land remediation

Superstructure are works to concrete frame above podium.

## 1 Reserved Matters to be Submitted

Reserved matters applications (phases B, D, E, F, G and school site) must be submitted in accordance with the Site Wide Phasing Strategy. Approval of the details of the access, appearance, landscaping, layout and scale of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development begins on each Phase and the development shall not be carried out except in accordance with the details so approved.

*Reason: The application is in outline only and these details remain to be submitted and approved.*

## 2 Timing of Reserved Matters Submission

The first reserved matters application must be submitted to the Local Planning Authority no later than the expiry of TWO YEARS from the date of this permission. Applications for approval of the Reserved Matters for all other reserved matters of the Development shall be submitted to the Local Planning Authority before the expiration of 10 YEARS from the date of this Decision Notice.

*Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).*

## 3 Timing of Reserved Matters Commencement

The commencement of development must be begun not later than the expiration of THREE years from the final approval of the last reserved matters.

*Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).*

## 4 Approved Drawings and Documents

The development shall only be constructed in accordance with the following approved drawings and documents:

<b>Reports</b> 448-PTA-ZZ-ZZ-RP-A-0034_PL2 448-PTA-ZZ-ZZ-RP-A-0036_PL3 448-PTA-ZZ-ZZ-RP-A-0053_PL1	Application drawings report Design codes report DAS Addendum report
<b>Schedule of Accommodation</b> 448-PTA-PHC-ZZ-SH-A-0001_PL2 448-PTA-PHA-G ZZ-SH-A-0006_PL6	Phase C detailed schedule of accommodation Phases A-G outline schedule of accommodation
<b>Masterplan drawings</b> 448-PTA-MP-00-DR-A-C-0101_PL1 448-PTA-MP-00-DR-A-C-0103_PL2 448-PTA-MP-00-DR-A-C-0104_PL2 448-PTA-MP-00-DR-A-C-0105_PL2 448-PTA-MP-00-DR-A-C-0106_PL2	Site Location plan Site constraints plan Illustrative masterplan Phasing with illustrative masterplan Illustrative building heights

<p>448-PTA-MP-00-DR-A-C-0110_PL2  448-PTA-MP-00-DR-A-C-0112_PL2  448-PTA-MP-00-DR-A-C-0113_PL2</p> <p>448-PTA-MP-ZZ-DR-A-C-0200_PL2  448-PTA-MP-ZZ-DR-A-C-0201_PL2  448-PTA-MP-ZZ-DR-A-C-0202_PL1  448-PTA-MP-ZZ-DR-A-C-0203_PL2  448-PTA-MP-ZZ-DR-A-C-0204_PL2  448-PTA-MP-ZZ-DR-A-C-0205_PL2  448-PTA-MP-ZZ-DR-A-C-0206_PL1</p>	<p>Car parking  Refuse locations  Services and delivery strategy</p> <p>Masterplan section location plan  Masterplan sections A1, A2 and A3  Masterplan sections A10,A12 and A13  Masterplan section B1  Masterplan section B3  Masterplan section B4  Masterplan south elevation</p>
<p><b>Parameter plans</b></p> <p>448-PTA-PP-ZZ-DR-A-C-1001_PL1  448-PTA-PP-ZZ-DR-A-C-1002_PL1  448-PTA-PP-ZZ-DR-A-C-1003_PL1  448-PTA-PP-ZZ-DR-A-C-1004_PL1  448-PTA-PP-ZZ-DR-A-C-1005_PL1  448-PTA-PP-ZZ-DR-A-C-1006_PL1  448-PTA-PP-ZZ-DR-A-C-1007_PL2</p>	<p>Extent of outline and detailed elements  Development zones  Development phases  Ground floor uses  Building heights  Access and Movement  Softscape and hardscape strategy</p>
<p><b>Outline landscape drawings</b></p> <p>448-PTA-LA-ZZ-DR-L-C-2201_PL2  448-PTA-LA-ZZ-DR-L-C-2203_PL2  448-PTA-LA-ZZ-DR-L-C-2204_PL2  448-PTA-LA-ZZ-DR-L-C-2300_PL2  448-PTA-LA-ZZ-DR-L-C-2301_PL1  448-PTA-LA-ZZ-DR-L-C-2302_PL1  448-PTA-LA-ZZ-DR-L-C-2303_PL1  448-PTA-LA-ZZ-DR-L-C-2304_PL2  448-PTA-LA-ZZ-DR-L-C-2305_PL1  448-PTA-LA-ZZ-DR-L-C-2306_PL2  448-PTA-LA-ZZ-DR-L-C-2307_PL2  448-PTA-LA-ZZ-DR-L-C-2308_PL2  448-PTA-LA-ZZ-DR-L-C-2309_PL2  448-PTA-LA-ZZ-DR-L-C-2310_PL2  448-PTA-LA-ZZ-DR-L-C-2311_PL1  448-PTA-LA-ZZ-DR-L-C-2312_PL2  448-PTA-LA-ZZ-DR-L-C-2313_PL2  448-PTA-LA-ZZ-DR-L-C-2314_PL1  448-PTA-LA-ZZ-DR-L-C-2315_PL2  448-PTA-LA-ZZ-DR-L-C-2316_PL1  448-PTA-LA-ZZ-DR-L-C-2317_PL2  448-PTA-LA-ZZ-DR-L-C-2318_PL2  448-PTA-LA-ZZ-DR-L-C-2319_PL2  448-PTA-LA-ZZ-DR-L-C-2320_PL1  448-PTA-LA-ZZ-DR-L-C-2321_PL1  448-PTA-LA-ZZ-DR-L-C-2322_PL2  448-PTA-LA-ZZ-DR-L-C-2323_PL1  448-PTA-LA-ZZ-DR-L-C-2324_PL1  448-PTA-LA-ZZ-DR-L-C-2325_PL2  448-PTA-LA-ZZ-DR-L-C-2326_PL1  448-PTA-LA-ZZ-DR-L-C-2327_PL1  448-PTA-LA-ZZ-DR-L-C-2328_PL2  448-PTA-LA-ZZ-DR-L-C-2329_PL1  448-PTA-LA-ZZ-DR-L-C-2330_PL1  448-PTA-LA-ZZ-DR-L-C-2331_PL1  448-PTA-LA-ZZ-DR-L-C-2332_PL1</p>	<p>Play space strategy  Masterplan tree strategy  Urban greening factor  Landscape sections location plan  Landscape section 01  Landscape section 02  Landscape section 03  Landscape section 04  Landscape section 05  Landscape section 06  Landscape section 07  Landscape section 08  Landscape section 09  Landscape section 10  Landscape section 11  Landscape section 12  Landscape section 13  Landscape section 14  Landscape section 15  Landscape section 16  Landscape section 17  Landscape section 18  Landscape section 19  Landscape section 20  Landscape section 21  Landscape section 22  Landscape section 23  Landscape section 24  Landscape section 25  Landscape section 26  Landscape section 27  Landscape section 28  Landscape section 29  Landscape section 30  Landscape section 31  Landscape section 32</p>

448-PTA-LA-ZZ-DR-L-C-2333_PL1	Landscape section 33
448-PTA-LA-ZZ-DR-L-C-2334_PL1	Landscape section 34
448-PTA-LA-ZZ-DR-L-C-2335_PL1	Landscape section 35
448-PTA-LA-ZZ-DR-L-C-2400_PL1	Typical residential street plan extracts
448-PTA-LA-ZZ-DR-L-C-2401_PL1	Typical residential street plan extracts - Lawn Street
448-PTA-LA-ZZ-DR-L-C-2402_PL1	Typical residential street plan extracts - Beam Avenue
448-PTA-LA-ZZ-DR-L-C-2403_PL1	Typical residential street plan extracts - Beam Street
448-PTA-LA-ZZ-DR-L-C-2404_PL1	Typical residential street plan extracts - Neighbourhood Street
448-PTA-LA-ZZ-DR-L-C-2405_PL1	Typical residential street plan extracts - South Drive
448-PTA-LA-ZZ-DR-L-C-2406_PL1	Typical residential street plan extracts - Meadows
448-PTA-LA-ZZ-DR-L-C-2500_PL1	Street Beam Park Garden Square plan
<b>Detailed Component</b>	
Materiality	
448-PTA-ZZ-XX-DR-A-1803_PL1	Phase C materials
Plot C	
448-PTA-C-00-DR-A-1100_PL3	Plot C building floor plan level 0
448-PTA-C-01-DR-A-1101_PL2	Plot C building floor plan level 1
448-PTA-C-02-DR-A-1102_PL2	Plot C building floor plan level 2
448-PTA-C-ZZ-DR-A-1103_PL2	Plot C building floor plan level 3-7
448-PTA-C-ZZ-DR-A-1104_PL2	Plot C building floor plan level 8-9
448-PTA-C-10-DR-A-1105_PL2	Plot C building floor plan level 10
448-PTA-C-11-DR-A-1106_PL2	Plot C building floor plan level 11
448-PTA-C-ZZ-DR-A-1107_PL2	Plot C building floor plan level 12-13
448-PTA-C-ZZ-DR-A-1108_PL2	Plot C building floor plan level 14-15
448-PTA-C-ZZ-DR-A-1109_PL2	Plot C building roof plan
448-PTA-C-00-DR-A-1120_PL2	Plot C Cycle allocation plan
448-PTA-C-ZZ-DR-A-1300_PL1	Plot C elevations (1/9)
448-PTA-C-ZZ-DR-A-1301_PL1	Plot C elevations (2/9)
448-PTA-C-ZZ-DR-A-1302_PL1	Plot C elevations (3/9)
448-PTA-C-ZZ-DR-A-1303_PL1	Plot C elevations (4/9)
448-PTA-C-ZZ-DR-A-1304_PL1	Plot C elevations (5/9)
448-PTA-C-ZZ-DR-A-1305_PL1	Plot C elevations (6/9)
448-PTA-C-ZZ-DR-A-1306_PL1	Plot C elevations (7/9)
448-PTA-C-ZZ-DR-A-1307_PL1	Plot C elevations (8/9)
448-PTA-C-ZZ-DR-A-1308_PL1	Plot C elevations (9/9)
448-PTA-C-ZZ-DR-A-1400_PL1	Plot C sections (1/9)
448-PTA-C-ZZ-DR-A-1401_PL1	Plot C sections (2/9)
448-PTA-C-ZZ-DR-A-1402_PL1	Plot C sections (3/9)
448-PTA-C-ZZ-DR-A-1403_PL1	Plot C sections (4/9)
448-PTA-C-ZZ-DR-A-1404_PL1	Plot C sections (5/9)
448-PTA-C-ZZ-DR-A-1405_PL1	Plot C sections (6/9)
448-PTA-C-ZZ-DR-A-1406_PL1	Plot C sections (7/9)
448-PTA-C-ZZ-DR-A-1407_PL1	Plot C sections (8/9)
448-PTA-C-ZZ-DR-A-1408_PL1	Plot C sections (9/9)
448-PTA-C-XX-VS-A-1700_PL1	Plot C illustrative CGI's
448-PTA-C1-ZZ-DR-A-1500_PL1	Plot C1 bay study details (1/32)
448-PTA-C1-ZZ-DR-A-1501_PL1	Plot C1 bay study details (2/32)
448-PTA-C1-ZZ-DR-A-1502_PL1	Plot C1 bay study details (3/32)
448-PTA-C1-ZZ-DR-A-1503_PL1	Plot C1 bay study details (4/32)
448-PTA-C2-ZZ-DR-A-1504_PL1	Plot C2 bay study details (5/32)
448-PTA-C2-ZZ-DR-A-1505_PL1	Plot C2 bay study details (6/32)
448-PTA-C2-ZZ-DR-A-1506_PL1	Plot C2 bay study details (7/32)
448-PTA-C2-ZZ-DR-A-1507_PL1	Plot C2 bay study details (8/32)
448-PTA-C2-ZZ-DR-A-1508_PL1	Plot C3 bay study details (9/32)
448-PTA-C3-ZZ-DR-A-1509_PL1	Plot C3 bay study details (10/32)
448-PTA-C3-ZZ-DR-A-1510_PL1	Plot C3 bay study details (11/32)
448-PTA-C3-ZZ-DR-A-1511_PL1	Plot C3 bay study details (12/32)
448-PTA-C3-ZZ-DR-A-1512_PL1	Plot C3 bay study details (13/32)

<p>448-PTA-C3-ZZ-DR-A-1513_PL1  448-PTA-C3-ZZ-DR-A-1514_PL1  448-PTA-C3-ZZ-DR-A-1515_PL1  448-PTA-C3-ZZ-DR-A-1516_PL1  448-PTA-C3-ZZ-DR-A-1517_PL1  448-PTA-C3-ZZ-DR-A-1518_PL1  448-PTA-C3-ZZ-DR-A-1519_PL1  448-PTA-C4C5-ZZ-DR-A-1520_PL1  448-PTA-C4C5-ZZ-DR-A-1521_PL1  448-PTA-C4C5-ZZ-DR-A-1522_PL1  448-PTA-C4C5-ZZ-DR-A-1523_PL1  448-PTA-C4C5-ZZ-DR-A-1524_PL1  448-PTA-C6-ZZ-DR-A-1525_PL1  448-PTA-C6-ZZ-DR-A-1526_PL1  448-PTA-C6-ZZ-DR-A-1527_PL1  448-PTA-C6-ZZ-DR-A-1528_PL1  448-PTA-C-ZZ-DR-A-1529_PL1  448-PTA-C-ZZ-DR-A-1530_PL1  448-PTA-C-ZZ-DR-A-1531_PL1</p>	<p>Plot C3 bay study details (14/32)  Plot C3 bay study details (15/32)  Plot C3 bay study details (16/32)  Plot C3 bay study details (17/32)  Plot C3 bay study details (18/32)  Plot C3 bay study details (19/32)  Plot C3 bay study details (20/32)  Plot C4-C5 bay study details (21/32)  Plot C4-C5 bay study details (22/32)  Plot C4-C5 bay study details (23/32)  Plot C4-C5 Podium bay study details (24/32)  Plot C4-C5 Podium bay study details (25/32)  Plot C4-C5 Podium bay study details (26/32)  Plot C6 Podium bay study details (27/32)  Plot C6 Podium bay study details (28/32)  Plot C6 Podium bay study details (29/32)  Plot C Podium bay study details (30/32)  Plot C Podium bay study details (31/32)  Plot C Podium bay study details (32/32)</p>
<p>Detailed Landscape Drawings  448-PTA-LA-00-DR-L-C-3000_PL2  448-PTA-LA-ZZ-DR-L-C-3000_PL2  448-PTA-LA-ZZ-DR-L-C-3001_PL1  448-PTA-LA-ZZ-DR-L-C-3002_PL1  448-PTA-LA-ZZ-DR-L-C-3003_PL1  448-PTA-LA-ZZ-DR-L-C-3004_PL1  448-PTA-LA-ZZ-DR-L-C-3005_PL1  448-PTA-LA-ZZ-DR-L-C-3006_PL1  448-PTA-LA-ZZ-DR-L-C-3007_PL1  448-PTA-LA-ZZ-DR-L-C-3008_PL1  448-PTA-LA-ZZ-DR-L-C-3009_PL1</p>	<p>Phase C landscape composite plan levels 00/01  Phase C landscape section - Location plan  Phase C landscape section - 01  Phase C landscape section – 02  Phase C landscape section – 03  Phase C landscape section – 04  Phase C landscape section – 05  Phase C landscape section – 06  Phase C landscape section – 07  Phase C landscape section – 08  Phase C landscape section – 09</p>
<p><b>Reserved Matters Approved Drawings 19/01346/REM</b></p>	
<p>448-PTA-MP-00-DR-A-0101 Rev PL2  448-PTA-MP-00-DR-A-0102 Rev PL2  448-PTA-MP-00-DR-A-0103 Rev PL2  448-PTA-MP-00-DR-A-0104 Rev PL2  448-PTA-MP-00-DR-A-0105 Rev PL2  448-PTA-MP-00-DR-A-0106 Rev PL2  448-PTA-MP-00-DR-A-0108 Rev PL2  448-PTA-MP-00-DR-A-0110 Rev PL1  448-PTA-MP-00-DR-A-0112 Rev PL2  448-PTA-MP-00-DR-A-0113 Rev PL1  448-PTA-MP-ZZ-DR-A-0201 Rev PL2  448-PTA-MP-ZZ-DR-A-0202 Rev PL2  448-PTA-MP-ZZ-DR-A-0203 Rev PL2  448-PTA-MP-ZZ-DR-A-0204 Rev PL2  448-PTA-MP-ZZ-DR-A-0205 Rev PL2  448-PTA-LA-00-DR-A-2001 Rev PL4  448-PTA-LA-00-DR-A-2002 Rev PL3  448-PTA-LA-00-DR-A-2003 Rev PL2  448-PTA-LA-ZZ-DR-A-2020 Rev PL1  448-PTA-LA-00-DR-A-2021 Rev PL1  448-PTA-LA-00-DR-A-2022 Rev PL1  448-PTA-LA-00-DR-A-2030 Rev PL2  448-PTA-LA-00-DR-A-2031 Rev PL1  448-PTA-LA-00-DR-A-2032 Rev PL1  448-PTA-LA-00-DR-A-2033 Rev PL1  448-PTA-LA-ZZ-DR-A-2101 Rev PL1  448-PTA-LA-ZZ-DR-A-2102 Rev PL1  448-PTA-LA-ZZ-DR-A-2110 Rev PL1  448-PTA-LA-ZZ-DR-A-2111 Rev PL1  448-PTA-LA-ZZ-DR-A-2130 Rev PL1</p>	



448-PTA-LA-ZZ-DR-A-2131 Rev PL1  
448-PTA-LA-ZZ-DR-A-2132 Rev PL1  
448-PTA-LA-ZZ-DR-A-2133 Rev PL1  
448-PTA-LA-ZZ-DR-A-2134 Rev PL1  
448-PTA-LA-ZZ-DR-A-2135 Rev PL1  
448-PTA-LA-ZZ-DR-A-2136 Rev PL1  
448-PTA-LA-ZZ-DR-A-2137 Rev PL1  
448-PTA-LA-ZZ-DR-A-2138 Rev PL1  
448-PTA-ZZ-XX-DR-A-1802 Rev PL1  
448-PTA-8-00-DR-A-1100 Rev PL1  
448-PTA-8-01-DR-A-1100 Rev PL1  
448-PTA-8-02-DR-A-1100 Rev PL1  
448-PTA-8-03-DR-A-1100 Rev PL1  
448-PTA-8-XX-VS-A-1700 Rev PL1  
448-PTA-HT19-ZZ-DR-A-1201 Rev PL1  
448-PTA-HT19-ZZ-DR-A-1301 Rev PL1  
448-PTA-HT22-ZZ-DR-A-1201 Rev PL2  
448-PTA-HT22-ZZ-DR-A-1301 Rev PL2  
448-PTA-HT24-ZZ-DR-A-1202 Rev PL1  
448-PTA-HT24-ZZ-DR-A-1302 Rev PL2  
448-PTA-HT24-ZZ-DR-A-1203 Rev PL1  
448-PTA-HT24-ZZ-DR-A-1303 Rev PL1  
448-PTA-HT24-ZZ-DR-A-1204 Rev PL1  
448-PTA-HT24-ZZ-DR-A-1304 Rev PL1  
448-PTA-HT25-ZZ-DR-A-1202 Rev PL2  
448-PTA-HT25-ZZ-DR-A-1301 Rev PL2  
448-PTA-HT26-ZZ-DR-A-1201 Rev PL1  
448-PTA-HT26-ZZ-DR-A-1301 Rev PL1  
448-PTA-HT26-ZZ-DR-A-1203 Rev PL2  
448-PTA-HT26-ZZ-DR-A-1302 Rev PL2  
448-PTA-HT26-ZZ-DR-A-1204 Rev PL1  
448-PTA-HT26-ZZ-DR-A-1303 Rev PL1  
448-PTA-HT26-ZZ-DR-A-1207 Rev PL1  
448-PTA-HT26-ZZ-DR-A-1306 Rev PL1  
448-PTA-HT27-ZZ-DR-A-1201 Rev PL1  
448-PTA-HT27-ZZ-DR-A-1301 Rev PL1  
448-PTA-HTC13-ZZ-DR-A-1202 Rev PL1

**Approved Details for Phase B (formerly Phase 2b)**

**20/01672/AOD**

Beam Park Phase 2\_ External Material Schedule  
Building N - West Elevation Courtyard --FRA-BN-XX-DR-A-0214  
Building N - East Elevation Courtyard --FRA-BN-XX-DR-A-0213  
Building N - South Elevation -FRA-BN-XX-DR-A-0211  
Building N - East Elevation-FRA-BN-XX-DR-A-0210  
Plot 8 - 14 - Elevations-FRA-08-XX-DR-A-0226  
Plot 8 - 21 - Elevations-FRA-08-XX-DR-A-0228  
Plot 8 - 20 - Elevations-FRA-08-XX-DR-A-0229  
Plot 8 - 18 - Elevations-FRA-08-XX-DR-A-0231  
Plot 8 - 14 - Elevations-FRA-08-XX-DR-A-0225  
Building Z - East Elevation-FRA-BZ-XX-DR-A-0202  
Building N - North Elevation-FRA-BN-XX-DR-A-0209  
Building Z - South Elevation-FRA-BZ-XX-DR-A-0203  
Plot 8 - 15 - Elevations-FRA-08-XX-DR-A-0224  
Building N - West Elevation-FRA-BN-XX-DR-A-0212  
Building Z - West Elevation-FRA-BZ-XX-DR-A-0204  
Plot 8 - 17 - Elevations-FRA-08-XX-DR-A-0227.  
Building Z - North Elevation -FRA-BZ-XX-DR-A-0201  
Plot 8 - 19 - Elevations-FRA-08-XX-DR-A-0223  
Building S - East Elevation -FRA-BS-XX-DR-A-0206  
Building S - South Elevation -FRA-BS-XX-DR-A-0207  
Building N - Internal South Elevation Courtyard-FRA-BN-XX-DR-A-0215  
BPP2-FRA-BS-XX-DR-A-0205

**20/01488/AOD**

ARCH-1173-Beam Park 2-Site-Central-v2019\_200220 - Access Plan

**20/01189/AOD**

BPP2-FRA-BZ-ZZ-DR-A-1012 - Building Z Cycle Strategy  
BPP2-FRA-BS-ZZ-DR-A-1022 - Building S Cycle Strategy  
BPP2-FRA-BN-ZZ-DR-A-1034 - Building N Cycle Strategy  
BPP2-FRA-BN-ZZ-DR-A-1033 - Building N Cycle Strategy

**22/01534/AOD**

Beam Park Phase 2B - Travel Plan

**20/01489/AOD**

11433-PH2-1124 - Road Junction & Channel Levels Sheet 13 of 13  
11433-PH2-1123 - Road Junction & Channel Levels Sheet 12 of 13  
11433-PH2-1122 - Road Junction & Channel Levels Sheet 11 of 13  
11433-PH2-1121 - Road Junction & Channel Levels Sheet 10 of 13  
11433-PH2-1120 - Road Junction & Channel Levels Sheet 9 of 13  
11433-PH2-1119 - Road Junction & Channel Levels Sheet 8 of 13  
11433-PH2-1118 - Road Junction & Channel Levels Sheet 7 of 13  
11433-PH2-1117 - Road Junction & Channel Levels Sheet 6 of 13  
11433-PH2-1116 - Road Junction & Channel Levels Sheet 5 of 13  
11433-PH2-1016 - Adoptable Road Vertical Alignments Sheet 3 of 5  
11433-PH2-1017 - Adoptable Road Vertical Alignments Sheet 4 of 5  
11433-PH2-1018 - Adoptable Road Vertical Alignments Sheet 5 of 5

**20/01188/AOD**

Building Z- Refuse Strategy- BPP2-FRA-BZ-ZZ-DR-A-1011 P1  
Building N- Refuse Strategy - BPP2-FRA-BN-ZZ-DR-A-1032 P1  
Building N- Refuse Strategy - BPP2-FRA-BN-ZZ-DR-A-1031 P1  
Building S- Refuse Strategy - BPP2-FRA-BS-ZZ-DR-A-1021 C2

**20/01540/AOD**

BPP2-IA-ZZ-ZZ-DR-L-1006 - Habitat Enhancement Plan  
BPP2-FRA-BI-RF-DR-A-0147 - Building I Level R  
BPP2-FRA-BN-RF-DR-A-0133 - Building N Level R  
BPP2-FRA-BS-RF-DR-A-0117 - Building S Level R  
BPP2-FRA-BT-RF-DR-A-0156 - Building T Level R  
BPP2-FRA-BZ-RF-DR-A-0108 - Building Z Level R  
BPP2-IA-ZZ-ZZ-SH-L-7001 Plant Schedule  
BPP2-IA-ZZ-ZZ-DR-L-7033 - Planting Plan 33 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7032 - Planting Plan 32 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7031 - Planting Plan 31 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7030 - Planting Plan 30  
BPP2-IA-ZZ-ZZ-DR-L-7029 - Planting Plan 29  
BPP2-IA-ZZ-ZZ-DR-L-7028 - Planting Plan 28  
BPP2-IA-ZZ-ZZ-DR-L-7027 - Planting Plan 27  
BPP2-IA-ZZ-ZZ-DR-L-7026 - Planting Plan 26  
BPP2-IA-ZZ-ZZ-DR-L-7025 - Planting Plan 25  
BPP2-IA-ZZ-ZZ-DR-L-7024 - Planting Plan 24  
BPP2-IA-ZZ-ZZ-DR-L-7023 - Planting Plan 23  
BPP2-IA-ZZ-ZZ-DR-L-7022 - Planting Plan 22  
BPP2-IA-ZZ-ZZ-DR-L-7021 - Planting Plan 21  
BPP2-IA-ZZ-ZZ-DR-L-7020 - Planting Plan 20  
BPP2-IA-ZZ-ZZ-DR-L-7019 - Planting Plan 19  
BPP2-IA-ZZ-ZZ-DR-L-7018 - Planting Plan 18  
BPP2-IA-ZZ-ZZ-DR-L-7017 - Planting Plan 17  
BPP2-IA-ZZ-ZZ-DR-L-7016 - Planting Plan 16  
BPP2-IA-ZZ-ZZ-DR-L-7015 - Planting Plan 15  
BPP2-IA-ZZ-ZZ-DR-L-7014 - Planting Plan 14  
BPP2-IA-ZZ-ZZ-DR-L-7013 - Planting Plan 13  
BPP2-IA-ZZ-ZZ-DR-L-7012 - Planting Plan 12  
BPP2-IA-ZZ-ZZ-DR-L-7011 - Planting Plan 11  
BPP2-IA-ZZ-ZZ-DR-L-7010 - Planting Plan 10  
BPP2-IA-ZZ-ZZ-DR-L-7009 - Planting Plan 09  
BPP2-IA-ZZ-ZZ-DR-L-7008 - Planting Plan 08  
BPP2-IA-ZZ-ZZ-DR-L-7007 - Planting Plan 07  
BPP2-IA-ZZ-ZZ-DR-L-7006 - Planting Plan 06  
BPP2-IA-ZZ-ZZ-DR-L-7005 - Planting Plan 05  
BPP2-IA-ZZ-ZZ-DR-L-7004 - Planting Plan 04

BPP2-IA-ZZ-ZZ-DR-L-7003 - Planting Plan 03  
BPP2-IA-ZZ-ZZ-DR-L-7002 - Planting Plan 02  
BPP2-IA-ZZ-ZZ-DR-L-7001 - Planting Plan 01  
BPP2-IA-ZZ-ZZ-DR-L-2009 - Landscape GA Plan 9  
BPP2-IA-ZZ-ZZ-DR-L-2008 - Landscape GA Plan 8  
BPP2-IA-ZZ-ZZ-DR-L-2007 - Landscape GA Plan 7  
BPP2-IA-ZZ-ZZ-DR-L-2006 - Landscape GA Plan 6  
BPP2-IA-ZZ-ZZ-DR-L-2005 - Landscape GA Plan 5  
BPP2-IA-ZZ-ZZ-DR-L-2004 - Landscape GA Plan 4  
BPP2-IA-ZZ-ZZ-DR-L-2003 - Landscape GA Plan 3  
BPP2-IA-ZZ-ZZ-DR-L-2002 - Landscape GA Plan 2  
BPP2-IA-ZZ-ZZ-DR-L-2001 - Landscape GA Plan 1  
BBP2-IA-ZZ-ZZ-DR-L-2000 - Drawing Key Plan - Landscape Plans  
BPP2-IA-ZZ-ZZ-DR-L-1001 - Landscape Masterplan  
BPP2-ZZ-ZZ-DO-L-1001 - Landscape Statement  
BPP2-FRA-BN-RF-DR-A-0133 - Building N Level R  
BPP2-FRA-BN-13-DR-A-0131 - Building N Level 13  
BPP2-FRA-BN-05-DR-A-0123 - Building N Level 5  
BPP2-FRA-BN-04-DR-A-0122 - Building N Level 4  
BPP2-FRA-BN-01-DR-A-0119 - Building N Level 1  
BPP2-FRA-BI-RF-DR-A-0147 - Building I Level R  
BPP2-FRA-BI-11-DR-A-0145 - Building I Level 11  
BPP2-FRA-BI-05-DR-A-0139 - Building I Level 5  
BPP2-FRA-BS-RF-DR-A-0117 - Building S Level R  
BPP2-FRA-BS-01-DR-A-0110 - Building S level 1  
BPP2-FRA-BT-RF-DR-A-0156 - Building T Level R  
BPP2-FRA-BT-06-DR-A-0154 - Building T Level 6  
BPP2-FRA-BZ-RF-DR-A-0108 - Building Z Level R  
OXF9274 - Beam Park Phase 2 Ecological Management Plan

#### **20/02446/AOD**

BPP2-IA-ZZ-ZZ-DR-L-7033 - Planting Plan 33 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7032 - Planting Plan 32 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7031 - Planting Plan 31 South Gardens East  
BPP2-IA-ZZ-ZZ-DR-L-7030 - Planting Plan 30  
BPP2-IA-ZZ-ZZ-DR-L-7029 - Planting Plan 29  
BPP2-IA-ZZ-ZZ-DR-L-7028 - Planting Plan 28  
BPP2-IA-ZZ-ZZ-DR-L-7027 - Planting Plan 27  
BPP2-IA-ZZ-ZZ-DR-L-7026 - Planting Plan 26  
BPP2-IA-ZZ-ZZ-DR-L-7025 - Planting Plan 25  
BPP2-IA-ZZ-ZZ-DR-L-7024 - Planting Plan 24  
BPP2-IA-ZZ-ZZ-DR-L-7023 - Planting Plan 23  
BPP2-IA-ZZ-ZZ-DR-L-7022 - Planting Plan 22  
BPP2-IA-ZZ-ZZ-DR-L-7021 - Planting Plan 21  
BPP2-IA-ZZ-ZZ-DR-L-7020 - Planting Plan 20  
BPP2-IA-ZZ-ZZ-DR-L-7019 - Planting Plan 19  
BPP2-IA-ZZ-ZZ-DR-L-7018 - Planting Plan 18  
BPP2-IA-ZZ-ZZ-DR-L-7017 - Planting Plan 17  
BPP2-IA-ZZ-ZZ-DR-L-7016 - Planting Plan 16  
BPP2-IA-ZZ-ZZ-DR-L-7015 - Planting Plan 15  
BPP2-IA-ZZ-ZZ-DR-L-7014 - Planting Plan 14  
BPP2-IA-ZZ-ZZ-DR-L-7013 - Planting Plan 13  
BPP2-IA-ZZ-ZZ-DR-L-7012 - Planting Plan 12  
BPP2-IA-ZZ-ZZ-DR-L-7011 - Planting Plan 11  
BPP2-IA-ZZ-ZZ-DR-L-7010 - Planting Plan 10  
BPP2-IA-ZZ-ZZ-DR-L-7009 - Planting Plan 09  
BPP2-IA-ZZ-ZZ-DR-L-7008 - Planting Plan 08  
BPP2-IA-ZZ-ZZ-DR-L-7007 - Planting Plan 07  
BPP2-IA-ZZ-ZZ-DR-L-7006 - Planting Plan 06  
BPP2-IA-ZZ-ZZ-DR-L-7005 - Planting Plan 05  
BPP2-IA-ZZ-ZZ-DR-L-7004 - Planting Plan 04  
BPP2-IA-ZZ-ZZ-DR-L-7003 - Planting Plan 03  
BPP2-IA-ZZ-ZZ-DR-L-7002 - Planting Plan 02  
BPP2-IA-ZZ-ZZ-DR-L-7001 - Planting Plan 01  
BPP2-IA-ZZ-ZZ-DR-L-7000 - Planting Plan Key plan  
BPP2-IA-ZZ-ZZ-DR-L-6012 - Landscape Detail: Play Ramp  
BPP2-IA-ZZ-ZZ-DR-L-6011 - Park Boundary Details

BPP2-IA-ZZ-ZZ-DR-L-6010 - Deck Details  
BPP2-IA-ZZ-ZZ-DR-L-6009 - Step Details  
BPP2-IA-ZZ-ZZ-DR-L-6008 - Park Path - Construction Options  
BPP2-IA-ZZ-ZZ-DR-L-6007 - Tree Pit Detail 7  
BPP2-IA-ZZ-ZZ-DR-L-6006 - Tree Pit Detail 6  
BPP2-IA-ZZ-ZZ-DR-L-6005 - Tree Pit Detail 5  
BPP2-IA-ZZ-ZZ-DR-L-6004 - Tree Pit Detail 4  
BPP2-IA-ZZ-ZZ-DR-L-6003 - Tree Pit Detail 3  
BPP2-IA-ZZ-ZZ-DR-L-6002 - Tree Pit Detail 2  
BPP2-IA-ZZ-ZZ-DR-L-6001 - Tree Pit Detail 1  
BPP2-IA-ZZ-ZZ-DR-L-5001 - Central Park Sections  
BPP2-IA-ZZ-ZZ-DR-L-4004 - Detail Plan 4 - Block N podium  
BPP2-IA-ZZ-ZZ-DR-L-4003 - Detail Plan 3 - Decks and Walkways 5-7  
BPP2-IA-ZZ-ZZ-DR-L-4002 - Detail Plan 2 - Decks and Walkways 2-4  
BPP2-IA-ZZ-ZZ-DR-L-4001 - Detail Plan 1 - Feature Entrance Areas  
BPP2-IA-ZZ-ZZ-DR-L-4000 - Drawing Key Plan - Detail Plans  
BPP2-IA-ZZ-ZZ-DR-L-2009 - Landscape GA Plan 9  
BPP2-IA-ZZ-ZZ-DR-L-2008 - Landscape GA Plan 8  
BPP2-IA-ZZ-ZZ-DR-L-2007 - Landscape GA Plan 7  
BPP2-IA-ZZ-ZZ-DR-L-2006 - Landscape GA Plan 6  
BPP2-IA-ZZ-ZZ-DR-L-2005 - Landscape GA Plan 5  
BPP2-IA-ZZ-ZZ-DR-L-2004 - Landscape GA Plan 4  
BPP2-IA-ZZ-ZZ-DR-L-2003 - Landscape GA Plan 3  
BPP2-IA-ZZ-ZZ-DR-L-2002 - Landscape GA Plan 2  
BPP2-IA-ZZ-ZZ-DR-L-2001 - Landscape GA Plan 1  
BBP2-IA-ZZ-ZZ-DR-L-2000 - Drawing Key Plan - Landscape Plans  
BPP2-IA-ZZ-ZZ-DR-L-1004 - Tree Retention, protection & Removal Plan  
BPP2-IA-ZZ-ZZ-DR-L-1003 - Masterplan with Services  
BPP2-IA-ZZ-ZZ-DR-L-1001 - Landscape Masterplan  
BEAM PARK PHASE 2: LANDSCAPE STATEMENT - PLAY STRATEGY

**22/01598/AOD**

EGR IKO Technical Submission  
BPP2-FRA-BZ-RF-DR-A-0108 - Building Z Level R  
BPP2-FRA-BN-RF-DR-A-0133 - Building N Level R  
BPP2-FRA-BS-RF-DR-A-0117 - Building S Level R  
BPP2-FRA-BS-01-DR-A-0110 - Building S level 1  
BPP2-FRA-BN-13-DR-A-0131 - Building N Level 13  
BPP2-FRA-BN-05-DR-A-0123 - Building N Level 5  
BPP2-FRA-BN-04-DR-A-0122 - Building N Level 4  
BPP2-FRA-BN-01-DR-A-0119 - Building N Level 1

**20/01146/AOD**

Arboricultural Method Statement dated 10/09/2020

**22/01595/AOD**

ES Report June 2017  
ES Appendix I - Noise and Vibration June 2017  
AIRO Report REG-7307-D for Block N  
AIRO Report DLW-7307-F BPP2 Houses LBH and LBB  
AIRO Report DLW-7307-E for Countryside Properties Ltd  
AIRO Report DLW-7307-B for Block Z  
AIRO Report DLW-7307 - Block S for Countryside Properties

**20/02213/AOD**

0002069082-E1-R0-02062020-Sheet 3 - Beam Park Phase 2 - Park Lighting  
0002069082-E1-R0-02062020-Sheet 2 - Beam Park Phase 2 - Park Lighting  
0002069082-E1-R0-02062020-Sheet 1 - Beam Park Phase 2 - Park Lighting  
0002069082-E1-R0-02062020-Sheet 4 - Beam Park Phase 2 - Park Lighting

**20/02452/AOD**

BPP2-IA-ZZ-ZZ-DR-L-1001 Landscape Masterplan  
BPP2-IA-ZZ-ZZ-DR-L-1002 Soil and Tree Pit Masterplan  
BPP2-IA-ZZ-ZZ-DR-L-1003 Masterplan inc. Services  
BPP2-IA-ZZ-ZZ-DR-L-1004 Tree Protection, Retention & Removal Plan  
BPP2-IA-ZZ-ZZ-DR-L-1005 Phase 2 Works Masterplan  
BPP2-IA-ZZ-ZZ-DR-L-1006 Habitat Enhancement Plan  
BPP2-IA-ZZ-ZZ-DR-L-2000 Landscape GA Key Plan

BPP2-IA-ZZ-ZZ-DR-L-2002 Landscape GA 2  
BPP2-IA-ZZ-ZZ-DR-L-2005 Landscape GA 5  
BPP2-IA-ZZ-ZZ-DR-L-2008 Landscape GA 8  
BPP2-IA-ZZ-ZZ-DR-L-4000 Detail Plan Key Plan  
BPP2-IA-ZZ-ZZ-DR-L-4002 Detail Plan 2  
BPP2-IA-ZZ-ZZ-DR-L-5001 Landscape Sections 1  
BPP2-IA-ZZ-ZZ-DR-L-6010 Details: Park Decks & walkways  
BPP2-IA-ZZ-ZZ-DR-L-7018 Planting Plan 18  
BPP2-IA-ZZ-ZZ-DR-L-7019 Planting Plan 19  
BPP2-IA-ZZ-ZZ-DR-L-7020 Planting Plan 20  
BPP2-IA-ZZ-ZZ-DR-L-7021 Planting Plan 21  
BPP2-IA-ZZ-ZZ-DR-L-7022 Planting Plan 22  
BPP2-IA-ZZ-ZZ-DR-L-7028 Planting Plan 28  
BPP2-IA-ZZ-ZZ-DR-L-7029 Planting Plan 29  
BPP2-IA-ZZ-ZZ-DR-L-7030 Planting Plan 30  
BPP2-IA-ZZ-ZZ-DR-L-7031 Planting Plan 31  
BPP2-IA-ZZ-ZZ-DR-L-7032 Planting Plan 32  
BPP2-IA-ZZ-ZZ-DR-L-7033 Planting Plan 33  
BPP2-IA-ZZ-ZZ-SH-L-7001 Plant Schedule 1  
BPP2-IA-ZZ-ZZ-DO-L-1001 Landscape Statement

**20/01269/AOD**

11336-5001

11433-PH2-9031

BPP2-BCE-S02-XX-DR-C-1005  
BPP2-BCE-S02-XX-DR-C-1006  
BPP2-BCE-S02-XX-DR-C-1007  
BPP2-BCE-S02-XX-DR-C-1008  
BPP2-BCE-S02-XX-DR-C-1009  
BPP2-BCE-S02-XX-DR-C-1010  
BPP2-BCE-S02-XX-DR-C-1011  
BPP2-BCE-S02-XX-DR-C-1012  
BPP2-BCE-S02-XX-DR-C-1013  
BPP2-BCE-S02-XX-DR-C-1016  
BPP2-BCE-S02-XX-DR-C-1017  
BPP2-BCE-S02-XX-DR-C-1018  
BPP2-BCE-S02-XX-DR-C-1035  
BPP2-BCE-S02-XX-DR-C-1036  
BPP2-BCE-S02-XX-DR-C-1039  
BPP2-BCE-S02-XX-DR-C-1040  
BPP2-BCE-S02-XX-DR-C-1041  
BPP2-BCE-S02-XX-DR-C-1043  
BPP2-BCE-S02-XX-DR-C-1107  
BPP2-BCE-S02-XX-DR-C-1108

Maintenance Circa C697 Document

Email from Applicant dated 05/08/2020

Revised Suds and Drainage Management Plan by Brand Consulting dated 26/08/2020

**20/01269/AOD**

11336-5001

11433-PH2-9031

BPP2-BCE-S02-XX-DR-C-1005  
BPP2-BCE-S02-XX-DR-C-1006  
BPP2-BCE-S02-XX-DR-C-1007  
BPP2-BCE-S02-XX-DR-C-1008  
BPP2-BCE-S02-XX-DR-C-1009  
BPP2-BCE-S02-XX-DR-C-1010  
BPP2-BCE-S02-XX-DR-C-1011  
BPP2-BCE-S02-XX-DR-C-1012  
BPP2-BCE-S02-XX-DR-C-1013  
BPP2-BCE-S02-XX-DR-C-1016  
BPP2-BCE-S02-XX-DR-C-1017  
BPP2-BCE-S02-XX-DR-C-1018  
BPP2-BCE-S02-XX-DR-C-1035  
BPP2-BCE-S02-XX-DR-C-1036  
BPP2-BCE-S02-XX-DR-C-1039  
BPP2-BCE-S02-XX-DR-C-1040  
BPP2-BCE-S02-XX-DR-C-1041

BPP2-BCE-S02-XX-DR-C-1043  
BPP2-BCE-S02-XX-DR-C-1107  
BPP2-BCE-S02-XX-DR-C-1108  
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11336-5001  
11433-PH2-9031  
BPP2-BCE-S02-XX-DR-C-1005  
BPP2-BCE-S02-XX-DR-C-1006  
BPP2-BCE-S02-XX-DR-C-1007  
BPP2-BCE-S02-XX-DR-C-1008  
BPP2-BCE-S02-XX-DR-C-1009  
BPP2-BCE-S02-XX-DR-C-1010  
BPP2-BCE-S02-XX-DR-C-1011  
BPP2-BCE-S02-XX-DR-C-1012  
BPP2-BCE-S02-XX-DR-C-1013  
BPP2-BCE-S02-XX-DR-C-1016  
BPP2-BCE-S02-XX-DR-C-1017  
BPP2-BCE-S02-XX-DR-C-1018  
BPP2-BCE-S02-XX-DR-C-1035  
BPP2-BCE-S02-XX-DR-C-1036  
BPP2-BCE-S02-XX-DR-C-1039  
BPP2-BCE-S02-XX-DR-C-1040  
BPP2-BCE-S02-XX-DR-C-1041  
BPP2-BCE-S02-XX-DR-C-1043  
BPP2-BCE-S02-XX-DR-C-1107  
BPP2-BCE-S02-XX-DR-C-1108  
Maintenance Circa C697 Document  
Email from Applicant dated 05/08/2020  
Revised Suds and Drainage Management Plan by Brand Consulting dated 26/08/2020

**20/01117/AOD**

Piling Risk Assessment 1920000 R01 (01) by RSK dated July 2020

**20/01269/AOD**

11336-5001  
11433-PH2-9031  
BPP2-BCE-S02-XX-DR-C-1005  
BPP2-BCE-S02-XX-DR-C-1006  
BPP2-BCE-S02-XX-DR-C-1007  
BPP2-BCE-S02-XX-DR-C-1008  
BPP2-BCE-S02-XX-DR-C-1009  
BPP2-BCE-S02-XX-DR-C-1010  
BPP2-BCE-S02-XX-DR-C-1011  
BPP2-BCE-S02-XX-DR-C-1012  
BPP2-BCE-S02-XX-DR-C-1013  
BPP2-BCE-S02-XX-DR-C-1016  
BPP2-BCE-S02-XX-DR-C-1017  
BPP2-BCE-S02-XX-DR-C-1018  
BPP2-BCE-S02-XX-DR-C-1035  
BPP2-BCE-S02-XX-DR-C-1036  
BPP2-BCE-S02-XX-DR-C-1039  
BPP2-BCE-S02-XX-DR-C-1040  
BPP2-BCE-S02-XX-DR-C-1041  
BPP2-BCE-S02-XX-DR-C-1043  
BPP2-BCE-S02-XX-DR-C-1107  
BPP2-BCE-S02-XX-DR-C-1108  
Maintenance Circa C697 Document  
Email from Applicant dated 05/08/2020  
Revised Suds and Drainage Management Plan by Brand Consulting dated 26/08/2020

**22/01605/AOD**

RSK Beam Park 1920000L01 Monitoring Wells Final - Complete  
RSK Beam Park 29420 R04 (01) Remediation Strategy Phase 2 REVISIED  
RSK Beam Park Phase 2B 1920000 L13 Groundwater\_Part3

RSK Beam Park Phase 2B 1920000 L13 Groundwater\_Part2  
RSK Beam Park Phase 2B 1920000 L13 Groundwater\_Part1  
RSK Beam Park Phase 2 R06 Surcharging Assessment\_Part4  
RSK Beam Park Phase 2 R06 Surcharging Assessment\_Part3  
RSK Beam Park Phase 2 R06 Surcharging Assessment\_Part2  
RSK Beam Park Phase 2 R06 Surcharging Assessment\_Part1  
RSK Beam Park Phase 2 29420 R01 SI FINAL\_Part4  
RSK Beam Park Phase 2 29420 R01 SI FINAL\_Part3  
RSK Beam Park Phase 2 29420 R01 SI FINAL\_Part2  
RSK Beam Park Phase 2 29420 R01 SI FINAL\_Part1  
RSK Beam Park 1920000L11 Phase 2B Monitoring Well decom

**20/01147/AOD**

Site waste management plans- Beam Phase 2B 200518  
Beam Park Phase 2b Wraptite SWMP PDF  
Beam Park Phase 2B Construction Management Plan Rev E 060520 by Countryside

**21/01136/AOD**

Geoarchaeological & Palaeoenvironmental Analysis Report by Quest dated 31st  
August 2019 Phase 1 and 2  
Archaeological Assessment dated December 2018 by PCA THCV17  
Archaeological Evaluation by PCA June 2018 THCV17 Pjase 2  
Archaeological Assessment dated Dec 2017 Phase 2 by PCA THCV17

**20/01185/AOD**

BPP2-BCE-13-B2-DR-S-0009-C01-A4  
BPP2-BCE-13-B2-DR-S-0010-C01-A4  
BPP2-BCE-13-B2-DR-S-0011-C01-A4  
BPP2-BCE-13-B2-DR-S-0012-C01-A4  
BPP2-BCE-14-B2-DR-S-0013-C01-A4  
BPP2-BCE-14-B2-DR-S-0014-C01-A4  
BPP2-BCE-14-B2-DR-S-0015-C01-A4  
BPP2-BCE-14-B2-DR-S-0016-C01-A4  
BPP2-BCE-15-B2-DR-S-0017-C01-A4  
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BPP2-BCE-16-B2-DR-S-0019-C01-A4  
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BPP2-BCE-19-B2-DR-S-0024-C01-A4  
BPP2-BCE-20-B2-DR-S-0025-C01-A4  
BPP2-BCE-20-B2-DR-S-0026-C01-A4  
BPP2-BCE-21-B2-DR-S-0027-C01-A4  
BPP2-BCE-21-B2-DR-S-0028-C01-A4  
BPP2-BCE-BN-B2-DR-S-5060-C01-A4  
BPP2-BCE-BN-B2-DR-S-5061-C01-A4  
BPP2-BCE-BN-B2-DR-S-5071-C01-A4  
BPP2-BCE-BN-B2-DR-S-5072-C01-A4  
BPP2-BCE-BN-B2-DR-S-5073-C01-A4  
BPP2-BCE-BN-B2-DR-S-5074-C01-A4  
BPP2-BCE-BN-B2-DR-S-5075-C01-A4  
BPP2-BCE-BN-B2-DR-S-5076-C01-A4  
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BPP2-BCE-BS-B1-DR-S-3090-C01-A4  
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BPP2-BCE-BS-B2-DR-S-3071-C01-A4  
BPP2-BCE-BS-B2-DR-S-3072-C01-A4  
BPP2-BCE-BS-B2-DR-S-3073-C01-A4  
BPP2-BCE-BS-B2-DR-S-3074-C01-A4  
BPP2-BCE-BS-B2-DR-S-3080-C01-A4  
BPP2-BCE-BS-B2-DR-S-3081-C01-A4  
BPP2-BCE-BS-ZZ-DR-S-3095-C01-A4  
BPP2-BCE-BZ-B1-DR-S-4090-C01-A4

BPP2-BCE-BZ-B2-DR-S-4060-C01-A4  
BPP2-BCE-BZ-B2-DR-S-4071-C01-A4  
BPP2-BCE-BZ-B2-DR-S-4072-C01-A4  
BPP2-BCE-BZ-B2-DR-S-4080-C01-A4  
BPP2-BCE-BZ-B2-DR-S-4081-C01-A4  
BPP2-BCE-BZ-ZZ-DR-S-4095-C01-A4

**20/01538/AOD**

Bird Hazard Management Plan by RPS dated 24th June 2020

**21/01159/AOD.**

Daylight and Sunlight Study – Phase 2B by MWI dated October 2021

**20/01113/AOD**

LTC-2020-123-A-1 GP  
LTC-2020-123-A-1 GE  
LTC-2020-123-A-1 GPE TC1  
LTC-2020-123-A-1 GPE TC2  
LTC-2020-123-A-1 GPE TC3  
LTC-2020-123-A-1 GPE TC4  
LTC-2020-123-A-1 GPE TC5  
LTC-2020-123-A-1 GPE TC6  
LTC-2020-123-A-1 GPE TC7  
Email from applicant dated 20/08/2020

*Reason: To ensure that the development is undertaken in accordance with the approved drawings, documents and the Environmental Statement.*

## **5 Phasing Strategy**

- A) No development shall commence (*other than demolition, land remediation or Enabling Works and with the exception of Phase A*) on any part of the site until a Site Wide Phasing Strategy has been submitted to and approved in writing by the Local Planning Authority. Any updates to the Site Wide Phasing Strategy shall be submitted to and approved by the Local Planning Authority. The submission of reserved matters applications and the phasing of the development shall be carried out in accordance with the approved Site Wide Phasing Strategy, or such updated Site Wide Phasing Strategy as approved by the Local Planning Authority.
- B) Prior to commencement of each Phase (*other than demolition, land remediation or Enabling Works*), a Delivery Plan for the Phase shall be submitted to and approved in writing by the LPA. The Delivery Plan shall include a layout plan outlining the public realm and open space to be delivered with each Plot and the sequencing of works to be undertaken within that Phase.

*Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure a coordinated approach to the delivery of the development.*

## **6 Unit Numbers & Housing Mix**

The development hereby approved shall comprise no more than 3,119 residential units.

Applications for the approval of reserved matters submitted pursuant to this permission relating to layout and scale, shall be accompanied by a Housing Accommodation Schedule. This document shall explain and include:

- a) The mix (size by bedroom and tenure) of residential units proposed on that part of the Site;  
and  
b) A cumulative position statement on the provision of housing, having regard to any residential development approved in previous reserved matters and the indicative housing proposals for the remaining parts of the development.



The Housing Accommodation Schedule shall demonstrate how the proposed development as a whole accord with the housing mix ranges.

<b>Dwelling Size</b>	<b>Private Sale</b>	<b>Intermediate</b>	<b>London Affordable Rent</b>
<b>Studios</b>	Less than or equal to 5%	-	-
<b>1 bed unit</b>	35 – 50%	35 - 45%	20 – 35%
<b>2 bed unit</b>	35 – 50%	40 – 50%	30 - 45%
<b>3 bed unit</b>	10 – 15%	15 – 20%	At least 30%
<b>4 bed unit</b>	-	-	7 – 10%

For the avoidance of doubt, private sale units can include build to rent accommodation.

*Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s), and that it delivers a range of unit sizes*

## **7 Flexible Non-residential Uses**

The development hereby approved shall comprise no more than 3,198.95sqm (GIA) of non-residential uses, consisting of:

- 810.37sqm of Community Space (Use Class F1[f]) within Phase A
- 627.10sqm of Leisure Space (Use Class E[d]) within Phase A
- 783.25sqm of Flexible Commercial Space (Use Class E/F) in Phase C
- 152.25sqm of Community Space (Use Class F2[b]) in Phase C
- 531.09sqm of Flexible Commercial Space (Use Class E/F) In Phase D
- 152.24sqm of Community Space (Use Class F2[b]) in Phase D

*Reason: To define the planning permission, protect the amenity of residents and promote local services, amenities and community uses where appropriate.*

## **8 Car Parking**

Car parking provision across the site must not exceed 891 spaces for residential use.

*Reason: In the interest of promoting a modal shift to sustainable modes of transport*

## **9 Building Heights**

The maximum height of development above existing AOD shall not exceed the parameters set out within the approved plan 'Building Heights Parameter Plan 448-PTA-PP-ZZ-DR-A-C-1005\_PL1'.

*Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.*

## **10 Public Park**

The delivery of the open spaces within the site shall accord with the parameters set out within the

approved plan '448-PTA-PP-ZZ-DR-A-C-1007\_PL2 Softscape and hardscape strategy'

*Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.*

## **11 Development Plots**

Alongside the development within Phase A, the Development Plots hereby permitted and identified on the approved plan '448-PTA-PP-ZZ-DR-A-C-1003\_PL1 Development phases' are:

- a) A, B, C, D, E, F, G, and S2 (Education Uses Plot).
- b) Reserved Matters applications shall be presented by Plot or Plots and shall be in accordance with all plot related parameters and principles hereby approved, including those set out in the Parameter Plans, Design Code and such further relevant plot specific parameters and principles as are referred to elsewhere in these conditions.

*Reason: For the avoidance of doubt and to identify the Development Plots to which Reserved Matters applications will need to be submitted and approved and to ensure the reserved matters are in accordance with relevant approved parameters and principles.*

## **12 Design Code**

All development shall accord with the principles contained within the approved Design Code '448-PTA-ZZ-ZZ-RP-A-0036 PL3', and conformity to this shall be detailed within each reserved matters submission.

*Reason: To ensure that the scheme implemented is in accordance with the principles established within this permission.*

## **13. Accessible Housing**

A minimum of ten percent of all new build dwellings shall be constructed to, or be capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M Vol 1.M4(3) Category 3: Wheelchair user dwellings (2015 edition).

All remaining new build dwellings shall be constructed to comply with Building Regulations Optional Requirement Approved Document M Vol 1 M4(2) Category 2: Accessible and adaptable dwellings (2015 edition), unless otherwise agreed in writing through the reserved matters applications.

*Reason: To ensure that there is a sufficient provision of accessible housing.*

## **RESERVED MATTERS SUBMISSIONS**

### **14. Reserved Matters Submissions**

The following documents shall be submitted as part of each Reserved Matters Application, unless otherwise agreed in writing with the Local Planning Authority

- a) Statement of Conformity to the Site Wide Phasing Strategy
- b) Statement of Conformity to the Environmental Statement
- c) Design and Access Statement
- d) Landscaping and Public Realm Strategy - This strategy must clearly denote the areas of public realm which will be subject to 24 hours a day, 7 days a week, 365 days public access
- e) Town Planning Statement
- f) Transport Statement

- g) **A strategy document providing confirmation of conformity of the following matters to relevant conditions**
- i. Noise and Vibration Statement
  - ii. Sustainable Design and Construction Statement
  - iii. Urban Greening Factor Statement
  - iv. Biodiversity Net Gain Statement
  - v. Ecological Management Plan – Ecological Mitigation, Compensation and Enhancement
  - vi. Security Statement
  - vii. Inclusive Design Statement
  - viii. Energy Statement
  - ix. Overheating Analysis
  - x. Flood Risk Mitigation Strategy
  - xi. Drainage Strategy (Surface Water, Foul Water and SUDs)
  - xii. Circular Economy Statement
  - xiii. Whole Life Carbon Assessment
  - xiv. Air Quality Statement
  - xv. Refuse Strategy
  - xvi. [Any other relevant documents / information where necessary to ensure compliance with the obligations set out in the Section 106 Agreement].
- h) A Fire Statement for the relevant plot(s), in the form of an independent fire strategy produced by a third party suitably qualified assessor. The statement should detail how the development proposal will function in terms of:
- each building's construction: methods, products and materials used;
  - The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach;
  - demonstrating how each building has a minimum of at least one lift per core (or more subject to capacity assessments), and has a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building
  - features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans;
  - access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;
  - how provision will be made to enable fire appliances to gain access to buildings; and
  - ensuring that any potential future modifications to the buildings will take into account and not compromise the base build fire safety/protection measures.

**In respect of reserved matters applications for residential development, the following documents should be submitted in addition:**

- i) Daylight, Sunlight Assessment (Within the Development)
- j) Housing Accommodation Schedule in accordance with Condition [6] and Tenure Plan
- k) Play Strategy

**In respect of reserved matters applications which include the provision of non-residential unit(s), the following documents should be submitted in addition:**

- l) a BREEAM pre assessment demonstrating how the unit(s) is designed to achieve an 'Excellent' Building Research Establishment Environmental Assessment Methodology (BREEAM 2018) rating or equivalent.
- m) In relation to the matter of **access** a reserved matters application shall include but not be limited to:
  - details of the access to and within the Plot or Phase for vehicles, cycles, and pedestrians

- n) In relation to the matter of **layout** a reserved matters application shall include:
- roads, parking, vehicle standing and servicing areas or landscaping associated with the Plot or Phase to which the reserved matter relates
  - details of any necessary temporary layout associated with boundary treatment and condition between the Plots
  - details of any basement layouts, including parking areas servicing areas and plant areas.
  - details of the siting of the proposed building(s) and internal layout of buildings
- o) In relation to the matter of **scale** a reserved matters application shall include:
- a statement (including accompanying design material, townscape views and detailed plans at an appropriate scale) to demonstrate that the scale of the development accords with the relevant design code principles and parameters
- p) In relation to the matter of **appearance** a reserved matters application shall include:
- a statement together with detailed plans, drawings, sections and elevations to explain the proposed detailed design and materials to be used on all external elevations of the building(s) and how the appearance of the development accords with the relevant design code principles and parameters.
- q) In relation to the matter of **landscaping** a reserved matters application shall include:
- plans, drawings and sections to explain details of the hard and soft landscaping, including site levels, finished floor levels, proposed drainage arrangements, children's play space, private and communal amenity areas, and planting (including trees, brown/green roofs, planters)
  - a statement (including accompanying design material) to demonstrate that the landscaping proposals accord with the design code principles.

*Reason: In order that the Reserved Matters Applications can be properly considered and assessed against the approved Parameter Plans and Design Code and in the interests of proper planning.*

## **PRIOR TO COMMENCEMENT OF DEVELOPMENT**

### **15. Archaeology**

- a) Prior to commencement of development of each Phase including enabling works (but excluding Phases A, B and C where archaeological works have been completed) a stage 1 written scheme of investigation (WSI) must be submitted to and approved by the Local Planning Authority in writing.

For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

- b) If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the stage 2 WSI, no below ground works shall take place other than in accordance with the agreed stage 2 WSI which shall include:
- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
  - B. Where appropriate, details of a programme for delivering related positive public benefits.
  - C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be

discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

*Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest and safeguard the archaeological heritage of the Borough. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **16. Construction Logistics Plan**

Prior to commencement of development of each phase (excluding Phase A) a Construction Logistics Plan (CLP) for the phase shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall include details of:

- (a) loading and unloading of plant and materials including vehicle turning areas;
- (b) storage of plant and materials;
- (c) sourcing of materials;
- (d) programme of works (including measures for traffic management);
- (e) provision of boundary hoarding, behind any visibility zones of construction traffic routing;
- (f) hours of operation;
- (g) means to prevent deposition of mud on the highway;
- (h) location and height of cranes and scaffolding;
- (i) a Construction workers' Sustainable Travel Plan including details of strategies to promote sustainable travel by construction staff and details of Blue Badge holder accessible parking shall be submitted to and approved by the LPA. Subsequently these approved parking areas shall be marked out and visible for use. The approved construction staff travel plan measures shall be put in place prior to commencement of the Plot, retained and continually monitored for the duration of these works;
- (j) any other matters relevant to this particular Plot including liaising with developers and construction teams of neighbouring sites, in order to identify and address potential cumulative highway effects during the demolition and construction phase.

Each Plot of the development shall be constructed in accordance with the relevant approved CLP. The CLP shall periodically be reviewed following audits of its implementation. Results of these audits will be made available to the Council upon request. The CLP shall be retained for the duration of the construction process for the Plot.

*Reason: To ensure that the construction does not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **17. Construction Environmental Management Plan (CEMP)**

Prior to commencement of development of each phase (excluding Phase A) a Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP) for the Plot shall be 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.

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 16:00 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 and 08:00 and 16:00 Saturday.

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

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

*Reason: Details of the CEMP is required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met to ensure the highest environmental standards are maintained at all stages of the development.*

## **18. Contamination**

Prior to commencement of development of each Phase (excluding Phase A and phase C enabling) hereby permitted:

- (a) an investigation and risk assessment, in addition to any assessment provided with the planning application, shall be 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 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 ‘Land Contamination Risk Management (LCRM)’; and

- (b) a detailed remediation scheme, to bring the Phase 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 Phase 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.

*Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans. It is necessary for the first part of this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **19. Surface Water Drainage**

Prior to commencement of development of each Phase (excluding Phase A and enabling works) a surface water drainage scheme for the Phase shall be submitted to and approved in writing by the Local Planning Authority to ensure accordance with the development's masterplan strategy. This scheme should include:

- (a) sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development;
- (b) details of how the proposed surface water drainage scheme will be maintained;
- (c) a drainage scheme nominating the ownership, management and maintenance arrangements;
- (d) phase specific integration into the masterplan SuDs management train;
- (e) a completed 'LBBB Surface Water Drainage Pro-forma for new developments';
- (f) details to demonstrate that the surface water run-off generated up to and including the 100 years critical storm plus climate change allowance, will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

In addition, 'brownfield' major developments are required to reduce post development runoff rates for events up to and including the 1 in 100 year return period event plus 40% climate change allowance, to the calculated greenfield rate (as calculated in accordance with parameters set within the Masterplan Flood Risk Assessment of 5.0l/s/ha). It is recommended that a SuDS treatment train is utilised to assist in this reduction. Each Phase of the development shall only be implemented in accordance with the relevant approved details.

*Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **20. Flood Resilience**

Prior to commencement of development of each Plot (other than Enabling Works and excluding Phase A) a scheme to ensure the development is flood resilient, in particular basement and lower ground levels and other finished floor levels, shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include a Flood Warning and Evacuation Plan for areas of low level. The scheme shall be implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

*Reason: Whilst we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide clarification of basement and lower ground levels to ensure that the proposed development can go ahead without posing an unacceptable flood risk to future occupants. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **21. Circular Economy Statement**

Prior to commencement of development of each Phase (other than Enabling Works and excluding Phases A and C) a detailed Circular Economy Statement and Refuse Strategy shall be submitted to and approved in writing by the Local Planning Authority. The statement shall

adhere to the principles set out in the Outline Circular Economy Statement.

The relevant Plot of development shall be carried out in accordance with those details.

*Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials. The condition is required to be pre-commencement to ensure that sustainability principles are considered at the earliest opportunity.*

## **22. Air Quality**

Prior to super structure works on each Plot (excluding Phase A), an Air Quality Assessment (AQA), including an Air Quality Neutral assessment detailing how the development has been designed to achieve air quality neutral standards, together with any necessary mitigation, shall be submitted to and approved in writing by the Local Planning Authority.

Should the Air Quality Neutral assessment show that the development proposed will not be air quality neutral, it should confirm the excess tonnage that would need to be offset.

The AQA shall also consider measures that can be implemented to improve local air quality as part of an air quality positive approach, in line with the latest GLA Air Quality Positive Guidance. The measures set out within the AQA shall be implemented in accordance with the details so approved, and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To protect and improve local air quality. The condition is required to be pre-commencement to ensure that air quality principles are considered at the earliest opportunity.*

## **23. Site Wide Energy Strategy and Energy Centre Details**

Prior to commencement of the first Phase of development (other than Enabling Works and excluding Phase A) a Site Wide Energy Strategy, and details of the detailed specification and layout of the energy centre, including the provisions made for interconnecting pipework to link the Plots within the site into the proposed District Heating Network must be submitted to and approved in writing by the Local Planning Authority.

The Site Wide Energy Strategy shall demonstrate how the development will achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013) (when applying updated SAP 10 emission factors).

*Reason: In the interests of safeguarding the environment, to ensure that the development provides renewable energy. The condition is required to be pre-commencement to ensure that energy principles are considered at the earliest opportunity to maximise sustainability.*

## **24. Energy Statement and District Heating Network Connection**

Prior to commencement of development of each Plot (other than Enabling Works and excluding Phase A) an Energy Statement demonstrating how the Plot will conform with the Site Wide Energy Strategy to be approved pursuant to condition [23] must be submitted to and approved by the Local Planning Authority.

The strategy should include:

- (a) evidence of how energy efficiency targets would be met;
- (b) Details of an Energy Cost Impact Assessment for future residents of the block.
- (c) a Dynamic Overheating Analysis for the domestic and non-domestic elements, undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs. The design, materials, construction and operation of the development must demonstrate compliance with the Mayor's cooling hierarchy and the



- GLA's Overheating Checklist set out in the Mayor's guidance on Preparing Energy Assessments as amended;
- (d) demonstration that the development is designed to allow for future connection to a District Heating Network;
  - (e) evidence of how the strategy has maximised the provision of renewable energy technologies, and details of the technologies proposed; and
  - (f) details of the on-site reduction in carbon emissions, and any tonnage to be off-set via financial contributions.
  - (g) Details of heat-loss calculations in accordance with CIBSE CP1.

This statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details hereby approved.

*Reason: to ensure measures are implemented to reduce any detrimental environmental impacts and deliver an energy efficient and sustainable development. The condition is required to be pre-commencement to ensure that energy principles are considered at the earliest opportunity to maximise sustainability.*

## **25. Piling Method Statement**

Prior to commencement of development of each Plot (other than Enabling Works and excluding Phase A) 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) for the Plot 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. The condition is required to be pre-commencement to ensure key infrastructure is protected*

## **26. Boreholes**

Prior to commencement of development of each Phase (other than Enabling Works and excluding Phase A) a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post- development, for monitoring purposes will be secured, protected and inspected.

*Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with the Environment Agency's Groundwater Protection: Principles and Practice. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met to prevent ground water pollution.*

## **27. Whole Life Cycle Carbon**

Prior to commencement of development of each Plot (other than Enabling Works and excluding Phase A) a detailed Whole Life Carbon Statement relative to that part of the site must be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the relevant Plot of development shall be constructed in accordance with those details as approved by the Local Planning Authority.

*Reason: In the interests of sustainable development and to maximise on -site carbon dioxide savings. The condition is required to be pre-commencement to maximise on -site carbon dioxide savings*

## **30. Aviation Safeguarding**

Prior to the commencement of any development on Phases C, D and E (other than demolition, land remediation or Enabling Works) a statement detailing the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Zone or part thereof shall be submitted to and approved in writing by the Local Planning Authority in consultation with the operator of London City Airport.

*Reason- To ensure that safeguarded surfaces for London City Airport are not infringed. The condition is required to be pre-commencement in the interests of aviation safety.*

### **31. Waste Water**

Prior to commencement of development of each Phase (other than Enabling Works and excluding Phase A) the developer must provide confirmation that either:

- a) all wastewater, surface water and all water network upgrades required to accommodate the additional flows from the development have been completed; or
- b) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

*Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. This condition is necessary prior to commencement given it involves subterranean works whereby any reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.*

## **PRIOR TO ABOVE GROUND/SUPERSTRUCTURE WORKS**

### **32. Socio Economic**

Prior to above ground works (other than Enabling Works) within each Phase (excluding Phases A and C) an assessment of social and economic impacts to demonstrate that the proposed housing mix would result in the same level of residual effect as shown in the Environment Assessment and Addendum submitted with the outline planning application, when taken in the context of the development as a whole. The assessment must be submitted to and agreed in writing by the Local Planning Authority.

*Reason: In the interests of sustainable development.*

### **33. Transport and Air Quality Impacts**

Prior to above ground works (other than Enabling Works) within each Plot (excluding Phases A and C) an assessment of trip generation must be undertaken to demonstrate that the proposed housing mix would result in the same level of residual effect, in respect of transport and air quality impacts, as shown in the Environment Assessment and Addendum submitted with the outline planning application, when taken in the context of the development as a whole. The assessment must be submitted to and agreed in writing by the Local Planning Authority.

*Reason: In the interests of sustainable development.*

### **34. Detailed Heritage Strategy**

Prior to super structure works within phase C a site wide heritage scheme must be submitted to and approved by the Local Planning Authority. Implementation of the strategy will be on a phased basis, with provision being in place before the last occupation of the relevant phase. Each approved scheme shall be implemented and thereafter retained for the life of the development.

*Reason: The planning authority wishes to secure public benefit from the promotion of the history of the site and area.*

### **35. Wind Microclimate Analysis**

Prior to above ground works (other than Enabling Works) within each Phase (excluding Phases A and C) a wind assessment shall be submitted and approved in writing by the Local Planning Authority. The assessment shall demonstrate that safe and amenable wind conditions can be secured. The development shall only be constructed in accordance with the approved details. Any mitigation measures will be implemented through the construction phase and permanently retained thereafter.

*Reason: In the interests of the health and safety of future occupiers and users of the development.*

### **36. Access Arrangements**

No development, shall take place in Phases B-G of the development until detailed drawings showing the following in respect of that phase have been submitted to and approved in writing by the Local Planning Authority:

- (a) access through the site during works and upon completion of works in relation to any phasing, including the connections with any completed phases, and connections to the surrounding area and its network of cycle paths and footpaths; and
- (b) any temporary works, including any boundary treatment around later phases. Provisions for pedestrians shall be fully accessible to all including people with disabilities. The development shall only be implemented in line with the approved details and shall be maintained thereafter.

*Reason: Access arrangements must be identified prior to the commencement of development to ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies Development Plan Document and London Plan Policies 6.1 and 7.2*

### **37. Child Playspace Strategy**

- a) Prior to super structure works within each Phase (excluding Phases A and C) a detailed playspace strategy must be submitted to and approved by the Local Planning Authority to demonstrate that the delivery of each Plot within the Phase is supported by adequate playspace. The playspace strategy shall include inclusive play features to ensure children of all abilities have access to play.

The overall playspace strategy must provide a minimum of 10,269 sq m of child playspace within Phases B, D-G and each application to discharge this condition shall provide details of the cumulative progress towards this requirement achieved through previous phases.

- b) The boundary treatment, landscaping and play features or equipment (including accessible play equipment) proposed within each of the children's play area(s) shall be the subject of a detailed scheme. The details relevant to the playspace to be delivered with each Phase shall be submitted to and approved by the Local Planning Authority prior to superstructure works within the Phase to which the playspace relates.
- c) The approved playspace shall be delivered in accordance with the approved details, with the play space(s) associated with each Phase(s) made available prior to first occupation of the Phase(s) and thereafter retained, unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure the quality of children's play spaces.*

### **38. Child Playspace Phase C**

Prior to superstructure works within Phase C, details of the play equipment (including accessible play equipment), play features, boundary treatment and landscaping within each of the children's play area(s) shall be submitted to and approved by the Local Planning Authority. The approved playspace shall be delivered in accordance with the approved details and made available prior to

first occupation of the Phase and thereafter retained, unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure the quality of children's play spaces.*

### **39. Car Parking Design and Management Plan and Implementation**

Prior to superstructure works within each Phase (excluding Phase A) a Car Parking Design and Management Plan (CPDMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CPDMP shall set out the key principles that will guide parking management and the long-term strategy for allocating, managing, and monitoring on-site parking including parking for blue badge and electric vehicles.

Once the CPDMP is approved the car parking areas shall be constructed and marked out prior to the first occupation of the Phase(s) to which they relate, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Blue badge car parking spaces shall be constructed and marked out as accessible parking bays prior to the first occupation of the Plot(s) to which they relate.

*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.*

### **40. Highway Landscaping**

Prior to super structure works within any Phase (excluding Phase A), details and samples of all finishes/specifications of highway materials/surfaces associated with that Plot shall be submitted and approved in writing by the Local Planning Authority. This will include landscaping measures to prevent unauthorised parking. The development shall only be constructed in accordance with the approved details and retained thereafter.

*Reason: To ensure a satisfactory standard of highway / surfaces within the development.*

### **41. Traffic Management Plan**

Prior to super structure works within each Phase (excluding Phase A), a Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Traffic Management Plan shall set out the proposed management arrangements for vehicle movement within the relevant Phase and shall include:

- (a) details of any shared surfaces; and
- (b) details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians.

The development shall only be constructed in accordance with the approved details and retained thereafter.

*Reason: To prevent obstruction of the public highway surrounding the site and the internal roads and avoid accidents*

### **42. Urban Greening Factor**

Prior to above ground works (other than Enabling Works) within each Phase (excluding Phase A) an Urban Greening Factor Statement must be submitted to the Local Planning Authority and approved in writing to demonstrate how the phase will contribute to a site-wide urban greening factor target score of at least 0.4375. The measures set out shall be installed/implemented prior to occupation of the final Plot within the Phase and thereafter retained.

*Reason: To improve urban greening.*

#### **43. Cycle Parking**

Prior to super structure works within each Phase (excluding Phases A) details of cycle space provision for the proposed uses and associated visitor spaces must be submitted to and approved in writing by the Local Planning Authority.

Prior to the first occupation or use of each building the applicant must make the necessary provisions to ensure that cycle parking provision is in accordance with the London Plan (as relevant to the building) to determine an appropriate level 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 minimum recommendations and guidance contained in the London Cycling Design Standards, installed prior to first occupation / use within each building and permanently retained thereafter.

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

#### **44. Delivery and Servicing Plans**

Prior to super structure works within each Phase (excluding Phases A) a detailed Delivery and Servicing Plan (DSP) for the proposed use(s) shall be submitted to and approved in writing by the Local Planning Authority. The DSP should provide details of the expected type and expected frequency of service vehicles including waste removal and for all uses, the hours within which they would arrive and depart, the intended locations for loading and unloading of vehicles and associated waiting and turning areas and access routes and show clear vehicle sweep paths based on up to date information in relation to overall vehicle movements associated with the development. The relevant Plot(s) of development shall only be constructed in accordance with the approved details and thereafter retained.

No residential building shall be occupied until the relevant Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority.

No permitted use within the Development Plot for Education Uses or any other non-residential unit shall be commenced until the relevant Delivery and Servicing Plan for the relevant Plot has been submitted and approved.

*Reason: To ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level, type, location or timing of vehicle movements such that the safety of pedestrians and cyclists and the efficiency of bus operations shall be unduly prejudiced, nor that residential amenity will be unduly affected.*

#### **45. Refuse Strategy**

Prior to super structure works within each Phase (excluding Phases A), a Refuse Strategy comprising full details of the refuse and recycling storage must be submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented in full prior to first occupation of that Plot and retained thereafter.

*Reason: To avoid harm to the character and appearance of the street scene and local area and to ensure adequate provision of refuse and recycling facilities in the interests of amenity for future and neighbouring occupiers.*

#### **46. Electric Vehicle infrastructure**

Prior to above ground works (other than Enabling Works) within each Phase (excluding Phase A) details of and location of Electric Vehicle charging infrastructure for the provision of electric vehicles associated with the Phase shall be submitted to and agreed in writing with the Local Planning Authority.

The details and location of such provision should take into consideration the availability of

electrical supply and should therefore be designed making reference to information held by the local distribution network operator. Charging points for electric vehicles must be installed and made available for use with at least 20% of the total number of car parking spaces equipped with active electric vehicle charging points with all other spaces equipped with passive provision for electrical vehicle charging.

*Reason: To provide charging facilities for electric vehicles and to encourage the uptake of electric vehicles.*

#### **47. Detailed Design and Materials Samples**

Prior to superstructure works within each Phase (excluding Phase A), the following details (as relevant to the reserved matters approval for the Plot) shall be submitted to and approved by the Local Planning Authority:

- a) drawings/details of any rooftop plant, screening and parapet finishes, presented at 1:20 scale.
- b) specification of balconies and/or winter gardens, communal entrances, vehicular entrances and gates, duplex entrances and typical bay (showing window reveals, frames, cills and headers) at a scale of 1:20 (in plan, section and elevation)
- c) details of all rainwater pipes, flues or grills where these are visible on the external façade of the building
- d) samples of bricks/materials finishes to all external elevations (e.g., brick slips, RAL colour samples, metal work finishes etc.) to be presented for all buildings within the Plot.

*Reason: In order to ensure that the external appearance of the development is satisfactory.*

#### **48. Community and Sport Uses - School**

Prior to commencement of super structure works on the Development Plot for Education Uses, a community use statement requiring details of the school facilities is to be provided for community and sports use outside of school hours must be submitted to and approved by the Local Planning Authority.

*Reason: In the interests of the provision of community infrastructure.*

### **PRIOR TO FIRST OCCUPATION/USE**

#### **49. Acoustic Protection**

Prior to first occupation of any residential unit within the development (excluding Phase A), full details of a scheme of acoustic protection of habitable rooms against noise must be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection should aim to secure internal noise levels no greater than the following criteria, unless justification for alternative criteria is submitted and approved by the Local Planning Authority.

- (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.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the Acoustic Ventilation and Overheating Residential Design Guide January 2020 unless justification for alternative criteria is submitted and approved by the Local Planning Authority.

Where alternative criteria are proposed, the Noise and Vibration Statement submitted as part of the reserved matters application should provide full justification for the approval of the Local Planning Authority.

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.*

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

Prior to first 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.*

#### **51. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions**

Noise from entertainment including live and amplified music associated with any non-residential uses hereby permitted shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. 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 entertainment 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.*

#### **52. Noise from School Use**

The design of the school hereby permitted are to be such that:

- 1) As far as practicable the school design shall seek to ensure that noise emissions from school activities do not exceed 55 dB LAeq,16 hour at any existing or proposed dwelling;
- 2) Where this is not possible, noise emissions from school activities shall not exceed 65 dB LAeq,16 hour at any existing or proposed dwelling;

3) Noise from sources external to the school do not exceed 60 dB LAeq,30 minute within formal and informal outdoor teaching areas.

*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.*

### **53. Fixed and Mobile Equipment**

Prior to the first operation of each relevant commercial/leisure unit hereby permitted, an appropriate sound assessment must be undertaken of any fixed and mobile equipment, in line with guidance advocated within BS 4142:2014+A1:2019 and shall be submitted to and approved in writing by the Local Planning Authority. A representative background sound level should be used and the rating level, from all simultaneous operations associated with these uses and any sound sources that are similar in nature, should be no greater than the adopted background sound level at the nearest noise sensitive receptors. The relevant equipment shall only be operated in accordance with the approved details and thereafter retained.

*Reason: To minimise the noise effects of the development and in accordance with the mitigation measures identified in the Environmental Impact Assessment*

### **54. Remediation and Verification**

Prior to first occupation / use occurring within each Plot, if remediation as identified through Condition 18 is required, the following must occur:

- a. The approved remediation scheme must be carried out in accordance with its terms prior to the use commencing, 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 shall be submitted for 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.

- b. 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 condition [18], and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition [18](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 and submitted to and approved by the Local Planning Authority.

*Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans. The condition is preoccupation to ensure the approved remediation has been successfully completed and the development can be occupied safely without contamination risks being realised.*

### **55. Whole Life Carbon - Post Construction Assessment**

Prior to the first occupation of the last building within each Phase, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Lifecycle Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: [zerocarbonplanning@london.gov.uk](mailto:zerocarbonplanning@london.gov.uk) along with any supporting evidence as per the guidance. Confirmation of a satisfactory submission to the GLA shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within



each Phase.

*Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.*

## **56. Circular Economy Post Construction Assessment**

Prior to 6 months of construction completion of the last building within each Phase, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: [CircularEconomyLPG@london.gov.uk](mailto:CircularEconomyLPG@london.gov.uk), along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of a satisfactory submission to the GLA shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the last building within each Phase.

*Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.*

## **57. Decarbonisation Strategy**

- a. The earlier of six months after the planning approval, or prior to commencement of Phase B (excluding enabling works), a revised policy compliant Decarbonisation Strategy shall be submitted to and approved in writing by the local planning authority, in consultation with the GLA. Such Decarbonisation Strategy shall: detail how the decarbonised site-wide heat network will be designed to maximise the heat fraction from low carbon source technologies; ensure that no further procurement and installation of further CHP engines will take place and that low carbon heat sources are used for Phases C-E of the development, unless there are insurmountable technical constraints to prevent this; contain a feasibility study for the use of low carbon heat sources for Phase B and, if the use of low carbon heat sources is demonstrated feasible, shall contain details of the assessed solution; contain details of the proposed plans to switch to low carbon heat sources after the end of life of the currently procured CHP. The development shall then be carried out and maintained in accordance with the revised Decarbonisation Strategy thereby approved.
- b. Prior to the occupation of Phase C, the low carbon heat source shall be installed and operational to provide the heat fraction approved under clause a).
- c. Each reserved matters submission shall be accompanied by a revised Energy Strategy, detailing how the development complies with the London Plan and the Energy Assessment Guidance June 2022 (or any later version).
- d. Prior to occupation of each phase (excluding Phase A), a Post-Completion Report shall be submitted to and approved in writing by the local planning authority. Such Post Completion Report the Development shall detail how the development achieves an overall sitewide reduction in regulated CO<sub>2</sub> emissions against SAP10.2 standards (or any later version) of at least 35% beyond Building Regulations Part L 2021 (or any later version – excluding the Phases served by CHP and not yet decarbonised, as approved under clause a), which should use the Part L version and carbon factors agreed in Planning submission) through the Lean, Clean, Green Energy Hierarchy and how the use of renewable energy (in particular solar PV) has been maximised on site (regardless of whether the 35% on-site target has already been reached through earlier stages of the energy hierarchy).

## **58. Fire Strategy for Phase C**

Prior to above ground works on Phase C, a Fire Statement, in the form of an independent fire strategy produced by a third party suitably qualified assessor, shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the [phase / building/ development] will function in terms of:

1. The building's construction: methods, products and materials used, including manufacturers' details;

2. The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach;
3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans;
4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;
5. How provision will be made within the site to enable fire appliances to gain access to buildings; and
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The development shall be implemented in accordance with the approved Fire Statement and retained as such for the lifetime of the development.

*Reason: In order to achieve the highest standards of fire safety and ensure the safety of all building users.*

#### **59. Water Efficiency**

Prior to first occupation of the last building within each Phase, a completed Water Efficiency Calculator for New Dwellings must be submitted to the Local Planning Authority and approved in writing to show that internal potable water consumption for each of the dwellings will meet a target water use of 110 litres per person per day (l/p/d) based on the Government's national calculation method for water efficiency for the purposes of Part G of the Building Regulations. The Water Efficiency Calculator should be accompanied by details of the location and type of all appliances or fittings that use water, the capacity or flow rate of any equipment and any rainwater or greywater collection systems incorporated as part of the development. The development shall be carried out in accordance with the approved details and the approved details shall be complied with for the life of the development.

*Reason: In the interest of energy efficiency and sustainability.*

#### **60. Biodiversity Enhancements**

Prior to the first occupation within each Phase (excluding Phase A), a scheme for biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. This should include plans, materials, specifications and data, to demonstrate in detail how all ecological enhancement measures will be implemented within the Development and details of the long-term ecological objectives, maintenance schedules, management and monitoring. The proposed measures in each Plot should contribute to Site-Wide Biodiversity Net Gain in accordance with Condition 70. Work shall be undertaken in accordance with the approved scheme and thereafter retained.

*Reason: To enhance the biodiversity value of the land*

#### **61. Restriction on lighting of outdoor sports facilities in school grounds**

Prior to the first operation of uses on the identified Development Plot for Education Use, full details of the proposed lighting and the hours of operation of lighting for the outdoor sports facilities within the Plot must be submitted to and approved in writing by the Local Planning Authority.

Thereafter the approved lighting and its hours operation shall be installed /operated in accordance with the approved details.

*Reasons: In the interest of protecting residential amenity.*

#### **62. Secure by Design**

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design

principles) to the satisfaction of the local authority & Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

*Reason: To ensure safe and secure development and reduce crime.*

### **63. Landscaping Management Plan**

Prior to first occupation of each phase a landscaping management plan must be submitted to and approved in writing by the Local Planning Authority.

The plan for each plot(s) of the development shall set out how the planting will be managed for a minimum of two years from practical completion of the phase, to ensure full and successful establishment of plants and trees. Any trees or shrubs which die within five years of completion of the phase, shall be replaced with the same species, unless otherwise approved in writing by the Local Planning Authority.

The plans shall identify all landscaped areas that will be under communal management. The planting shall be thereafter managed in accordance with the approved management plan.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

### **64. Living Roofs**

Prior to first occupation of each plot (excluding Phase A) a detailed scheme for living roofs for that block (including maintenance and management arrangements) shall be submitted to and approved in writing by the Local Planning Authority. The roofs shall comprise at least 50% native species, not including Sedum species, seeded with an annual wildflower mix or local seed source and should be designed for biodiversity with a minimum substrate depth of 80mm. The approved scheme shall be implemented in accordance with the approved scheme.

*Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance Policy BR3 of the Borough Wide Development Policies Development Plan Document and London Plan Policy G1.*

## **MONITORING AND GENERAL COMPLIANCE CONDITIONS**

### **65. Environmental Statement**

The development hereby permitted shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the Environmental Statement (ES) and appendices (dated 12.5.22) and the ES Addendums (dated 27.10.22 and 10.11.22) unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents submitted pursuant to them.

*Reason: To ensure that the development is carried out in accordance with the Environmental Statement and the mitigation measures proposed therein.*

### **66. BREEAM Final Certificate**

Within 3 months of the first occupation of each unit for non-residential development over 500sq.m within Phases B-G, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to demonstrate that an 'Excellent' rating has been achieved. Construction Stage assessment will be produced post-occupancy, to allow time for collation of accurate evidence, and for the 2-month review and comment period by the BRE. The non-residential space within Phase A is to be occupied in accordance with the details approved 2 demonstrating a 'Very Good' rating.

*Reason: In the interest of energy efficiency and sustainability*

#### **67. Antenna**

No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the side or roof of any buildings unless and until details of their size and location have previously been submitted to and approved by the Local Planning Authority. The relevant part of the development shall be carried out in accordance with the approved details and thereafter retained.

*Reason: In the interests of visual amenity.*

#### **68. Considerate Constructors Scheme**

Prior to commencement of development of each Plot (other than enabling works and excluding Phase A) until such time as the lead contractor, or the site/Phase/Plot, is signed up to the Considerate Constructors Scheme (CCS) and its published Code of Considerate Practice, and the details of (i) the membership, (ii) contact details, (iii) working hours as stipulated under the Control of Pollution Act 1974, and (iv) Certificate of Compliance, are clearly displayed on the site so that they can be easily read by passing members of the public, and those details shall thereafter be maintained on display throughout the duration of the works forming the subject of this permission.

*Reason: To mitigate the impact of construction work upon the levels of amenity that neighbouring and future occupiers should reasonably expect to enjoy. It is necessary for this condition to prevent the commencement of development until the requirements of the condition have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

#### **69. Digital Connectivity**

Ducting shall be provided to all dwellings for full-fibre or equivalent broadband connectivity infrastructure.

*Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.*

#### **70. Biodiversity Net Gain**

The wider Beam Park site overall shall meet a minimum biodiversity net gain of at least 350% calculated using Defra metric version 3.0.

*Reasons: In the interest of improved biodiversity.*

#### **71. Impact on the Television Reception of Neighbouring Properties**

The development shall be designed to mitigate impacts on the television reception of neighbouring properties.

*Reason: To mitigate the impacts of the development on the television reception to neighbouring properties.*

#### **72. Community Space Strategy**

Six months prior to practical completion of a building containing community space (phases B to G), a Community Space Strategy is to be submitted to and approved in writing by the local authority. The space is to be occupied and managed in accordance with the details thereby approved for the duration of the lease term.

*Reason: To ensure the community space is let, occupied and managed in an appropriate manner.*

### 73. Beam Park Station

Until the new Beam Park station has been constructed and is available for use of rail passengers on site, development shall not commence on residential and commercial units falling outside of phases A, B, C and D.

*Reason: To allow the phased delivery of homes ahead of the delivery of Beam Park Station that reflects the evolving context at the site, optimises site capacity and recognises the importance of the delivery of Beam Park Station to the wider area.*

### Restriction of Permitted Development Rights

74. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extension, enlargement or other alterations shall take place to the consented dwelling houses without the prior written approval of the Local Planning Authority. This restriction also extends to the erection of fences, walls or provision of hard surfacing within the front gardens of the dwellings, for which a planning application would be required.

**Reason:** To protect local amenity, prevent over development of the site and ensure a satisfactory standard of external appearance, in accordance with Havering Local Plan Policy CP17 and London Plan Policy 7.6

## Appendix 6:

### Legal Agreement S106 Proposed Heads of Terms:

#### 1.) Affordable housing and viability review:

- a. 1,534 affordable dwellings (minimum of 50% by habitable rooms)
- b. 64% of affordable dwellings (by habitable rooms) shall be London Shared Ownership/Intermediate
- c. 36% of affordable dwellings (by habitable rooms) shall be London Affordable Rent
- d. Early-stage viability review
- e. Council to have nomination rights for London Affordable Rent dwellings

#### 2.) Buy-to-let:

- a. Buy-to-let purchasers of two or more units to provide the Council with details of managing agent and ensure agents is registered with Association of Rental Letting Agents or the National Association of Estate Agents

#### 3.) Build to Rent

- a. Build to Rent Housing Strategy
- b. Build to Rent Management Plan
- c. 15 year covenant period and clawback provision

#### 4.) Educational Use

- a. If required by the Council prior to a defined longstop date, transfer of a cleared and serviced site (with access) to the Council to enable delivery of 3 form entry primary school by the Council/DfE (or nominated provider).

- b. Community Use Agreement for school facilities

## 5.) Employment and Training

- a. Employment, Skills and Supply Chain Plan
- b. Employment and Training Contribution: (FTE construction workforce for the relevant phase x 25%) x £5,000 at a cap to be agreed.
- c. Construction phase employment: developer to use reasonable endeavours to:
  - i. ensure minimum of 20 % of construction phase workforce are new jobs;
  - ii. ensure minimum of 25% of FTE construction phase employees are local residents within LBBD;
  - iii. advertise all construction phase job vacancies through the Council's job brokerage services;
  - iv. ensure any appointments/placements of unemployed local residents into FTE construction phase jobs are for a minimum period of 26 weeks;
  - v. ensure compliance with Unite Construction Charter;
  - vi. ensure all construction phase employees are paid no less than the London Living Wage; and
  - vii. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service.
- d. Construction phase training: developer to use reasonable endeavours to:
  - viii. provide at least one training opportunity for every 10 construction workers, at least half of which must be apprenticeships leading to a full recognised qualification;
  - ix. provide 10 weeks of work experience for every 6 months of the construction phase, with each placement lasting a minimum of 2 weeks; and
  - x. provide at least one educational workshop/visit per educational term for the duration of the construction phase to support local schools and careers services.
- e. Local procurement of goods and services including reasonable endeavours to ensure at least 25% of the value of all goods and services are sourced from LBBD.
- f. Employment monitoring:
  - xi. Regular employment monitoring reports
  - xii. Employment coordinator
  - xiii. Employment and Training Monitoring Contribution of £3,000 per phase prior to submission of each reserved matters application
- g. Contributions in the event of failure to comply with targets:
  - xiv. Shortfall against target number of jobs for LBBD residents x £5,000
  - xv. Shortfall against target number of apprenticeship starts x £8,000
- h. End user phase: developer to use reasonable endeavours to:
  - xvi. ensure minimum of 10% of newly created vacancies within employment floorspace are filled by local residents within LBBD;

- xvii. advertise all end user job vacancies through the Council's job brokerage service;
- xviii. ensure all employees within end user phase are paid no less than London Living Wage;
- xix. work with the Council to achieve targets by providing a skill forecast for the development and highlighting shortages to the Council's job brokerage service; and
- xx. include relevant commitments within tenancy documents.

## **6.) TfL Contributions**

- a. Wayfinding Scheme to be prepared and implemented in accordance with TfL guidance and design standards incorporating Legible London principles and design. All cost incurred in design and implementation to be paid by the applicant.
- b. The developer to pay a contribution of £3,552,300.00 towards buses bus service mitigation 34% to be paid with Phase C, 33% to be paid by Phase E and 33% to be paid by Phase G.
- c. Cycle parking. Highways Management Contribution – £5,000
- d. Traffic management works contribution of £30,000

## **7.) Dagenham Dock Contributions**

The Developer to pay £700,000 to the Council prior to the commencement of Phase C of the development towards improvements to Dagenham Dock Station.

## **8.) Highways and Transport**

- a. Highway works: All primary and secondary roads to be constructed to the Councils adoptable standards, specification and designs for roads, controlled crossings, street lighting, design speeds and/or speed limits to and to be agreed with the local highway authority.
- b. Applicant to enter into a section 278 agreement for each Phase the delivery of the Highway Works prior to Occupation within that Phase. Applicant to deliver the Highway Works, relevant to the Phase/Plot being occupied in accordance with the section 278 agreement prior to Occupation of each Phase/Plot.
- c. Public Access: Delivery of the Primary pedestrian route/s for use by public 24 hours a day/7 day a week/ 365 days a year (subject to necessary closures for maintenance or other matters agreed with LBBD).
- d. Permanent Traffic management Orders: The Applicant shall pay to LBBD the reasonable costs to implement the scheme and to cover the required Permanent Traffic Management Orders. Road Safety Audits Draft: November 2022 London Borough of Barking and Dagenham Beam Park Phases A-G (formerly Phases 2B to 8)
- e. Road Safety Audit: Road Safety Audits to be undertaken of the proposed Off-Site and On-Site Highway Works and submit the Audits to LBBD for approval prior to implementation.
- f. Bus Stop Design Any bus stops delivered in connection with the development shall comply with TfL's accessible bus stop design guidance.
- g. Monitoring of Junction on Kent Avenue on an annual basis, the cost of which to be borne by the developer. In the event that the cumulative impact of the development upon the junction is found to require intervention, a contribution shall be paid by the developer to undertake works necessary to mitigate the impact.

## **9.) Car Parking and Travel Plans**

- a. Restrictions on parking permits for residential development excluding Phase A which should mirror obligations in previous agreement
- b. Payment of Council's reasonable costs of implementing Car Parking Management Plan and Traffic Management/Regulation Orders.
- c. Car parking spaces to be leased on a short-term basis with a prohibition on sale of freehold/long-leasehold interest
- d. Travel Plan monitoring report including travel plan monitoring fee
- e. Welcome packs for occupiers including details of Travel Plan, Car Park Management Plan, parking permit restrictions and Car Club.

**10.) East/West Connection**

No residential units (apart from those in phases A and B) can be occupied until the East – West Link/walking route to Dagenham Dock Station has been provided. Link to be shown on a plan attached to the agreement.

**11.) Air quality**

Offsetting contribution payable at practical completion of each phase where they fail to meet Air Quality Neutral standards (£29,000 per tonne of NOx shortfall) up to an agreed cap.

**12.) Energy and Sustainability**

- a. Each phase/plot to achieve a minimum on-site reduction of at least 35% beyond Part L Building Regulations 2013.
- b. Submission of as-built energy performance reports at practical completion of relevant phase/plot to demonstrate that the relevant phase/plot has met the minimum 35% target for on-site reduction, with payment of a carbon offsetting contribution to cover the shortfall between the actual on-site reductions and the 100% reductions required by London Plan Policy SI 2 calculated as £95 per tonne of CO2 shortfall multiplied by 30 years
- c. Be Seen energy monitoring clauses in line with GLA guidance.

**13.) Community Space**

- a. Multifaith space within Phase A to be provided in perpetuity.
- b. No less 296sqm of community space to be provide across phases B-G to be determined through an agreed community strategy submitted to the LPA for approval.
- c. Space to be provided on peppercorn rent as community space. Fitting out to be carried out by the operator
- d. Space to be provided in accordance with Community Space Strategy to be submitted and approved.

**14.) Indexation**

All relevant payments and contributions to be subject to appropriate indexation

**15.) Monitoring and Legal Fees**

- a. Monitoring contributions (excluding Employment and Training and Travel Plan obligations for which separate payments are secured) of £1,500 per HOT per phase of the development to monitor and implement the HoT's secured in this deed relating to Affordable housing provision, highways works, CPZ restrictions, Car Club provision, travel plan reviews, air quality & energy (CO2 reduction)



- b. Payment of the Council's reasonable and proper legal fees in drafting, negotiating and completion s106 agreement.