



LONDON BOROUGH OF BARKING & DAGENHAM PLANNING COMMITTEE

19th December 2022

Application for Approval of Reserved Matters

Case Officer:	Alex Tayler	Valid Date:	05 September 2022
Applicant:	London Borough of Barking and Dagenham	Expiry Date:	Extension of Time Agreed to 23 December 2022
Application Number:	22/01564/REM	Ward:	Chadwell Heath
Address:	Padnall Lake, Padnall Road, Romford, RM6 5ER		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for minor-material amendment for the below development.

Proposal:

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) in respect of Development Plots 5, 6 and 7 for the erection of buildings (2 to 11 storeys in height) providing 190 residential units with associated amenity space, public realm, car and cycle parking and other works, pursuant to planning permission 20/01686/FULL (variation of which is currently pending under planning application 22/01492/VAR).

Officer Recommendations:

Planning Committee is asked to resolve to:

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer) in consultation with the Head of Legal Services, to approve the reserved matter details, reference 22/01564/REM, based on the Conditions and informatives listed in Appendix 5 of this report.

Conditions Summary:

Mandatory

1. Approved Plans

Prior to Above Ground Works

2. Highways Works.

Prior to Development Above Ground Floor Slab

3. Materials and Architectural Details

Prior to First Occupation

4. Noise Mitigation
5. Bin and Cycle Stores
6. Electric Vehicle Charging
7. Ecology Mitigation
8. Energy Reduction
9. Housing Mix and Tenure
10. M4 (3) Wheelchair User Dwellings
11. M4 (2) Accessible and Adaptable Dwellings

OFFICER REPORT

Site, situation and relevant background information:

Site Designations

The Padnall Lake site covers an area of approximately 5.17ha and is located in Chadwell Heath. It sits immediately to the north of the A12 (Eastern Avenue) and is approximately 1 mile from Chadwell Heath station, on the Elizabeth Line. The site falls within an Air Quality Management Area, a Tier II Archaeological Area, and forms a designated Open Space (Padnall Lake). The immediate area around Padnall Lake is a Site of Importance for Nature Conservation. The site benefits from a draft allocation for new housing development. It is in Flood Zone 1 and has a PTAL rating of 1b-2.

Relevant Planning History

Hybrid planning permission was granted for 300 residential dwellings, associated community floorspace, open space, public realm, car and cycle parking in March 2021 (20/01686/FULL). This is subject to an application for minor-material amendment under application (22/01492/VAR), which is to be heard at the same planning committee prior to discussions on this application.

Proposal

This application is for the Phase 2 'Reserved Matters', pursuant to the amended hybrid planning consent (22/01492/VAR). All matters (scale, access, appearance, landscaping and layout) are reserved. This scheme comprises 190 residential units of which 100% will be affordable. The units are to be distributed across three flatted point blocks of which Block 3 is proposed to be 8 storeys; Block 4 at 6 storeys and Block 5 at 11 storeys. The flatted blocks bookend a linear row of two storey houses. The proposals follow the linear arrangement which is established by Phase 1 and the outline parameter plans.

Site Description

The site was formerly an area of protected open space between existing residential flats and the A12, which consisted largely of open grass amenity space. The surrounding area is largely residential in character, consisting of largely three storey blocks of flats, with the exception of a 17-storey block to the east of the site. Since the grant of planning permission, some works have commenced on site. The Padnall Lake area of the site was re-opened to the public in November, following completion of the enhancements agreed under the extant planning permission. However, the majority of the site is currently a construction compound, surrounded by hoarding. The Phase 1 element is under construction, whilst site clearance has begun in preparation for construction on Phase 2.

Key issues:

3. Principle of the proposed development
4. Dwelling mix and Quality of accommodation
5. Reserved Matters: Appearance, Scale and Layout (Design and Quality of Materials)
6. Impacts to neighbouring amenity
7. Reserved Matters: Landscaping (Public Realm, Landscape and Biodiversity)
8. Reserved Matter: Access (Access, Highways and Transport)
9. Energy and Sustainability
10. Environmental Protection
11. Flooding and Sustainable Drainage
12. Archaeology

Planning Assessment:

1. Principle of the development:

- 1.1 The National Planning Policy Framework 2021 (NPPF) states that to meet the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 1.2 The principle of the development was established under planning permission 20/01686/FULL, which was granted by Planning Committee in March 2021. This reflected the adopted and emerging policy context of the time. This application is for approval of Reserved Matters, pursuant to 22/01492/VAR, which was an application for minor-material amendment to the original consent. If this application is heard at December's planning committee, then this means that 22/01492/VAR will have obtained a resolution to grant by planning committee, subject to legal agreement and conditions.
- 1.3 The principle of development is further supported by a site allocation under the draft Local Plan under policy SPP4 'Chadwell Heath and Marks Gate'. This sets out the following:
"The Padnall Lake site will be a significant focus on placemaking activity to create a more liveable residential area that development in this location must contribute to:
 - a) *enabling delivery of more homes set in an improved public realm;*
 - b) *reconfigured and better located open space that improves quality, access and function;*
 - c) *provide small-scale community use;*
 - d) *enhancing areas for wildlife and biodiversity around Padnall Lake as part of any future development masterplans."*
- 1.4 The principle of development was established under the outline consent 20/01686/FULL, as amended under 22/01492/VAR. The 'Reserved Matters' should accord with the parameter plans approved under the outline, which established the maximum extent of development.
- 1.5 This application is for 190 residential units and associated parking and landscaping, in accordance with the outline planning permission. This reserved matters application proposes a scheme which would fit within the revised parameters plans. As such, the principle of development is considered acceptable.

2. Dwelling mix and Quality of accommodation:

Unit Mix and Tenure

- 2.1 The NPPF emphasises the importance of delivering sustainable development and states that planning policies and decisions should support development that makes efficient use of land.
- 2.2 Policy GG2 (c) of the London Plan seeks to ensure that development proposals make the most efficient use of land and states 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.
- 2.3 London Plan Policy H4 sets out a strategic target that 50% of all new homes should be genuinely affordable, with developments on public sector land delivering at least 50% affordable housing.
- 2.4 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, and similar to London Plan policy, Policy SP4 of the emerging local plan advocates a design-led approach to optimise density and site potential.

- 2.5 Policy DMH1 of the draft Local Plan sets out that all developments with capacity to provide 10 or more self-contained units will be required to provide affordable housing, applying the thresholds to viability as set out in the London Plan. Development should maximise the delivery of affordable housing. The borough's preferred tenure mix sets out that 50% of affordable housing should be an Intermediate product, such as London Living Rent or London Shared Ownership, whilst 50% should be for social rent of London Affordable Rent.

Affordable Housing

- 2.6 The extant planning permission granted approval for up to 300 homes, all of which would constitute affordable housing.
- 2.7 The proposed phase 2 development seeks to provide 190 units, 100% of which are affordable. The level of affordable housing provision for Phase 2 is therefore in compliance with the original consent and continues to significantly deliver in excess of London Plan Policy H5 and LBB Draft Policy DMH1 which seek a target of 50% affordable housing on publicly owned land.
- 2.8 The original consent (reference 20/01868/FULL) granted the site wide tenure split to be approximately 70% Affordable Rent units and 30% London Affordable Rent units (on a habitable room basis). The development proposals align with this, as amended by 22/01492/VAR.
- 2.9 The proposed breakdown of units by tenure and size for Phase 2 is as follows:

Phase 2 Unit Size	London Affordable Rent	Affordable Rent	Total
1-bedroom	25	35	60
2-bedroom	17	21	38
3-bedroom	23	59	82
Total	65	125	190
Habitable rooms	193 (32%)	399 (67%)	592

- 2.10 The s.73 application, which will have preceded this application at December's planning committee (22/01492/VAR) sought to make amendments to the approved Phase 1 tenure split. Phase 1 will provide a split of 75% Affordable Rent Units and 25% London Affordable Rent units.
- 2.11 On a site wide basis, the development would provide the following:

Unit Size	London Affordable Rent	Affordable Rent	Total
1-bedroom	25	41	66
2-bedroom	17	59	76
3-bedroom	36	82	118
Total	78	182	260
Habitable rooms	258 (30%)	600 (70%)	858

2.12 Overall, the proposed site wide scheme will provide 30% London Affordable Rent units and 70% affordable rent units which is compliant with the tenure split of the consented scheme under the 2021 extant planning permission. The s.73 minor-material amendment condition did not amend this.

2.13 Should planning permission be granted, the applicant has set out that the housing will transfer all units to Barking and Dagenham Reside, who would be responsible for managing the homes. The figures below are not the subject of approval under this planning application. However, the below table provides indicative weekly rental costs for each tenure and unit type, as supplied by the applicant:

Unit Size	LAR (% of market rent)	Affordable Rent (80% market rent)	Market rent (for comparison only)	Income threshold for Affordable Rent
1 - bedroom	£159.32 (71%)	£186	£233	£34,542
2 - bedroom	£168 (61%)	£235	£294	£43,643
3 - bedroom	£178.05 (50%)	£288	£360	£53,485

2.14 The rent levels are subject to index linking and were secured under the s.106 agreement pursuant to the extant hybrid planning permission. This application does not seek to amend these. Whilst all products will provide additional housing, it is considered that the London Living Rent units will provide a genuinely affordable product, whilst the affordable rent product is an intermediate affordable product.

2.15 The overall mix of affordable housing across both phases and the type of affordable product is secured under the extant planning permission and associated legal agreement. The proposed affordable housing submitted as part of this application is compliant with these provisions.

2.16 The location and distribution of London Affordable Rent Units within Phase 2 (outline component) is shown in the table below:

Location	Unit Size	Unit Number
Block 3	1-bedroom	17
Block 3	1-bedroom	17
Block 3	3-bedroom	17
Block 4	1-bedroom	8
Houses	3-bedroom house	6
Total		65

Unit Mix

2.17 The approved Development Specification set out the following residential mix ranges for Phase 2:

Unit Type	Minimum Provision	Maximum Provision
1 - bedroom	35%	40%
2 – bedroom	20%	30%
3 – bedroom	30%	45%

2.18 The proposed unit mix for Phase 2 is as follows:

- 1-bed units: 60 units (32%)
- 2-bed units: 48 units (48%)
- 3-bed units (including 44 3-bed houses): 82 units (43%)

- 2.19 For 2 and 3 bedroom units, the mix does not deviate from the housing mix ranges stipulated. For 1 bedroom units, the proposed percentage is marginally below the minimum provision by 2%. Despite this minor deviation, it does broadly accord with the approved mix and this slight reduction is not considered to reflect a fundamental change in this instance. The proposed development will continue to provide a range of housing sizes in line with London Plan Policy H10 and draft Local Plan Policy DMH2. The housing mix is therefore considered acceptable.
- 2.20 In place of the one-bedroom units, the proposed development provides a high proportion of family sized accommodation (43%) which helps to address the shortfall in affordable family housing in the borough, in line with the objectively assessed need which shows a particular need for affordable 2 and 3 bed homes in affordable tenures.

Accessible Housing

- 2.21 Policy D7 (Accessible housing) of the London Plan requires suitable housing to provide at least 10% of dwelling that meet the Building Regulation Part M4(3) "Wheelchair user dwellings requirements", and all other dwellings to meet Building Regulation M4(2) "Accessible and adaptable dwellings". This is supported by Policy BC2 (Accessible and Adaptable housing) of the Borough Wide Development Policy DPD.
- 2.22 All units would continue to meet the Nationally Described Minimum Space Standards. The proposed development would deliver 20 dwellings (10.5%) as M4(3) 'wheelchair user dwellings, with all remaining dwellings meeting the standards of M4(2) 'accessible and adaptable' dwellings.

Summary

- 2.23 Phase 2 would deliver a 100% affordable scheme, with a split providing 32% of homes at London Affordable Rent and 67% of homes at Affordable Rent. The unit mix accords broadly with the parameters set by the outline consent and provides the majority of units as 2 and 3 bed dwellings. On this basis, the housing mix and affordable housing provision are considered acceptable and aligns with meeting identified housing need in the Borough and the proposals are strongly supported by officers.

3. Reserved Matters: Appearance, Scale and Layout (Design and Quality of Materials)

- 3.1 Paragraph 124 of the NPPF stresses the importance of good design and states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 3.2 Chapter 3 (Design) of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability, and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.
- 3.3 Policy CP3 (High quality built environment) of the Core Strategy states that all development proposal will be expected to achieve high quality standards in relation to the design and layout if new building and spaces. Policy BP11 (Urban design) sets design principles that new development should follow.
- 3.4 The proposals have undergone significant design work to ensure the delivery of a high-quality scheme, with feedback provided by the GLA and the independent Quality Review panel, alongside Be First officers and consultation feedback from local residents. It is considered that the proposed phase 2 design represents a high quality of development and architecture.

- 3.5 The buildings have been designed to meet the aspirations of the approved HTA Design Guide, utilising robust materials which respond to the character of the local area and are resilient to the site constraints. The proposed development has been laid out in accordance with the parameter plans and outline documents approved under the outline consent with some alterations considered under S73 application LBBB reference 22/01492/VAR.
- 3.6 The proposed Phase 2 building arrangement presents a long linear format comprised of three-point block buildings which bookend linear rows of two-storey terraced houses. This form is reflected in the provision of a linear park, which forms a continuation of the park through phase 1. This ensures that the linear park benefits from enclosure by the proposed dwellings and existing dwellings along Padnall Road, creating a sheltered open space providing amenity, play space and good pedestrian connections, which will enable residents to interact in a low traffic environment.
- 3.7 The three taller point blocks (Block 3 at 8 storeys, Block 4 at 6 storeys and Block 5 at 11 storeys) include two brick tones, with darker brick at lower storeys and lighter buff brick at taller storeys, which creates architectural interest and reduces the appearance of height and massing. The proposed designs are considered an efficient layout, which maximises density without compromising the quality of accommodation, with regards to matters such as the provision of dual aspect units. The proposed flat blocks are considered an improvement on the illustrative outline design considered as part of the extant hybrid planning permission.
- 3.8 The terraced houses are proposed to be in a 'courtyard' house style, with key rooms overlooking the internal garden situated in the middle of the property. This is an interesting design feature, which improves passive sustainability and creates a high-quality living environment which is protected from the constraints of the A12. This south-facing private amenity space within the centre of the house will provide light and a clear focal point for the habitable rooms surrounding it. The houses will also be built of a light buff brick which provides synergy to the taller flatted blocks as well as the Phase 1 houses. The houses also include a variety of architectural details to add interest, such as alternating brick bonding and window reveals with added depth.
- 3.9 The proposed development provides 100% dual aspect units, and all dwellings will exceed minimum space standards, as required by the London Plan. This represents a high quality, exemplar standard.
- 3.10 The application is supported by an Internal Daylight Assessment which considered the proposals against both the latest and previous versions of BRE guidance. Overall, it is predicted that BRE guidelines will be achieved in the vast majority of bedrooms and living areas considering average daylight factors (ADF). The proposed townhouses present full compliance in all assessed daylight metrics.
- 3.11 The proposed flats within Blocks 3, 4 and 5 achieve a very good ADF, whereas the daylight distribution (DD) of the assessed spaces may fall slightly below guideline levels. However, the living rooms and bedrooms that do fall short of BRE guidance are largely seen to be limited by the presence of the adjacent balconies, which are integral to the building design and provide shading to control overheating. As such a minor reduction in daylight is considered to be acceptable.
- 3.12 It is considered that the proposed development has good daylight design, and that while the majority of spaces will comfortably meet BRE criteria, the rooms that fall below BRE guidelines will still achieve daylight levels that are typical (and expected) of this type of the development.
- 3.13 Overall, the proposed development is considered to be of a high-quality in terms of appearance and design. This would be supported by the use of high-quality materials, which are recommended to be secured by condition, along with various architectural details. The scale accords with the parameter plans covering height and the maximum extent of development. The scale of the proposals is also suitable to create an environment of human scale, which simultaneously achieves a desirable density level. The layout is well considered and links

positively with the phase 1 scheme and the existing street pattern. The proposed development is therefore considered acceptable in relation to matters of appearance, scale and design.

Crime and Safety

- 3.14 Policy D11 (Safety, security, and resilience to emergency) of the London Plan states that development proposals should maximise building resilience and minimise potential physical risks, including measures to design out crime. This approach is supported by Policy CP3 (High quality built environment) of the Core Strategy and Policy BC7 (Crime prevention) of Borough Wide Development Policies DPD.
- 3.15 The Metropolitan Police Design Out Crime Officer (DOCO) has been consulted on the application. He commented that extensive consultation had taken place and that he had no objections to the scheme. During the course of the application, additional consultation was undertaken in relation to the flat roof design, to obtain reassurance that this would not result in a heightened risk of crime. The DOCO set out bin or bike stores should not directly adjoin the properties, to prevent them being used as climbing tools. He noted that the rear of the houses were well protected with robust boundary treatments, including 2.1m fences and defensive planting. He set out a range of mitigations to be considered at detailed design phase, which the applicant has been made aware of. He remained supportive of the proposals and did not object on grounds of possible crime risk generated by the use of flat roofs.
- 3.16 Further, the outline planning consent includes a condition which will require secure be design certification prior to occupation for this phase of development. Silver or gold certification must be achieved. This will ensure that any detailed matters in relation to safety are picked up.
- 3.17 Further site-wide conditions were secured under the outline consent, which require further details of lighting and CCTV, thereby ensuring that these are also well considered in the designing out of crime.
- 3.18 On this basis, it is considered that the proposals have been well thought out with regards to crime and safety. The applicant would continue to work with the Police post-determination to ensure detailed measures are put in place to protect against undue safety issues. The proposed development is therefore considered acceptable in this regard.

Fire Safety

- 3.19 Policy D12 (Fire Safety) of the London Plan requires all development proposals to achieve the highest standards of fire safety and to requires all major proposals to be supported by a Fire Statement. The Mayor of London has also published pre-consultation draft London Plan Guidance on Fire Safety Policy D12 (A).
- 3.20 Part B (5) in Policy D5 (Inclusive design) of the London Plan states that new development should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessment) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 3.21 The application is supported by a fire statement prepared by BB7. Blocks 3 and 5 are greater than 18 metres in height and so will be provided with a single staircase and two lifts, one lift dedicated for fire-fighting purposes and the other dedicated as an evacuation lift. The buildings are also to be provided with a sprinkler system.
- 3.22 The London Fire Brigade were consulted on the application. They requested that two fire hydrants be provided. These have been secured through a plan update. These plans are secured by condition as part of the approved plans.

- 3.23 The Health and Safety Executive were also consulted on the application. They set out that they are satisfied with regards to the information provided and raised no objection.
- 3.24 Given this, the conclusions of the Fire Statement, and the securement of fire hydrants, it is considered that the proposed development is acceptable with regards to fire safety.

Summary

- 3.25 Given the above assessment, it is considered that the proposed development is acceptable with regards to matters of design, including appearance, scale and layout.

4. Impacts to neighbouring amenity:

Policy

- 4.1 Paragraph 125 of the NPPF states that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 4.2 London Plan Housing SPG states that “An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties.”
- 4.3 Policy BP8 of the Borough Wide Development Policies DPD sets out that all developments are expected to have regard to the local character of the area. They should not lead to significant overlooking or overshadowing.
- 4.4 Policy DMD1 of the draft Local Plan sets out that all development proposals must consider the impact on the amenity of neighbouring properties. Major development should clearly demonstrate consideration of the individual and cumulative impact on amenity and neighbouring buildings.

Daylight, Sunlight and Overshadowing

- 4.5 A Daylight, Sunlight and Overshadowing Assessment has been prepared by MACH to assess the impact of the amendments on the levels of daylight and sunlight experienced by neighbouring properties and internally within the proposed dwellings. This assessment tests the impacts on neighbouring windows against BRE guidance for daylight using Vertical Sky Component (‘VSC’) and sunlight using Annual Probable Sunlight Hours (‘APSH’).
- 4.6 As acknowledged in BRE guidance regard should be paid to site specific circumstances. As the current site is generally low-rise, the majority of surrounding properties have experienced uncharacteristically high daylight and sunlight levels. Hence, any development within the area would be expected to result in some impact to the daylight levels to existing neighbouring properties. However, as is shown within the assessment, only a small percentage of surrounding properties will incur a small reduction in levels of daylight and sunlight. The assessment concludes that the impact is not severe.
- 4.7 When compared to the approved hybrid application, the impact of the Phase 2 scheme results in a lesser impact across all assessment metrics.
- 4.8 Of the total number of assessed windows (500), only 8% (38) fall below the BRE guidance in VSC levels and only 1% (6) below the recommended APSH levels, compared with 20% (98) and 5% (23) under the outline proposal. The table below shows the results of the daylight/sunlight assessment for phase 2 in relation to the windows assessed:

Assessed Property Name	Number of Assessed Windows	Number of BRE Window Fails					
		VSC		ASHP		WPSH	
		Proposed Scheme	Previous Scheme	Proposed Scheme	Previous Scheme	Proposed Scheme	Previous Scheme
142-164 Padnall	72	0	1	0	2	5	16
166-212 Padnall	96	15	20	3	6	16	19
214-236 Padnall	48	2	12	0	2	0	0
238-260 Padnall	62	2	19	2	9	3	10
262-284 Padnall	62	4	17	1	2	7	19
286-308 Padnall	48	6	20	0	2	0	6
6-28 Hatch Grove	76	2	5	0	0	1	1
5-27 Hatch Grove	36	7	4	0	0	0	0
Total	500	38 (8%)	98 (20%)	6 (1%)	23 (5%)	32 (6%)	71 (14%)

- 4.9 Additionally, most of these windows were already majorly impacted by the approved outline design, and by comparison, the impact is reduced with the proposed design. Many of these windows are predominantly impacted by the current design of the property with the existing balconies located above limiting any daylight and sunlight to these windows.
- 4.10 The assessment also assesses the impacts of the proposed amendments to the adjacent open space. Overall, it is shown that the proposed development will only result in minor overshadowing to the adjacent amenity spaces for only part of the year, with a reduced impact from the previous outline scheme.
- 4.11 Overall, the proposed design has been set to minimise impact on adjacent properties and amenity spaces, and overall improves upon the impact of the previous outline scheme. Therefore, on balance, and taking account the flexibility of the BRE guidance, the daylight and sunlight impacts are acceptable, and regard should be had to the material considerations and significant public benefits delivered by the revised proposal. It is considered that, on balance, the scheme is in accordance with London Plan Policy D6 and Draft Local Plan Policy DMD 1. It is therefore considered acceptable with regards to impacts on neighbouring properties in terms of daylight and sunlight.

Other Impacts

- 4.12 Other matters relating to neighbouring amenity, such as overlooking and loss of privacy were assessed as part of the hybrid consent and its subsequent amendment. In approving the parameter plans, which set the maximum permitted development footprint, separation distances between existing and proposed properties were considered. It was established that a minimum of approximately 21 metre separation distance would remain between the phase 2 development and existing residential dwellings. No new impacts are considered to arise from the proposals brought forward as part of this application.

- 4.13 In terms of amenity issues within the new development, it is also considered that the scheme has been well designed to avoid issues of overlooking between dwellings.
- 4.14 Matters such as noise and air quality are assessed under the section of this appraisal on Environmental Protection.
- 4.15 It is not considered that any other new impacts would arise with regards to neighbouring amenity. It is further considered that the scheme has been well designed so as to avoid issues of overbearing and overlooking. The proposed development is therefore considered acceptable in this regard.

5. Reserved Matter: Landscaping (Public Realm, Landscape and Biodiversity)

Landscaping

- 4.16 Policy D8 (Public realm) of the London Plan requires development proposal to amongst other things, ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Policy G1 (Green infrastructure) expects development proposals to incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Policy G5 (Urban greening) states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature based sustainable drainage. The policy encourage borough to develop an Urban Greening Factor (UGF) to identify appropriate amount of urban greening required in new developments. Policy G6 (Biodiversity and access to nature) states that development proposal should manage impact on biodiversity.
- 4.17 At local level, Policy CR2 (Preserving and enhancing the natural environment) of the Core Strategy stated that the Council will seek to preserve and enhance the boroughs natural environment. Policy BR3 (Greening the Urban Environment) of the Borough Wide Development Policies DPD states that all development proposal needs to demonstrate that the sequential approach set out below to preserving and enhancing the natural environment.
- 4.18 Draft Local Plan Policy DMNE1 states that all major development should contribute to the delivery of sufficient new publicly accessible open space on-site, which should be of high-quality and accessible to all. It should provide multiple benefits, including recreation, food growing, SuDS, improvements to biodiversity and links to green infrastructure, as well as any blue infrastructure, on and adjacent to the development site. Draft Policy DMNE2 sets out that development proposals will be supported where they maximise opportunities for urban greening, including landscaping and street trees. Draft Policy DMNE3 sets out that all development proposals are required to demonstrate a minimum of 10% biodiversity net gain using the DEFRA metric. Major development proposals are required to contribute to the strategic network of green and blue spaces. They must also submit ecology assessments to demonstrate biodiversity enhancements. Sites should use native plants of local provenance across at least 75% of the area of the soft landscaping scheme. Draft Policy DMNE 5 sets out that all major development is expected to incorporate new trees, shrubs and vegetation over and above any existing provision.
- 4.19 A landscaping strategy has been prepared by Plan-it to accompany the application. It is also understood that the landscaping has been developed in close consultation with the Marks Gate Community Forum through co-design sessions.
- 4.20 The main principles of the masterplan are continued from the extant outline planning approval. This includes the provision of a main circulation road directly north of the building plots. North of this road, the proposals continue the open Linear Park which provides a high quality landscaped open space through both phases comprising open flexible green space, play areas, biodiverse

swales and active travel routes. These areas create different character zones.

- 4.21 Phase 2 is bound by two key gateway areas, to the east and west of the Phase boundary. These areas provide connection through the underpasses to the south of the A12 and therefore are key areas for north-south pedestrian movement and integration within the wider Marks Gate area.
- 4.22 Within the Central Gateway (the interphase between Phase 1 and Phase 2) a winding accessible gradient pathway is proposed which will provide an accessible route from the central underpass to the Linear Park and beyond and create interest in the area as a place to dwell. In addition, the proposals include a more direct route to the bus stop situated to the south of the site, which follows anticipated pedestrian desire lines. This creates a prominent Central Gateway which enhances the north-south connection through the site in accordance with the approved masterplan principles, as well as activating this important space.
- 4.23 The proposed layout provides a high level of natural surveillance across the landscaped areas and it is anticipated that this will reduce opportunities for crime. The scheme includes a variety of 'play on the way' opportunities, which will help to activate and enliven the space, so that it can become well used by residents and would not just be a place to pass through. Further, all of the proposed houses will have front gardens, which will allow for opportunities to add planting and other personal touches. This will help soften the development, give it more character and encourage dwell time to the front of the dwellings, thereby further contributing to the enlivenment of the public realm.
- 4.24 The landscape strategy has also provided significant enhancements to the Eastern Gateway, following the re-location of the energy centre (subject of the s73 Minor Material Amendment application), and the area is proposed to provide landscaping, articulated with mounding and planting to create a landscaped gateway feature. Pedestrian access has been prioritised through the design and provides a direct route to the eastern underpass. An obligation was secured under the extant planning permission for £50,000 of improvements to the existing pedestrian subways. These provisions remain and it is understood that the applicant is currently in discussions with TfL and LB Redbridge to bring forward the works themselves, in consultation with local residents.
- 4.25 The design of the Phase 2 Reserved Matters proposals would result in an Urban Greening Factor of 0.42, which is in excess of the recommended target score of 0.4 for residential developments as required by London Plan Policy G5.

Amenity Space

- 4.26 All units will benefit from access to private external amenity through a balcony or terrace for flatted units. All the spaces meet London Plan Policy D6 requirements for 5sqm of private external amenity space, plus an extra 1sqm to be provided for each additional occupant.
- 4.27 The courtyard houses will accommodate a courtyard providing 9 sqm of south-facing outdoor amenity space. This exceeds the London Plan requirements which seeks a minimum of 8 sqm for a five-person property. The introduction of the courtyards are considered to represent a positive addition, providing high quality private outdoor space that is open and welcoming yet shielded from the A12. All balconies exposed to the A12 would be appropriately sheltered with the design carefully accommodating recesses and screens to limit noise exposure. Those balconies on the southern elevation, facing directly onto the A12 would benefit from glazing, to reduce noise impact without reducing daylight. All balconies are dual aspect in some way, which means they will benefit from both light and shading at different times of day, as well as ensuring a varied outlook.
- 4.28 In addition, all units will have access to a total of 33,8847 sqm of landscaped open space across Phase 1 and Phase 2. For Phase 2 this comprises 6,720 sqm of open space. This exceeds the minimum quantum of 6,238 sqm of public open space which is stated as a requirement within the Development Specification.

Play Space

- 4.29 The Mayor's Play and Informal Recreation SPG requires a minimum provision of 10 sqm of children's play space per child generated by the development. The table below sets out the proposed provision for phase against the required provision:

Age	Required (sqm)	Provided (sqm)
0-4	781	830
5-11	628	866
12+	327	433
Total	1,736	2,129

- 4.30 As demonstrated by the table, the development exceeds the total amount of playspace required for all ages. A financial contribution was agreed with the LPA as part of the extant permission to fund an additional 670 sqm of playspace (total site contribution) for children ages 12+ within nearby Marks Gate and St Chad's Park to make up for a shortfall in 12+ playspace as part of the Phase 1 proposals. This contribution is noted within the agreed Section 106 agreement which covers the whole site. It is therefore considered that the play space requirements have been met in line with London Plan Policy D4.

Landscaping Summary

- 4.31 Overall, the landscaping strategy is in line with the approved Design Guide and provides vast benefit to accessibility, connection and place-making within the scheme. The proposals therefore comply with London Plan Policy Plan Policy D6 and Draft Local Plan Policy DMD 1, as well as the outline landscaping strategy and relevant documents approved under the outline consent. It is therefore considered that the proposed development is acceptable with regards to matters of landscaping. Details of a landscape management strategy for this phase of development have been secured by condition, to ensure that the landscaping on the proposed development would be well maintained at all times.

Arboriculture

- 4.32 Policy G7 of London Plan seeks to ensure that wherever possible existing trees of value are retained.
- 4.33 The s.73 minor-material amendment application was supported by a revised Arboricultural Impact Assessment and update Tree Survey, prepared by Thompson, to consider the impacts of the proposed amendments on existing trees within the site.
- 4.34 This report captures the fact that one additional tree would require removal to allow for the Phase 2 proposals. This tree is a category C tree and not considered to be of notable value. As was previously approved, tree losses across the site would be offset through extensive planting (225 new trees) and new landscaping. Suitable replacement specifications have been carefully chosen to be high quality native species which will enhance the landscaping strategy and biodiversity of the site.
- 4.35 Overall, the amendments do not result in an additional reduction in tree numbers and proposed tree cover on site will remain to be compliance with London Plan Policy G7 and draft Local Plan Policy DMNE 5.

Ecology and Biodiversity

- 4.36 London Plan Policy G6 requires that Sites of Importance for Nature Conservation (SINC) be protected. It further sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.
- 4.37 Policy BR3 of the Borough Wide Development Policies DPD sets out that development should help to green the urban environment. Nature conservation enhancements are recommended and wildlife corridors should be promoted and encouraged through all new development.
- 4.38 Draft Policy DMNE3 sets out that all development proposals are required to demonstrate a minimum of 10% biodiversity net gain using the DEFRA metric.
- 4.39 An Ecological Assessment Report, prepared by Stantec, accompanies this application. The Report considers that the habitats on site had limited ecological value in their own right and are considered to be of less than Local ecological importance.
- 4.40 Enhancements to the proposed Padnall Lake SINC (which sits outside of the Phase 2 site, to the west) have already been secured and works have started on site and the Phase 2 development would have no impact on this area.
- 4.41 All protected and notable species have been considered at the site and it is considered the likelihood of any species is limited to low numbers of common and widespread nesting bird species.
- 4.42 The Assessment considers that potential impacts to these ecological features could arise through habitat loss and pollution events during construction works. Embedded mitigation including precautionary measures during site clearance will prevent any significant effects on these ecological features.
- 4.43 The ecological assessment has not identified any operational impacts of the proposed development on any ecological feature.
- 4.44 The proposals include avoidance, mitigation and biodiversity enhancement measures that will result in improvement to existing habitats. These include:
- Retention of existing 300m hedgerow along southern boundary;
 - Proposed planting of trees and flower rich perennial planting;
 - Installation of bird, bat boxes and log piles for invertebrate species across both Phases 1 and 2; including the provision of x10 swift bricks on the terrace houses within Phase 2; and,
 - Ecologically designed landscape management plan to ensure all retained and newly created habitats are managed best for wildlife.
- 4.45 The proposed development will also result in the creation of new habitats including:
- Creation of new species-rich grasslands and amenity grasslands;
 - Creation of intensive green roofs – sedum roofs and wildflower plug planting;
 - Creation of additional ornamental shrub and herbaceous planting;
 - Creation of new sections of hedgerow;
 - Increase in tree numbers for the site, (loss of 14, replanting of 240 results in a net increase of 226 trees for the Site); and
 - Creation of a bioswale.
- 4.46 The proposals ensure that the biodiversity net gain of the proposals is significantly over the 10% required by policy, at 17.91%, with hedgerow units predicted to increase by 128.31%.

- 4.47 A condition has been secured in relation to the provision of ecological enhancements, thereby ensuring that these are implemented, and that biodiversity is protected.
- 4.48 Overall, it is concluded that in the long term the development would not create adverse impact upon existing ecology and would provide numerous benefits to biodiversity, including a 17.91% net-gain. The proposals are considered to accord with the relevant requirements of planning policy, and it is therefore considered that the proposed development is acceptable with regards to matters of ecology and biodiversity.

5. Reserved Matter: Access (Access, Highways and Transport)

- 5.1 Paragraph 110 of the NPPF sets out that development proposals should ensure that appropriate opportunities to promote sustainable transport modes can be taken up; that there is safe and suitable access to the site for all users; that the design of streets, parking areas and other transport elements reflect current national guidance; and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.2 Policy BR11 (Walking and cycling) of the Borough Wide Policies DPD seeks to ensure that conditions for cyclists and pedestrians are protected and where appropriate improved. Policy BR10 (Sustainable Transport) of the Borough Wide Policies DPD seeks to encourage sustainable transport.
- 5.3 A Transport Statement has been prepared by Stantec to accompany the application. This confirms that the Phase 2 development will not create any additional impact on the local transport network because the development complies with the maximum quantum of units and no additional vehicle movements above those considered under the extant planning permission are likely.
- 5.4 The approved parameter plans demonstrate that Phase 2 will be served by a two-way access from Padnall Road and Hatch Grove. The main vehicle access point will be from Padnall Road. Hatch Grove would provide access for emergency vehicles only, as Hatch Grove is not a wide enough road to safely accommodate higher traffic flows. This solution is therefore to the benefit of all vehicles and in terms of pedestrian and cycle safety. Be First Highways officers were consulted on the proposals and made it very clear that this access point should be used by emergency vehicles only, in the interests of safety. The applicant has proposed that this will be controlled by a lockable bollard. Be First have set out that this access should be additionally controlled through CCTV enforcement with the appropriate Traffic Management Order (TMO). It is proposed to amend the s.106 by Deed of Variation, as part of the s.73 application which was brought forward to planning committee in advance of this agenda item. This amendment would secure the addition of a TMO around the Hatch Grove access point to facilitate these works.
- 5.5 Much of the parking provision within the phase 2 development is proposed within parking courts. TfL expressed some concern that these would be overly dominant in the public realm, and questioned whether this feature was appropriate. However, these designs were shown within the illustrative layout plans and within the relevant strategies approved under the extant hybrid planning permission. They have been refined through the planning application process and the applicant has ensured that they are provided with greening through their landscaping strategy. This will ensure that they do not dominate the public realm. Given the relatively low PTAL of the site, it is accepted that provision must be made for some car parking and there is little way of accommodating this elsewhere on the site, without compromising the wider landscaping scheme and the high-quality of the proposed Linear Park.

- 5.6 With regards to the proposed vehicle access point into Phase 2 from Padnall Road, the Be First Highways Officer has noted that the proposed junction will have a 4m radius, which could present challenge for turning refuse vehicles. The applicant has set out that the reduced radius is proposed in order to ensure a pedestrian friendly environment. However, the Be First Highways Officer as raised concern with regards to refuse vehicles overrunning the pavement in such instances. He recommended alteration to the junction and the incorporation of a traffic calming measure, such as a raised table to comply with the 20mph zone. It is considered that this matter can be adequately resolved in the form of a condition. This would require the design of this junction to be resolved prior to the commencement of above ground works on phase 2. Such a condition has duly been recommended to planning committee in their determination of this application.
- 5.7 The Be First Highways Officer additional requested a travel plan be secured as part of this development. A travel plan obligation has already been secured via the s.106 agreement pursuant to the hybrid planning permission. This includes provision for phase 2. It is therefore considered that this requirement has been met.

Car Parking

- 5.8 Policy T6 of the London Plan sets out that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point of all development proposals that are well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Disabled persons parking should be provided for Blue Badge Holders.
- 5.9 Policy BR9 (Parking) of the Borough Wide Policies DPD states that car parking standards set out in the London Plan will be used as a maximum parking standard for new development. Policy DMT 2 (Car parking) also adopts the maximum London Plan car parking standards and other aspirations.
- 5.10 The extant application stated that proposed parking would be based on a maximum of 88 spaces for Phase 2 and a parking ratio of up to 0.41 spaces per unit and the requirements for 'car-lite' development as set by Policy T6 (Car Parking) and Policy T6.1 (Residential Parking) in the London Plan 2021. A maximum of 124 spaces were consented for the whole site.
- 5.11 It is proposed that Phase 2 will provide 68 spaces. This is slightly below the maximum total of 88 spaces that was consented under the extant planning permission and would provide a site-wide ratio of 0.36 spaces per unit. This accords with the consented site-wide maximum parking ratio of 0.41. London Plan policy T6 sets out that development must be designed to provide the minimum necessary parking. TfL were consulted on the application and advised that they felt there was over provision of car parking on this phase, being very close to the maximum level permissible. However, the proposals accord with the parameters set by the outline and given the relatively low PTAL on the site, the proposed parking provision is considered acceptable with regards to the number of spaces. It is not considered appropriate to reduce parking numbers further, in this instance, given that this matter was addressed under the extant hybrid planning consent.
- 5.12 The wider Marks Gate area is currently undergoing consultation as to whether the area should become part of a controlled parking zone (CPZ). To ensure that there is no parking overspill into the neighbouring area, all residents of the proposed development, including phase 1, would be prohibited from securing parking permits in this area. This is secured under the s.106 pursuant to the hybrid consent.
- 5.13 In order to support the proposed parking provision, a car club space was secured as part of phase 2 under the s.73 amendment to the hybrid planning permission. Two car club spaces will serve the site as a whole and this will be secured under the legal agreement pursuant to the extant planning permission, via a Deed of Variation.

- 5.14 9 accessible parking bays will be provided (5% of total units) from the outset. This accords with the London Plan requirement that a minimum of 3% of total dwellings be provided with accessible parking. If there is demand for additional accessible parking then there is scope to secure additional accessible parking spaces. Details of the trigger can be provided as part of the car parking management plan for this phase, which has been secured under the site wide conditions as part of the outline consent.
- 5.15 Phase 2 will provide 100% active EV provision, in accordance with updated Building Regulations, in exceedance of the London Plan requirement for 20%. This is welcomed and has been secured by condition.

Cycle Parking

- 5.16 Policy BR9 (Parking) of the Borough Wide Policies DPD states that in relation to cycle parking TfL cycle parking standards, will be used as a minimum parking standard of new development.
- 5.17 Policy DMT 3 (Cycle parking) of the draft Local Plan states that all development must adopt the maximum London Plan cycle parking standards with the design and layout of cycle parking being in accordance with the London Cycling Design Standards.
- 5.18 Policy T5 (Cycling) and Table 10.2 of the London Plan states that Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.
- 5.19 In terms of cycle parking, the proposals have been designed in accordance with the London Plan minimum cycle parking standards. TfL and Be First Highways have confirmed that they are satisfied with the number of spaces provided. Phase 2 will provide the following number of spaces:
- Block 03 – 94 spaces
 - Block 04 – 55 spaces
 - Block 05 – 114 spaces
 - Houses – 88 spaces
 - Total – 351 spaces
- 5.20 The communal storage areas will be provided in accordance with the London Cycle Design Standards:
- 75% two-tier stands
 - 20% Sheffield stands
 - 5% Accessible Bays
- 5.21 TfL raised some concerns with regards to the type of cycle storage proposed within phase 2. They considered that residents of the proposed houses should have cycle parking within communal cycle stores so that the parking needs of those with and without bikes would balance out, thereby providing flexibility. However, this would reduce the convenience to residents of the houses in having to walk to communal cycle stores away from their homes. Further, such stores could dominate the streetscape and thereby end up compromising the landscaping scheme. The proposed cycle storage solution reflects that approved under phase 1 and is considered acceptable in this instance.

Refuse, Delivery and Servicing

- 5.22 The refuse and servicing arrangements and the design of bin stores will be in accordance with the Barking and Dagenham Waste and Recycling Provision in New and Refurbished Residential Developments. Designated Refuse storage is incorporated into the ground floor of each block.

The location allows the collection drag distance to not exceed 10 metres. The houses will be served by refuse storage within individual bin stores built into the front of each unit.

- 5.23 The Waste Management Report, prepared by Stantec, provides swept path analysis to demonstrate that delivery and servicing vehicles, including refuse vehicles will be able to safely access and leave the site without obstructing other road users or resulting in a reduction in pedestrian safety.
- 5.24 The proposed provision is considered acceptable with regards to waste. Matters relating to delivery and servicing were addressed under the hybrid consent.

Transport Summary

- 5.25 Overall, the proposals for phase 2 maintain the key tenets of the outline planning permission and are not considered to result in any fundamental change. Access provisions have been well considered, car and cycling provision is appropriate, and all other matters are well resolved. Subject to the relevant planning conditions, the proposals are considered to comply with the relevant planning policies and the development is therefore considered acceptable in this regard.

6. Energy and Sustainability

6.1 Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions and encourage the reuse of existing resources.

6.2 Policy GG5 (Growing a good economy) of the London Plan recognises and promotes the benefits of a transition to a low carbon circular economy to strengthen London's economic success. Policy SI2 (Minimising greenhouse gas emissions) directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the following hierarchy:

- Be lean: Use Less Energy
- Be clean: Supply Energy Efficiently
- Be green: Use Renewable Energy
- Be seen: Monitor and Report

6.3 The policy requires a minimum on-site reduction of at least 35% beyond Part L Building Regulations for major development, of which 15% should be achieved through energy efficiency measures for non-residential development.

6.4 Policy BR1 (Environmental Building Standards) of the Borough Wide Development Policies DPD states that all developments are expected to meet high standards of sustainable design and construction. Policy BR2 (Energy and on-site renewables) outlines the expectations for significant carbon reduction targets to be achieved.

6.5 Policy DMSI2 (Energy, heat and carbon emissions) of the draft Local Plan 2037 sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings.

6.6 An Energy Statement has been prepared by Mach Group. The statement has been prepared in accordance with the London Plan hierarchy:

Be Lean	The Phase 2 development will incorporate a range of energy efficiency measures including improving U-values above Part L requirements, enhanced airtightness to reduce thermal leakage, the use of MVHR systems to improve heating efficiency and solar control glazing and openable windows to prevent overheating and passive cooling features. For Phase 2, this would achieve an 11% reduction in carbon. This meets the minimum 10% Be Lean savings expected by London Plan policy SI2.
Be Clean	Both Padnall Lake phases will receive heating and hot water through an energy centre within the scheme. The energy centre will include a number of Air Source Heat Pumps (ASHPs) that will provide 80% of the heating and hot water to all residential units, with high efficiency gas boilers to provide the remaining 20% at peak load times. For Phase 2, this would achieve a 35% reduction in carbon.
Be Green	The proposed development will employ a centralised Air-Source Heat-Pump system for heating and hot water demand. This will sit within the Energy Centre which is re-located from Plot 4 to Plot 3 (subject to the grant of Section 73 planning permission ref). In addition, the provision of PV panels has been maximised as much as practical. For Phase 2, renewable energy will therefore result in a total of 12% saving in carbon emissions.
Be Seen	Smart meters with an in-home display will be provided in the new homes. These systems will raise awareness and make users responsible for their energy consumption.
Total Savings	58% against Part L Building Regulations 2013.

6.7 The Energy Statement confirms that the proposed Phase 2 carbon savings are 58% compared with the Building Regulations Part L 2013. This is significantly above the minimum 35% reduction required by the London Plan. It also exceeds the minimum required site wide carbon reduction of 51% required site wide under the hybrid planning permission.

6.8 The energy saving proposals are considered to be one of the key benefits of the scheme, in their exceedance of the minimum requirements of planning policy and the extant planning permission. The development is considered acceptable in this regard.

Overheating

6.9 London Plan Policy SI4 sets out that development proposals should minimise adverse impacts on the urban heat island. Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.

6.10 An Overheating Assessment has been prepared by MACH to determine and mitigate against the risk of overheating within residential units. The proposed development has been designed in accordance with the London Plan, as demonstrated by the table below:

London Plan Cooling Hierarchy	Design Response
Reduce the amount of heat entering a building through orientation, shading, fenestration, insulation and green infrastructure.	<p>Exposed south facing glazing has been minimised in the proposed housing through the use of sheltered courtyards. The building massing of the houses will provide self shading and a quiet environment to enable comfortable natural ventilation.</p> <p>The proposed flats minimise south facing bedrooms for both overheating and acoustic shading. As bedrooms typically have more onerous overheating targets, the east/west/north orientation will minimise overheating risk. Where bedrooms are shown to be south facing, they are heavily shaded through the proposed balconies. Balconies will also provide shading to living areas and bedrooms across the three blocks.</p> <p>All dwellings are dual aspect and therefore benefits from more efficient natural ventilation and improved daylight.</p>
Minimise internal heat generation through energy efficient design.	Low g-value glazing has been specified to control solar gains in the summer. Any reduction in winter heat gains has been offset through efficient building fabric design.
Manage the heat within the building through exposed internal thermal mass and high ceilings.	The proposed concrete construction system will provide thermal mass and passive cooling to the proposed dwellings.
Provide passive ventilation.	Natural ventilation openings have been provided for all dwellings. Acoustically attenuated openings have been specified to certain facades to ensure natural ventilation does not affect occupant comfort.
Provide mechanical ventilation.	MVHR systems will be installed for heating efficiency in the winter, however will also be able to operate in summertime bypass mode at peak temperatures.
Provide active cooling systems.	No active cooling systems are proposed for the scheme.

6.11 It is proposed to naturally ventilate all proposed dwellings through the use of openable windows and acoustically attenuated ventilation openings. These attenuation mechanisms ensure that flats can remain cool whilst avoiding a reduction in internal amenity that would otherwise be caused by excess noise. This is assessed further in relation to noise, within the relevant section of this report.

6.12 Overall, it is considered that the detailed overheating assessment demonstrates that the proposal will comply with London Plan Policy S14, and will comply with TM59 overheating criteria and Approved Document O. The development is therefore considered acceptable in this regard.

Circular Economy

- 6.13 Policy SI7 of the London Plan sets out that referable applications should promote circular economy outcomes and aim to be zero net-waste. A circular economy statement should be submitted to assess this.
- 6.14 A revised Circular Economy Statement has been prepared by HTA sustainability to support this application and should be read in full. The statement takes account of GLA Circular Economy Statement Guidance (2022).
- 6.15 Overall, the report sets out a number of additions and improvements over and above the previously approved Circular Economy Statement, including the following:
- Key commitments that go beyond standard practice;
 - Bill of materials with updated quantities for phase 2 ;
 - Recycling and waste reporting table with updated quantities for excavation and operational waste;
 - Plans for Implementation ;
 - End-of-Life Strategy;
 - Operational Waste Management Plan;
 - Cut and Fill Calculations;
 - Key End of Life Commitments;
 - Designing for Adaptability Statement; and
 - Key End of Life Commitments.
- 6.16 Overall, it is considered that the principles of the circular economy have been maximised and the approach well addresses the requirements of London Plan Policy SI7 and Policies MDSI8, SP2 and SP7 within the draft Local Plan. The application is therefore considered acceptable in this regard.

Whole Life Carbon

- 6.17 Policy SI2 of the London Plan requires that development proposals referable to the Mayor should calculate whole-life cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 6.18 A Whole Life Carbon Assessment has been prepared for Phase 2 which details the impact of the development in terms of whole life-cycle carbon emissions. Overall it is concluded that the development will reduce the amount of embodied carbon by over 1.6m kg CO₂e when compared to the outline design of Phase 2. This is largely as a result of there being fewer materials used in construction.
- 6.19 The reduction in the use of materials compared with the outline scheme for phase 2 is supported with regards to the positive implications on Whole Life Carbon. It is considered that the proposed development will continue to meet the GLA benchmarks and that it accords well with London Plan Policy S12. The proposed development is therefore considered acceptable with regards to Whole Life Carbon.

Energy and Sustainability Summary

- 6.20 Given the above assessment, it is considered that the proposed development performs very well against the criteria for energy and sustainability, as set out in planning policy. No areas of concern are raised. The proposed development is therefore considered acceptable in this regard.

7. Environmental Protection

Noise

- 7.1 Policy D14 (Noise) of the London Plan seeks to reduce, manage, and mitigate noise to improve health and quality of life.
- 7.2 Policy BP8 (Protecting Residential Amenity) of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings, and goings and/ or lighting during construction and occupation.
- 7.3 Policy BR13 of the Borough Wide DPD sets out that where it is not possible to fully separate noise sensitive and noise generating land uses, planning permission will only be granted if there will be no exposure to noise above an acceptable level.
- 7.4 A Noise Assessment was prepared by Mach Group to support the application. This sets out that the acoustic strategy has been designed in accordance with the AVO Guide (January 2020).
- 7.5 The proposed acoustic strategy would ensure the following internal ambient noise levels (BS8233 'reasonable' internal levels) have been adopted for the AVO level 2 risk assessment:
- Daytime (0700-2300): ≤ 40 dBA; and
 - Night-time (2300-0700): ≤ 35 dBA.”
- 7.6 The predominant background noise originates from the vehicular traffic on the A12 to the south of the site. An updated noise survey was undertaken in December 2021 and the results of the survey have been used to calibrate a 3D noise model of the site, which is presented within the Acoustic Assessment report. The predicted noise values illustrated have then been used to assess noise ingress and thus determine the façade specifications for the proposed development.
- 7.7 The proposals incorporate acoustic mitigation into the solid elements of the facades and the use of attenuated vents to ensure compliance with Building Regulations for internal noise.
- 7.8 Noise to amenity areas has also been considered, including to balconies, courtyards, communal gardens and landscaped areas and this has been incorporated into the proposed design. Southern facing balconies include additional acoustic measures through a glazed and brick screen to their southern aspect. The courtyard design within the houses has been given extensive consideration and would accord with guideline values within Building Regulations for amenity spaces.
- 7.9 Owing to the changes in the overall massing of Phase 2, the consistent built form would provide an acoustic barrier reducing noise levels across the communal gardens and landscaped linear park and gateway area would again be within guidelines values within Building Regulations, and therefore ensure a high-quality landscaped area for future residents.
- 7.10 It is considered that significant mitigation measures have been made to increase the acoustic comfort of all amenity spaces across the development, which would ensure that all areas provide high-quality amenity space.
- 7.11 The submitted Acoustic Assessment also includes an updated background noise assessment, and establishes from this the plant noise limits for external plant. At the current time the exact details of the proposed plant are not fully known and would be developed in the detailed design stage. However, it should be noted that owing to the majority of mechanical services being located within internal plant rooms or the energy centre it is anticipated there would be minimal external plant proposed. Nonetheless, a condition has been included on the s.73 application, which would require a further acoustic study prior to first use of the energy centre. This is to

ensure the protection of amenity for neighbouring residents.

- 7.12 Environmental Protection were consulted on the proposals, alongside the s.73 application. They did not specifically comment on the reserved matters application but did suggest a condition in their response to the hybrid application, which would ensure compliance with maximum internal noise levels. Such a condition has therefore been recommended as part of the assessment of this application, which accords with the noise levels detailed in the applicant's submitted Acoustic Statement.
- 7.13 Subject to the recommended conditions, it is considered that matters relating to acoustics have been well considered, in accordance with the relevant development plan policies. The proposed development is therefore considered acceptable with regards to matters relating to noise.

Air Quality

- 7.14 Policy SI 1 (Improving air quality) of the London Plan requires amongst other things that development proposals must be at least Air Quality Neutral. The policy is supported by supplementary London Plan Guidance (LPG) documents.
- 7.15 Policy CR1 (Climate change and environmental management) of the Core Strategy and Policy BR14 (Air quality) of the Borough Wide Development Policies DPD states that to contribute towards global, national, regional, and local sustainability the Council will protect water and air quality.
- 7.16 Policies SP7 (Securing a clean, green and sustainable borough) and DMSI 4 (Air quality) of the draft Local Plan require proposals to be air quality neutral. Local policy states that where proposals would not achieve the 'air quality neutral' benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the carbon offset fund, or agree sufficient alternative offsetting arrangements in the borough via planning obligations. The local Air Quality Action Plan was updated in 2020 and provides a framework for reducing emissions and improving air quality.
- 7.17 The entire borough is a designated Air Quality Management Area; therefore, an Air Quality Assessment (AQA) has been prepared by Stantec. Air quality was assessed as part of the previous approval and Condition C21 of the original hybrid planning permission secured the mitigation measures within the previous AQA.
- 7.18 For Phase 2, to which this application relates, it is concluded that predicted NO₂, PM₁₀, PM_{2.5} would be well below the relevant objectives at all of the existing and proposed receptor locations with the proposed development in place.
- 7.19 Mitigation measures to reduce the impacts of the development on air quality concentrations are not required, but additional transport related mitigation measures will be employed to reduce emissions from the development. The operational effects of the Proposed Development were set out in the report to be not significant.
- 7.20 The proposals would be 'air quality neutral' in terms of building emissions. The development is not considered as 'air quality neutral' in terms of transport emissions, however. The proposals propose 100% active electric vehicle charging provision, in line with new Building Regulations and significantly in excess of the London Plan minimum requirement of 20%. This is considered sufficient to mitigate the excess transport emissions and for the development to be considered 'air quality neutral'.
- 7.21 Environmental Protection were consulted on this application but did not provide comments in relation to air quality. However, officers accept the applicant's report in its assertions that the development is air quality neutral following the proposed mitigations. A condition is recommended in addition to the condition on the hybrid planning permission, which would require all measures detailed in the applicant's air quality assessment to be implemented prior to first

occupation of the phase 2 development. This accords with the advice provided by Environmental Protection with regards to phase 1.

- 7.22 Subject to this condition, it is accepted that the proposed phase 2 development would not meet the air quality neutral objectives of planning policy. It is therefore considered that the proposed development is acceptable in this regard.

Contamination

- 7.23 Policy CR1 (Climate change and environmental management) of the Core Strategy promotes the remediation of contaminated land. Policy BR5 (Contaminated land) of the Borough Wide Development Policies DPD states that development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where an appropriate site investigation and risk assessment has been carried out as part of the application to identify any risk to human health. This is supported by Policy DMSI 5 (Land contamination) of the draft Local Plan.
- 7.24 The extant permission (20/01686/FULL) included a condition (C1) relating to ground contamination, following full consideration of this matter during determination of the extant hybrid planning permission. Part 1a and 1b (Investigation and Risk Assessment) were discharged under permission 21/00800/AOD for both phases. Part 1c was discharged under reference 22/01134/AOD (Remediation Scheme) in relation to phase 1 only.
- 7.25 Under the s.73 amendment to the hybrid consent, it is therefore proposed to reapply part 1c and d of the condition on contamination on phase 2. Any unidentified contamination issues will be examined as part of this condition if they arise.
- 7.26 Subject to this amended condition wording, it is considered that the proposed development is acceptable with regards to contamination.

8. Flooding and Sustainable drainage:

- 8.1 Policy SI 12 (Flood risk management) of the London Plan required development to minimise and mitigate the risk of flooding. Policy CR4 (Flood Management) of the Core Strategy and Policy BR4 (Water Resource Management) of the Borough Wide Development Policies DPD, and Policy DMSI 6 (Flood risk and defences) of the draft Local Plan echo the requirements above.
- 8.2 Policy SI 13 (Sustainable drainage) of the London Plan states that development proposal should aim to achieve greenfield run-off rates and ensure that surface run-off is managed as close to its source as possible.
- 8.3 Policy BR4 (Water resource management) of the Borough Wide Development Policies DPD states that development must ensure that greenfield surface water run-off rates are achieved where possible through the use of Sustainable Urban Drainage System (SUDS).
- 8.4 Policy DMSI 7 (Water management) of the draft Local Plan states that development should be managed in line with Policy SI 13 (Sustainable drainage) of the London Plan and the drainage hierarchy. They expect that development proposals will utilise sustainable drainage methods to achieve greenfield run-off rates.
- 8.5 WSP undertook an Outline Drainage Strategy for the site to support the hybrid planning application and subsequent Section 73 minor-amendment application. The surface water drainage network for the outline proposal provides a reduction in surface water runoff, in line with London Plan Policy SI 13, to an equivalent greenfield runoff rate whilst accommodating peak rainfall depths associated with a 1-in-100 (1%) annual probability event and a 40 % increase to account for climate change in accordance with government guidance.

- 8.6 The proposed development Phase 2 development is in compliance with the outline drainage strategy and seeks to provide a maximum surface water discharge rate system of 2/s. The strategy incorporates with the use of SuDS features and an appropriate flow controlled device, prior to discharge to the culverted watercourse into Padnall Lake. In order to convey the site's surface water runoff in the direction of Padnall Lake, it is proposed to provide a conveyance swale through Phase 2 into Phase 1 that runs from the eastern area of the site along the entire length of the site.
- 8.7 LBBD were consulted in their role as Local Lead Flood Authority (LLFA). No response was received with regards to the reserved matters. However, matters relating to flooding and drainage were fully assessed under the outline consent, where they confirmed that the development was acceptable. No change to the approved drainage strategy has been proposed under this application.
- 8.8 It is therefore considered that the proposals continue to accord with policies SI 12 and SI 13 of the London Plan, as well as policies CR1, CR4 of the Borough Wide Development Policies and draft Local Plan policy DMSI 6 and DMSI7. On this basis, the development is considered acceptable with regards to flooding and drainage.

9. Archaeology

- 9.1 Paragraph 194 of the NPPF states that in determining applications, the Local Planning Authorities (LPAs) should require an applicant to describe the significance of any heritage asset affected, including any contribution made by their setting. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 9.2 Policy HC1 (Heritage and Conservation Growth) of the London Plan; Policy CP2 (Protecting and Promoting our Historic Environment) of the Core Strategy; Policy BP3 (Archaeology) of the Borough Wide Development Policies DPD; and Policy DMD 4 (Heritage Assets and Archaeological remains) of the Draft Local Plan support the NPPF and seek to protect all heritage assets in a suitable way.
- 9.3 The Site sits within a Tier II Archaeological Priority Area, designated due to abundant evidence for past activity, with a focus on the Roman and Medieval periods, with a range of further evidence for past activity within the study area.
- 9.4 Due to this potential an archaeological field evaluation was conducted on the site following approval of the 2021 application; this work identified no complex or significant remains and the condition for archaeological work was discharged.
- 9.5 Historic England's Archaeological Service, GLAAS, was consulted. They confirmed that all relevant archaeological requirements had been met following the discharge of conditions, and that no further archaeological investigations were required.
- 9.6 The development is therefore considered acceptable in accordance with Policy HC1 of the London Plan, policies CP2, BP2 and BP3 of the London Borough of Barking and Dagenham - Core Strategy and Development Plan, and Policy DMD4 of the emerging draft Local Plan to 2037. No further conditions are recommended.

Conclusions:

This application is for approval of the Reserved Matters in relation to Phase 2 of the Padnall Lake development, following the granting of hybrid planning permission 20/01868/FULL, which was approved on 5 March 2021 and subsequently amended under non-material amendment 22/01415/NONMAT and minor-material amendment 22/01492/VAR.

The proposed scheme would deliver 190 affordable units, 86 of which would be family sized three-bedroom homes. The architecture and design are considered to be of a very high-quality and fully accords with the parameters set under the hybrid planning consent, as amended. The proposed design has benefitted from the input of the independent Quality Review Panel and the GLA, as well as extensive pre-application advice from Be First Officer. The houses reflect an innovative design typology, to provide residents with a high-quality amenity space which is shielded from the A12. Likewise, the flats provide an exemplar standard of accommodation, with all units benefitting from dual aspect and a varied outlook.

The proposed design results in improvements to neighbouring amenity when compared with the illustrative scheme proposed under the extant hybrid planning permission for this phase, with a reduced impact in relation to matters such as daylight and sunlight.

The phase 2 scheme would provide 6,720sqm of landscaped open space in the form of the Linear Park, which will benefit both new and existing local residents. Likewise, the proposals include a number of improvements to the access areas leading into the pedestrian subways, with landscaping and accessibility enhancements. The proposals will provide significant urban greening and biodiversity benefit, as well as high-quality play space, which is integrated well within the wider landscaping scheme.

Car and cycle parking accord with planning policy and the parameters set by the outline consent. This phase of development will also benefit from the provision of an additional car club space, which would have been secured under the minor material amendment 22/01492/VAR presented prior to this application at the Planning Committee of the 19th December.

The proposed development would deliver 190 affordable homes, which benefit from a very high standard of design and landscaping, that accords with all relevant strategy and parameter documents. The development is considered to comply with all relevant planning policies. The application is therefore recommended for approval.

Appendix 1:

<p>Development Plan Context: The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:</p>	
<p><i>National Planning Policy Framework (NPPF) (Department for Levelling Up, Housing and Communities (DLUHC), July 2021)</i></p>	
<p><i>London Plan (2021)</i></p>	<p>Chapter 1 Planning London’s Future – Good Growth:</p> <ul style="list-style-type: none"> • Policy GG2 (Making the best use of land) • Policy GG4 (Delivering the homes Londoners need) <p>Chapter 2 Spatial development polices:</p> <ul style="list-style-type: none"> • Policy SD1 (Opportunity Areas) <p>Chapter 3 Design:</p> <ul style="list-style-type: none"> • Policy D1 (London’s form, character and capacity for growth) • 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 D9 (Tall buildings) • Policy D11 (Safety, security and resilience to emergency) • Policy D12 (Fire safety) • Policy D13 (Agent of change) • Policy D14 (Noise) <p>Chapter 4 Housing:</p> <ul style="list-style-type: none"> • Policy H1 (Increasing housing supply) • Policy H4 (Delivering affordable housing) • Policy H5 (Threshold approach to applications) • Policy H6 (Affordable housing tenure) • Policy H7 (Monitoring of affordable housing) • Policy H10 (Housing size mix) <p>Chapter 5 Social infrastructure:</p> <ul style="list-style-type: none"> • Policy S3 (Education and childcare facilities) • Policy S4 (Play and informal recreation) <p>Chapter 7 Heritage and culture:</p> <ul style="list-style-type: none"> • Policy HC1 (Heritage conservation and growth) <p>Chapter 8 Green infrastructure and natural environment:</p> <ul style="list-style-type: none"> • Policy G1 (Green infrastructure) • Policy G5 (Urban greening) • Policy G6 (Biodiversity and access to nature) • Policy G7 (Trees and woodlands) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Policy SI 1 (Improving air quality) • Policy SI 2 (Minimising greenhouse gas emissions) • Policy SI 6 (Digital connectivity infrastructure) • Policy SI 7 (Reducing waste and supporting the circular economy) • Policy SI 12 (Flood risk management) • Policy SI 13 (Sustainable drainage)

	<p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • Policy T1 (Strategic approach to transport) • Policy T3 (Transport capacity, connectivity and safeguarding) • Policy T5 (Cycling) • Policy T6 (Car parking) • Policy T6.1 (Residential parking) • Policy T7 (Deliveries, servicing and construction)
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Chapter 4 Managing growth:</p> <ul style="list-style-type: none"> • Policy CM1 (General principles for development) • Policy CM2 (Managing housing growth) <p>Chapter 5 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy CR1 (Climate change and environment management) • Policy CR2 (Preserving and enhancing the natural environment) • Policy CR3 (Sustainable Waste Management) • Policy CR4 (Flood management) <p>Chapter 6 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy CC1 (Family Housing) • Policy CC2 (Social Infrastructure to Meet Community Needs) <p>Chapter 8 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy CP2 (Protecting and promoting our historic environment) • Policy CP3 (High quality built environment)
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Chapter 2 Sustainable resource and the environment:</p> <ul style="list-style-type: none"> • Policy BR1 (Environmental Building Standards) • Policy BR2 (Energy and on-site renewables) • Policy BR3 (Greening the Urban Environment) • Policy BR5 (Contaminated land) • Policy BR9 (Parking) • Policy BR10 (Sustainable Transport) • Policy BR11 (Walking and cycling) • Policy BR13 (Noise mitigation) • Policy BR14 (Air quality) • Policy BR15 (Sustainable Waste Management) <p>Chapter 3 Creating a sense of community:</p> <ul style="list-style-type: none"> • Policy BC1 (Delivering affordable housing) • Policy BC2 (Accessible and Adaptable housing) • Policy BC7 (Crime prevention) <p>Chapter 5 Creating a sense of place:</p> <ul style="list-style-type: none"> • Policy BP3 (Archaeology) • Policy BP4 (Tall buildings) • Policy BP6 (Internal space standards) • Policy BP10 (Housing density) • Policy BP8 (Protecting Residential Amenity) • Policy BP10 (Housing density) • Policy BP11 (Urban design)
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan (Regulation 19 Consultation Version, Autumn 2021) was submitted for examination in public to the Planning Inspectorate in December 2021. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable weight will be given</i></p>	

to the emerging document in decision-making, unless other material consideration indicate that it would not be reasonable to do so.

<p><i>The London Borough of Barking and Dagenham's Draft Local Plan (Regulation 19) – (Submission version December 2021)</i></p>	<p>Chapter 3 Transforming LBBD:</p> <ul style="list-style-type: none"> • Strategic Policy SPDG 1 (Delivering growth in Barking and Dagenham) • Policy SPP4 (Chadwell Heath and Mark's Gate) <p>Chapter 4 Design:</p> <ul style="list-style-type: none"> • Policy DMD 1 (Securing high-quality design) • Policy DMD 2 (Tall buildings) • Policy DMD 4 (Heritage Assets and Archaeological remains) <p>Chapter 5 Housing:</p> <ul style="list-style-type: none"> • Strategic Policy SP 3 (Delivering homes that meet people's needs) • Policy DMH 1 (Affordable housing) • Policy DMH 2 (Housing Mix) <p>Chapter 6 Social infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policies SP4 (Delivering Social Infrastructure, in the Right Locations) • DMS 2 (Planning for new facilities) <p>Chapter 8 Natural environment:</p> <ul style="list-style-type: none"> • Policy DMNE 1 (Parks, open spaces and play space) • Policy DMNE 2 (Urban greening) • Policy DMNE 3 (Nature conservation and biodiversity) • Policy DMNE 5 (Trees) <p>Chapter 9 Sustainable infrastructure:</p> <ul style="list-style-type: none"> • Strategic Policy SP7 (Securing a clean, green, and sustainable borough) • 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) <p>Chapter 10 Transport:</p> <ul style="list-style-type: none"> • Policy DMT 1 (Making better connected neighbourhoods) • Policy DMT 2 (Car parking) • Policy DMT 3 (Cycle parking) • Policy DMT 4 (Deliveries, servicing, and construction)
<p><i>Supplementary Planning Documents</i></p>	<ul style="list-style-type: none"> • DCLG Technical Housing Standards (Nationally described space standards) (DCLG, March 2015) (as amended) • MHCLG National Design Guide (October 2019) • London Borough of Barking and Dagenham, Archaeological Priority Area Appraisal dated July 2016 by Historic England • Adopted Site Allocations Document 2010 • Mayor of London Housing Supplementary Planning Guidance (March 2016) • Mayor's Affordable Housing and Viability SPG • The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG • The BRE Report, Site layout planning for daylight and sunlight: a guide to good practice

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.

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan
- Other relevant guidance

Appendix 2:

Reference Number	Description of development	Comments
22/01492/VAR	<p>Variation of conditions: A2 (Approved Plans); A3 (Maximum Quantum of Floorspace); B2(Approved Plans); C1 (Contaminated Land); C2 (Phasing Plan); C3 (Construction Management); C4 (Archaeology); C5 (Materials and Balconies); C6 (Electric Vehicle Charging Points); C7 (Landscaping Details); C8 (Tree Protection); C9 (Landscape and Ecological Management Plan); C10 (Piling Method Statement); C11 (Child's Playspace); C19 (Renewable Energy Infrastructure); C21 (Air Quality); C28 (Noise); C29 (Circular Economy) attached to planning consent 20/01686/FULL (as amended by non-material amendment reference 22/01415/NONMAT) for "'Hybrid' planning application seeking detailed planning permission for Phase 1 and outline planning permission for Phase 2, comprising: Outline Planning Permission (all matters reserved) for erection of buildings comprising up to 219 residential units (Use Class C3), open space and public realm, means of pedestrian and vehicular access and circulation, car parking and cycle parking, and associated works; and Detailed planning permission for erection of buildings ranging between 2 and 6 storeys (Plots 1, 2 and 3) comprising 70 residential units (Use Class C3) and 181 sqm (GEA) of non-residential floorspace (Use Class D1), open space and public realm, parking and cycle parking, plant, other associated works; and associated infrastructure." dated 5th March 2021 to allow minor material amendments to the Detailed Component comprising amendments to the facades and floor plans of Plot 1 and Plot 2, removal of Block 2 , relocation of energy centre from Plot 4 to Plot 2, associated landscaping and works; and minor material amendments the Outline Component comprising amendments to Open Space, Access and Circulation, Maximum and Minimum Building Heights, and Building Plots.</p>	<p>This Reserved Matters Application is submitted pursuant to this application for s.73 amendment, which will be the subject of a resolution by planning committee on the 19th December 2022.</p>

<p>22/01415/NONMAT</p> <p><i>Approved 1st September</i></p>	<p>Non-material amendment to planning permission 20/01686/FULL dated 05/03/2021 to allow for an amendment to the description of development to the following: "Hybrid' planning application seeking detailed planning permission for Phase 1 and outline planning permission for Phase 2, comprising: Outline Planning Permission (all matters reserved) for erection of buildings comprising up to 219 residential units (Use Class C3), open space and public realm, means of pedestrian and vehicular access and circulation, car parking and cycle parking, and associated works; and Detailed planning permission for erection of buildings ranging between 2 and 6 storeys (Plots 1, 2 and 3) comprising 70 residential units (Use Class C3) and 181 sqm (GEA) of non-residential floorspace (Use Class D1), open space and public realm, parking and cycle parking, plant, other associated works; and associated infrastructure."</p>	<p>Non-material amendment required to amend wording of extant description of development to allow for amendments sought by this application.</p>
<p>20/01686/FULL</p> <p><i>Approved 5th March 2021</i></p>	<p>'Hybrid' planning application seeking detailed planning permission for Phase 1 and outline planning permission for Phase 2, comprising: Outline Planning Permission (all matters reserved) for erection of buildings comprising up to 219 residential units (Use Class C3), up to 300 square metres (GEA) of flexible floorspace for residential use (Use Class C3) or non-residential use (Use Class D1), open space and public realm, means of pedestrian and vehicular access and circulation, car parking and cycle parking, and associated works; and Detailed planning permission for erection of buildings ranging between 3 and 6 storeys (Plots 1, 2 and 3) comprising 81 residential units (Use Class C3) and 181 sqm (GEA) of non-residential floorspace (Use Class D1), open space and public realm, parking and cycle parking, plant, other associated works; and associated infrastructure (Plot 4).</p>	<p>It is proposed to amend the planning permission via this application.</p>
<p>20/01868/FULL</p> <p><i>Approved 11th May 2021</i></p>	<p>Provide a temporary access from Hatch Grove for a period of up to 3 years, land to be reinstated thereafter or Phase 2 (or alternative phasing) of planning permission 20/01686/FULL to be implemented.</p>	<p>This planning permission has not been implemented.</p>

<p>20/01092/SCREEN</p> <p><i>Decision received</i> <i>3rd June 2020</i></p>	<p>Screening opinion for “Erection of up to 300 residential units and up to 250sqm of community floorspace in buildings of varying heights up to a maximum of 8-storeys, provision of up to 150 car parking spaces, three new vehicular access roads from Padnall Road, associated pedestrian footpaths and associated works, and improvements to landscaping.”</p>	<p>LPA Screening opinion: EIA is not required.</p>
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Appendix 3:

The following consultations have been undertaken:

- Cllr Michael Pongo
- Cllr Simon Perry
- Cllr Sade Bright
- National Highways
- London Borough of Redbridge
- London City Airport
- Natural England
- UK Power Networks
- London Fire Brigade
- Metropolitan Police
- Thames Water
- Historic England (GLAAS)
- Health and Safety Executive
- Transport for London
- LBBB Regeneration
- Be First Deputy Development Director
- LBBB Lead Local Flood Authority
- LBBB Access
- LBBB Housing Strategy
- Be First Highways
- LBBB Parking Enforcement and CPZ
- LBBB Highways
- LBBB Specialist Services
- LBBB Lighting
- LBBB Refuse Services
- LBBB Environmental Protection
- LBBB CCTV, Community Safety and Public Protection
- LBBB District Heating and Energy
- LBBB Trees
- LBBB Parks
- Reside Housing
- Be First Affordable Housing
- LBBB Employment and Skills Team
- NHS
- LBBB Public Health
- LBBB Education
- LBBB Strategy and Participation
- Environment Agency
- Essex and Suffolk Water Company

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Case Officer Comments
National Highways 03/10/2022	No objections.	Noted.
Natural England 05/10/2022	Confirmed that Natural England had no comments to make on the application.	Noted.

<p>London Fire Brigade</p> <p>28/09/2022</p>	<p>A request was made for the provision of two new fire hydrants.</p> <p>Further information was provided with regards to emergency vehicle access, hydrant installation and Building Control requirements, which were passed onto the applicant.</p>	<p>The applicant has supplied a plan to show these, which will be secured by condition as part of the approved plans list.</p>
<p>Metropolitan Police DOCO</p> <p>23/09/2022</p>	<p>Confirmed that a positive dialogue had taken place between the Police and the Applicant, such that no objections are raised.</p> <p>Following comments during planning committee members briefing, further consultation took place with the DOCO in relation to flat roofs. It was set out that bin or bike stores should not directly adjoin the properties, to prevent them being used as climbing tools. He noted that the rear of the houses was well protected with robust boundary treatments, including 2.1m fences and defensive planting. He set out a range of mitigations to be considered at detailed design phase, which the applicant has been made aware of. He remained supportive of the proposals and did not object on grounds of possible crime risk generated by the use of flat roofs.</p>	<p>Noted. This is discussed further within the appraisal section of this report. Conditions have been secured with regards to Designing Out Crime Certification, CCTV and lighting provision.</p>
<p>Thames Water</p> <p>03/10/2022</p>	<p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requested that a condition be applied with regards to piling.</p> <p>They also set out the importance of minimising risk of damage to existing sewer pipes. With regards to foul water, sewerage capacity, no objections were raised.</p> <p>They set out that surface water will not be discharged into the public network and therefore have no objection in this regard but note that approval should also be sought from the LLFA.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p>	<p>A condition was included in relation to piling as part of the hybrid planning permission. This is applicable to Phase 2 and it is not therefore considered necessary to impose an additional condition.</p> <p>All other comments are noted. The LLFA was consulted on the application.</p>

Historic England (GLAAS) 03/10/2022	The site has been recently archaeologically evaluated and I confirm that the results indicate that no further archaeological measures are appropriate. No further assessment or conditions are therefore necessary.	Noted.
Health and Safety Executive 30/10/2022	Confirmed that HSE are satisfied with the information provided.	Noted.
Transport for London – Infrastructure 30/09/2022	No comments to provide in relation to London Underground/DLR Infrastructure Protection.	Noted.
Transport for London – Spatial Planning 07/10/2022	Concern was raised with regards with the parking provision, which was considered excessive and unjustified. Concern was raised with the type of cycle parking storage in both the houses and flats. It was felt that a more flexible communal solution should be applied to the houses in place of the proposed bike storage lockers to the front of dwellinghouses. With regards to the flats, a preference for access via internal lobbies was noted.	Noted. The comments are discussed in full detail within the appraisal section. The parameters for car parking provision were secured under the hybrid consent. The cycle storage solutions also reflect the principles agreed under the hybrid planning permission.
Be First Highways	The proposed 4m radius at the Padnall Road access into the site is not appropriate as it will be overrun by refuse and delivery vehicles. There was also a query in relation to road widths around refuse vehicles for LBBB Refuse to comment on. No update was received in this regard. Set out that CCTV provision required to enforce the Hatch Grove access point and that this should be for emergency service vehicles only. A TMO is required. Requested that CPDM and EVCP conditions.	All requested conditions have been included within the recommended conditions list or are already included under the hybrid planning consent. A condition is recommended which sets out that development shall not commence until the junction design of the Padnall Road access point has been resolved to the satisfaction of Be First Highways Officers. All highways matters are assessed in detail within the appraisal section of this report.
LBBB Employment and Skills 16/09/2022	An Employment Strategy has been uploaded. Would request an Employment and Skills Supplier Plan (ESSP) with a 6 month lead in time.	An ESSP has already been secured under the s.106 agreement pursuant to the hybrid consent. No further update is required, and this requirement remains in place.

Appendix 4: Neighbour Consultation

Neighbour Notification:	
Date Site Notice Erected:	21/09/2022
Date of Press Advertisement:	12/09/2022
Number of neighbouring properties consulted:	573
Number of responses:	2 responses from one neighbour
Address:	Summary of response:
Address not supplied.	<ul style="list-style-type: none"> - Concern that this will be another 'slum'; - Concern over lack of parking; - Concern over increased traffic; - The plans have been forced on residents; - Will lead to local housing valued declining; and - Greenfield sites should be used for more housing instead of this location.

Officer Summary:
<p>Officers note receipt of the objection listed above.</p> <p>The material planning considerations relevant to the proposed amendments are addressed within the planning assessment. The key areas of concern were most fully addressed when the extant planning permission was granted. The principle and form of the development were considered acceptable at this time and planning permission was therefore granted. A detailed transport assessment was also undertaken and this was considered acceptable. This application does not seek to increase the quantum of development beyond that consulted under the extant planning permission.</p>

Appendix 5:

Conditions & Informatives:

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the following plans and documents:
 - Drawing Title : Proposed Site Plan - Ground Floor– Drawing Number - BF0246-MAE-00-00-DR-A-060001-P09 Dated : -November 2022.
 - Drawing Title : Site Wide Location Plan– Drawing Number - Dated : BF0246-MAE-00-XX-DR-A-040000-P01 -September 2022.
 - Drawing Title : Site Plan Sheet 1 of 3– Drawing Number – 330510612-STN-ZZ-00-DR-J-900001-P02 Dated : -September 2022.
 - Drawing Title : Site Plan Sheet 2 of 3– Drawing Number – 330510612-STN-ZZ-00-DR-J-900002-P02 Dated : -September 2022.
 - Drawing Title : Site Plan Sheet 3 of 3– Drawing Number – 330510612-STN-ZZ-00-DR-J-900003-P02 Dated : -September 2022.
 - Drawing Title : Proposed Site Plan - Roof– Drawing Number - BF0246-MAE-00-RF-DR-A-060002-PO6-Dated : September 2022.
 - Drawing Title : Site Sections AA, BB, CC, DD and EE – Drawing Number - BF0246-MAE-00-ZZ-DR-A-060200 -PO3-Dated : September 2022.
 - Drawing Title : Site Elevations North, East, South and West– Drawing Number - BF0246-MAE-00-ZZ-DR-A-060300-P04-Dated : September 2022.
 - Drawing Title : Houses Terrace 1 - Detailed GA - Ground Floor 1 of 2 – Drawing Number - BF0246-MAE-01-00-DR-A-060140-P06 - Dated : September 2022.
 - Drawing Title : Houses Terrace 1 - Detailed GA - Ground Floor 1 of 2 – Drawing Number - BF0246-MAE-01-00-DR-A-060141– P06 - Dated : September 2022.
 - Drawing Title : Houses Terrace 2 - Detailed GA - Ground Floor 1 of 2– Drawing Number - BF0246-MAE-02-00-DR-A-060142– P06 - Dated : September 2022.
 - Drawing Title : Houses Terrace 2 - Detailed GA - Ground Floor 2 of 2- Drawing Number - BF0246-MAE-02-00-DR-A-060143– P06 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - Ground Floor- Drawing Number -= BF0246-MAE-03-00-DR-A-060150– P08 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - First Floor- Drawing Number - BF0246-MAE-03-01-DR-A-060161 - First Floor -P01 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - Second Floor- Drawing Number - BF0246-MAE-03-02-DR-A-060162 -P01 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - Third to Sixth Floor- Drawing Number - BF0246-MAE-03-ZZ-DR-A-060163-P01 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - Seventh and Eighth Floor- Drawing Number - BF0246-MAE-03-ZZ-DR-A-060164- P01 - Dated : September 2022.
 - Drawing Title : Block 3 - Detailed GA - Roof Plan- Drawing Number - BF0246-MAE-03-RF-DR-A-060152-P07 - Dated : September 2022.
 - Drawing Title : Block 4 - Detailed GA - First Floor- Drawing Number - BF0246-MAE-04-01-DR-A-060165-P01 - Dated : September 2022.
 - Drawing Title : Block 4 - Detailed GA - Second and Third Floor-Drawing Number - BF0246-MAE-04-ZZ-DR-A-060166-P01 - Dated : September 2022.
 - Drawing Title : Block 4 - Detailed GA - Fourth and Fifth Floor-Drawing Number - BF0246-MAE-04-ZZ-DR-A-060167-P01 - Dated : September 2022.
 - Drawing Title : Block 4 - Detailed GA - Typical Upper Floor-Drawing Number - BF0246-MAE-04-ZZ-DR-A-060154-P07 - Dated : September 2022.
 - Drawing Title : Block 4 - Detailed GA - Roof Plan-Drawing Number - BF0246-MAE-04-RF-DR-A-060155-P07 - Dated : September 2022.

- Drawing Title : Block 5 - Detailed GA - Ground Floor-Drawing Number - BF0247-MAE-05-00-DR-A-060156-P08 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - First Floor-Drawing Number - BF0246-MAE-05-01-DR-A-060168-P01 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - Second Floor-Drawing Number - BF0246-MAE-05-02-DR-A-060169-P01 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - Third to Eighth Floor- Drawing Number - BF0246-MAE-05-ZZ-DR-A-060170-P01 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - Ninth and Tenth Floor- Drawing Number - BF0246-MAE-05-ZZ-DR-A-060171-P01 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - Typical Upper Floor- Drawing Number - BF0247-MAE-05-ZZ-DR-A-060157-P07 - Dated : September 2022.
- Drawing Title : Block 5 - Detailed GA - Roof Plan- Drawing Number - BF0247-MAE-05-RF-DR-A-060158-P07 - Dated : September 2022.
- Drawing Title : House - Detailed GA - Ground, First Floor and Roof Plan- Drawing Number - BF0246-MAE-ZZ-ZZ-DR-A-060160-P08 - Dated : September 2022.
- Drawing Title : Houses Terrace 1 - Section FF- Drawing Number - BF0246-MAE-01-XX-DR-A-060210-P05- Dated : September 2022.
- Drawing Title : Houses Terrace 2 - Section GG- Drawing Number - BF0246-MAE-02-XX-DR-A-060211-P05- Dated : September 2022.
- Drawing Title : Block 3 - Section HH- Drawing Number - BF0246-MAE-03-XX-DR-A-060212-P06- Dated : September 2022.
- Drawing Title : Block 3 - Section II- Drawing Number - BF0246-MAE-03-XX-DR-A-060213-P06- Dated : September 2022.
- Drawing Title : Block 4 - Section JJ- Drawing Number - BF0246-MAE-04-XX-DR-A-060214-P06- Dated : September 2022.
- Drawing Title : Block 4 - Section KK- Drawing Number - BF0246-MAE-04-XX-DR-A-060215-P06- Dated : September 2022.
- Drawing Title : Block 5 - Section LL - Drawing Number - BF0247-MAE-05-XX-DR-A-060216-P06- Dated : September 2022.
- Drawing Title : Block 5 - Section MM- Drawing Number - BF0247-MAE-05-XX-DR-A-060217 -P06- Dated : September 2022.
- Drawing Title : Block 5 - Section MM- Drawing Number - BF0247-MAE-05-XX-DR-A-060217 -P06- Dated : September 2022.
- Drawing Title : House - Typical Sections NN and OO- Drawing Number - BF0246-MAE-ZZ-ZZ-DR-A-060220-P06- Dated : September 2022.
- Drawing Title : Houses Terrace 1 - North Elevation- Drawing Number - BF0246-MAE-01-XX-DR-A-060310- P05- Dated : September 2022.
- Drawing Title : Houses Terrace 1 - South Elevation- Drawing Number - BF0246-MAE-01-XX-DR-A-060311-P05- Dated : September 2022.
- Drawing Title : Houses Terrace 2 - North Elevation- Drawing Number - BF0246-MAE-02-XX-DR-A-060312-P05- Dated : September 2022.
- Drawing Title : Houses Terrace 2 - South Elevation - Drawing Number - BF0246-MAE-02-XX-DR-A-060313-P05- Dated : September 2022.
- Drawing Title : Block 3 - North Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060314-P06- Dated : September 2022.
- Drawing Title : Block 3 - East Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060315-P06- Dated : September 2022.
- Drawing Title : Block 3 - South Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060316-P06- Dated : September 2022.
- Drawing Title : Block 3 - West Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060317-P06- Dated : September 2022.
- Drawing Title : Block 4 - North Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060318-P06- Dated : September 2022.

- Drawing Title : Block 4 – East Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060319-P06- Dated : September 2022.
- Drawing Title : Block 4 – South Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060320-P06- Dated : September 2022
- Drawing Title : Block 4 – West Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060321-P06- Dated : September 2022
- Drawing Title : Block 4 – North Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060322-P06- Dated : September 2022
- Drawing Title : Block 4 – East Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060323-P05- Dated : September 2022
- Drawing Title : Block 4 –South Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060324-P05- Dated : September 2022
- Drawing Title : Block 4 –West Elevation- Drawing Number - BF0246-MAE-03-XX-DR-A-060325-P06- Dated : September 2022
- Drawing Title : House - North and South Elevation - Drawing Number - BF0246-MAE-03-XX-DR-A-060330-P06- Dated : September 2022

Landscape Drawings

- Drawing Title : Landscape Tree Planting Plan - Drawing Number – BF0246-PIE-00-00-DR-L-020002-P01- Dated : September 2022
- Drawing Title : Landscape Softworks 02- Drawing Number – BF0246-PIE-00-00-DR-L-020001-P01- Dated : September 2022
- Drawing Title : Landscape Softworks 01- Drawing Number – BF0246-PIE-00-00-DR-L-020000-P01- Dated : September 2022
- Drawing Title : Landscape Hardworks 02- Drawing Number – BF0246-PIE-00-00-DR-L-010001-P01- Dated : September 2022
- Drawing Title : Landscape Hardworks 01- Drawing Number – BF0246-PIE-00-00-DR-L-010000-P01- Dated : September 2022
- Drawing Title : Landscape General Arrangement- Drawing Number – BF0246-PIE-00-00-DR-L-0100001-P01- Dated : September 2022.
- Drawing Title : Landscape General Arrangement- Drawing Number – BF0246-PIE-00-00-DR-L-0100001-P01- Dated : September 2022

Document List:

- Design and Access Statement including Landscape Strategy - MAE and Plan-It- September 2022.
- Planning Statement - Be First – September 2022
- Statement of Community Involvement – Be First – September 2022
- Noise Assessment Report- MACH – August 2022.
- Air Quality Assessment Addendum – Stantec- August 2022.
- Ecological Impact Assessment – Stantec – September 2022.
- Energy and Sustainability Statement – Mach – September 2022.
- Overheating Assessment – Mach – November 2022.
- Surface Water Drainage Strategy Technical Note – Stantec – August 2022.
- Micro Drainage Report – Stantec – August 2022.
- Circular Economy Statement – HTA Sustainability – September 2022.
- Whole Life Carbon Assessment – HTA Sustainability – September 2022.
- Sunlight, Daylight and Overshadowing Assessment – MACH – August 2022.
- Internal Daylight Assessment – MACH – August 2022
- Daylight and Sunlight Impact Assessment Report - MACH – August 2022.
- Transport Assessment – Stantec – September 2022
- Outline Fire Strategy Report – BB7 – September 2022
- Fire Statement Form - BB7 – September 2022

- External lighting Design Statement – Stantec – August 2022
- Urban Greening Technical Note – Stantec – September 2022
- Biodiversity Net Gain Design Stage Report – Stantec -September 2022

No other documents or plans shall apply.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

Highways Works

2. No above ground works shall take place until a scheme of highways works has been submitted to and approved in writing by the local planning authority. The scheme of highways works should provide a satisfactory junction design in relation to the phase 2 access road where it meets Padnall Road, in order to protect the safety of all road users. The dwellings hereby approved shall not be occupied until this junction has been completed and made available to the public.

Reason: In the interests of highway safety.

Materials and Architectural Details

3. Notwithstanding the details submitted with the application, no development above ground floor slab shall take place until full details and samples of materials to be used on the following elements have been submitted to and approved in writing by the Local Planning Authority:
 - a) External surfaces of all buildings and associated storage structures including panelling, cladding, facing bricks and mortar colour, feature bricks/materials, window frames, noise attenuation window features, coping, cills, canopies, external entrance and service doors, window surrounds and parapet caps;
 - b) Hard surfacing materials to be used in the external finished areas of houses including internal courtyards and front gardens;
 - c) Details of all boundary treatments;
 - d) Architectural detailing (at scale 1:20) including:
 - i) Canopy details (including method of affixing to the building);
 - ii) Window reveals; and
 - iii) Noise attenuation window features.
 - e) Balconies and balustrades including finish to underside of balcony platform;
 - f) External flues;
 - g) External rainwater goods;
 - h) External lighting (in relation to design/appearance); and,

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality.

Noise Mitigation

4. The noise mitigation measures within the approved Noise Assessment Report (August 2022), prepared by Mach, must be installed prior to first occupation of any dwelling hereby approved. When windows are closed, internal noise levels shall not exceed:
 - Daytime (0700 hours - 2300 hours): ≤40 dBA; and
 - Night-time (2300 hours - 0700 hours): ≤35 dBA.

Evidence demonstrating implementation and compliance shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the dwellings hereby approved. The noise mitigation measures shall be retained and maintained thereafter.

Reason: To ensure that residential dwellings are adequately protected from noise.

Bin and Cycle Stores

5. Notwithstanding the details submitted with the application, details of all bin and cycle stores shall be submitted to and approved in writing by the Local Planning Authority. The cycle and bin store facilities shall be constructed, furnished and made available for first use to the relevant dwelling being occupied. These cycle and bin store facilities shall thereafter be retained and kept available for use by residents at all times.

Reason: In order to encourage sustainable travel and to ensure a satisfactory form of development.

Electric Vehicle Charging

6. No dwelling hereby approved shall be occupied until provision has been made for active electric vehicle charging to serve all car parking spaces hereby approved. The charging points shall thereafter be retained and kept available for use by residents at all times.

Reason: In order to encourage sustainable travel and to ensure a satisfactory form of development.

Ecological Enhancements

7. The development shall be carried out in accordance with the recommended measures set out in the approved Padnall Lake Phase 2 Ecological Assessment Report, prepared by Stantec and maintained thereafter.

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

Energy Reduction

8. The development shall be carried out in accordance with the approved Energy Strategy, prepared by Mach, to deliver a 58% reduction in sitewide CO2 emissions. All physical measures shall be delivered prior to first occupation and retained thereafter.

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

Housing Mix and Tenure

9. The development shall be carried out in accordance with the housing mix and tenures specified under paragraph 3.9 of the submitted planning statement prepared by Be First Consultancy (August 2022).

Reason: In order to secure the proposed affordable housing specific to this phase of the development.

Wheelchair User Dwellings

10. At least 10% of the residential units hereby permitted shall be designed and constructed in accordance with Building Regulations M4 (3) 'Wheelchair user dwellings' standards.

Reason: To ensure the provision of accessible housing.

Accessible and Adaptable Dwellings

11. All of of the residential units hereby permitted, which are not designed and constructed in accordance with Building Regulations M4 (3) 'wheelchair accessible' dwellings standards shall be designed and constructed in accordance with Building Regulations M4 (2) 'Accessible and adaptable dwellings' standards.

Reason: To ensure the provision of accessible housing.

Informatives

1. OUTLINE PLANNING CONDITIONS

The applicant is reminded that they must comply with all relevant conditions secured under planning permission 22/01492/VAR. Where relevant they must discharge all required details required by condition pursuant to this consent, in addition to those secured under this Reserved Matters consent. This includes conditions relating to matters including car parking management and landscaping.

2. CHILDRENS' PLAY EQUIPMENT

Details of play equipment relating to the phase 2 development, to be submitted under condition c.11 of planning permission 22/01492/VAR shall include details of colour and other measures to assist partially sighted children in their use of the equipment.

3. HIGHWAYS

The developer and their representatives are reminded that a positive planning decision does not discharge the requirements under the Highways Act 1980 and Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

4. BUILDING REGULATIONS AND OTHER CONSENTS

This decision DOES NOT imply any consent, which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

5. WORKING WITH THE APPLICANT

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

6. COMMUNITY INFRASTRUCTURE LEVY

This development is potentially liable for payment of both the Mayor of London and London Borough of Barking and Dagenham's Community Infrastructure Levies (CIL). Further information about CIL, including the process that must be followed and forms that will be required, can be found on the Council's website: <https://www.lbbd.gov.uk/developer-contributionscil-and-s106> . CIL forms can be submitted to: S106CIL@befirst.london .

Appendix 6:

Conditions & Informatives pursuant to the hybrid consent 22/01492/VAR

The below conditions are provided for information purposes and would not be included within the decision notice associated with this application:

Outline Conditions

A1. Statutory Time Limit – Outline Planning Permission

No development shall commence until details of the:

- a. Access
- b. Appearance
- c. Landscaping
- d. Layout
- e. Scale

(hereinafter referred to as "the Reserved Matters") have been submitted to and approved by the Local Planning Authority) Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of THREE YEARS from the date of this Decision Notice.

The development to which this permission relates must be commenced not later than TWO YEARS from the date of approval of the final Reserved Matters.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

A2. Development in accordance with Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- Drawing Title: Development Parcels Parameter Plan – Drawing Number : BEF-PLB_HTA_A_PP101 – Rev L : August 2022
- Drawing Title: Public Open Space Parameter Plan – Drawing Number : BEF-PLB_HTA_A_PP102 – Rev M
- Drawing Title: Land Use Parameter Plan – Drawing Number : BEF-PLB_HTA_A_PP103 – Dated : August 2022, Rev M
- Drawing Title: Access and Circulation Parameter Plan – Drawing Number : BEF-PLB_HTA_A_PP104 – Dated : August 2022 Rev L
- Drawing Title: Proposed Development Heights - Parameter Plan – Drawing Number : BEF-RPLB_HTA_A_PP105 – Dated : August 2022 Rev M
- Drawing Title : Planning Application Site Boundary Parameter Plan – Drawing Number : BEF-PLB_HTA_A_XX_DR_0115 – Dated : August 2022 Rev M

Documentation:

- Development Specification -Be First – September 2022
- Design Guide -HTA -August 2022

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

A3. Maximum Quantum of Floorspace

The development hereby approved shall be limited to a maximum quantum of development as follows:

- Housing (Use Class C3) - 219 Residential Units.

Reason: In order to ensure that the development causes no additional impact that has not been assessed as part of the planning application proposal.

Detailed Component Conditions (Phase 1)

B1. Statutory Time Limit - Planning Permission

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

Development in accordance with Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- Drawing Title : Phase 1 Site Ground Floor Plan – Drawing Number - BEF-PLB_HTA-A_P1_DR_0100-G – Dated : November 2020.
- Drawing Title : Phase 1 Site Roof Plan – Drawing Number - BEF-PLB_HTA-A_P1_DR_0101- F– Dated : August 2022
- Drawing Title : Phase 1 Site Sections & Elevations – Drawing Number - BEF-PLB_HTA-A_P1_DR_0150- E– Dated : November 2020
- Drawing Title : Energy Centre Elevations– Drawing Number - BEF-PLB_HTA-A_EC_DR_0280-D– Dated : August 2022
- Drawing Title : Energy Centre Plan and Sections – Drawing Number - BEF-PLB_HTA-A_EC_DR_0281- D– Dated : August 2022
- Drawing Title : Block 1 Ground Floor Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0200 - H– Dated : August 2022
- Drawing Title : Block 1 Ground Floor Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0201- F– Dated : August 2022
- Drawing Title : Block 1 Second Floor Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0202 - E– Dated : August 2022
- Drawing Title : Block 1 Third Floor Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0203 -E– Dated : August 2022
- Drawing Title : Block 1 Forth Floor Plan – Drawing Number - BEF-PLB_HTA-A_01_DR_0204 -E– Dated : August 2022
- Drawing Title : Block 1 Fifth Floor Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0205 -E– Dated : August 2022

- Drawing Title : Block 1 Roof Plan– Drawing Number - BEF-PLB_HTA-A_01_DR_0206 -E– Dated : August 2022
- Drawing Title : Block 1 Building Section A – Drawing Number - BEF-PLB_HTA-A_01_DR_0250-C– Dated : August 2022
- Drawing Title : Block 1 Building Section B– Drawing Number - BEF-PLB_HTA-A_01_DR_0251-D– Dated : August 2022
- Drawing Title : Block 1 Building Section C– Drawing Number - BEF-PLB_HTA-A_01_DR_0252-D– Dated : August 2022
- Drawing Title : Block 1 Building Section D– Drawing Number - BEF-PLB_HTA-A_01_DR_0253-D– Dated : August 2022
- Drawing Title : Block 1 North Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0270-E– Dated : August 2022
- Drawing Title : Block 1 North-East Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0271-E– Dated : August 2022
- Drawing Title : Block 1 North-West Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0272-E– Dated : August 2022
- Drawing Title : Block 1 South-West Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0273-E– Dated : August 2022
- Drawing Title : Block 1 South-East Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0274-E– Dated : August 2022
- Drawing Title : Block 1 South Elevation – Drawing Number - BEF-PLB_HTA A_01_DR_0275-E– Dated : August 2022
- Drawing Title : Block 1 East Elevation – Drawing Number - BEF-PLB_HTA-A_01_DR_0276-D– Dated : August 2022
- Drawing Title : Phase 1 Houses Ground Floor Plan Pt1 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0200-B– Dated : August 2022
- Drawing Title : Phase 1 Houses Ground Floor Plan Pt1 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0201-B– Dated : August 2022
- Drawing Title : Phase 1 Houses First Floor Plan Pt1 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0202-B– Dated : August 2022
- Drawing Title : Phase 1 Houses First Floor Plan Pt2 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0203-C– Dated : November 2022

- Drawing Title : Phase 1 Houses Second Floor Plan Pt1 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0204-B– Dated : August 2022
- Drawing Title : Phase 1 Houses Second Floor Plan Pt2 – Drawing Number - BEF-PLB_HTA-A_H1_DR_0205-B– Dated : August 2022
- Drawing Title : Phase 1 Houses Roof Floor Plan Pt1– Drawing Number - BEF-PLB_HTA-A_H1_DR_0206-B– Dated : August 2022
- Drawing Title : Phase 1 Houses Roof Floor Plan Pt2– Drawing Number - BEF-PLB_HTA-A_H1_DR_0207-B– Dated : August 2022
- Drawing Title : Phase 1 Houses Building Sections A and B– Drawing Number - BEF-PLB_HTA-A_H1_DR_0250-A– Dated : August 2020
- Drawing Title : Phase 1 Houses North Elevation– Drawing Number - BEF-PLB_HTA-A_H1_DR_0270-C– Dated : August 2022
- Drawing Title : Phase 1 Houses South Elevation– Drawing Number - BEF-PLB_HTA-A_H1_DR_0271-C– Dated : August 2022
- Drawing Title : Phase 1 Houses East Elevation– Drawing Number - BEF-PLB_HTA-A_H1_DR_0272-C– Dated : August 2022
- Drawing Title : Phase 1 Houses East Elevation– Drawing Number - BEF-PLB_HTA-A_H1_DR_03090-PO3– Dated : August 2022
- Drawing Title :Street Lighting Layout Sheet 3 of 4– Drawing Number – BF0154-WSP-ZZ-ZZ-DR-DC-000019– Dated : October 2022
- Drawing Title : Illustrative Landscape Masterplan – Drawing Number - BEF-PLB_HTA-L_DR-2100-C – Dated : August 2022
- Drawing Title : Soft Landscape Plan 1 of 3– Drawing Number - BEF-PLB_HTA-L_DR-2910-D – Dated : August 2022
- Drawing Title : Soft Landscape Plan 2 of 3– Drawing Number - BEF-PLB_HTA-L_DR-2911– E- Dated : August 2022
- Drawing Title : Hard Landscape Plan 1 of 3– Drawing Number - BEF-PLB_HTA-L_DR-2920– D- Dated : August 2022
- Drawing Title : Hard Landscape Plan 2 of 3– Drawing Number - BEF-PLB_HTA-L_DR-2920– E- Dated : August 2022
- Drawing Title : Hard Landscape Plan 3 of 3– Drawing Number - BEF-PLB_HTA-L_DR-2920– E- Dated : August 2022

Document List

- Development Specification- Be First- September 2022
- Noise Impact Assessment-Ramboll-August 2022
- Air Quality Addendum- Ramboll-August 2022
- Design and Access Statement – HTA - August 2022
- Planning Statement – Be First Consultancy – August 2022
- Ecological Impact Assessment Addendum-Ramboll-August 2022
- Energy and Sustainability-Assessment- HTA Sustainability-August 2022.
- Archaeological and Heritage Assessment- AB Heritage-August 2022
- Flood Risk Addendum-Ramboll- August 2022
- Outline Drainage Strategy-WSP-September 2022.
- Daylight and Sunlight Impact Assessment Report - Mach Group- August 2022
- Transport Statement Addendum- Stantec- August 2022.
- Fire Strategy Report – MLM Group – August 2022
- Fire Statement Form – MLM Group – August 2022
- Arboricultural Survey and Arboricultural Impact Assessment- Thompson-August 2022
- Statement of Community Involvement- Be First- September 2022
- Open Space Assessment- HTA- August 2022
- Circular Economy Statement- HTA Sustainability – August 2022
- Whole Life Carbon Assessment - HTA Sustainability – August 2022
- Habitat Management Plan – Ramboll – August 2022
- Biodiversity Net Gain Assessment Replacement – Ramboll – August 2022
- Preliminary Risk Assessment – WSP – August 2022
- Landscape and Visual Impact Assessment Addendum – Ramboll – August 2022
- Noise Impact Assessment Replacement – Ramboll – August 2022

No other documents or drawings apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

B3. Fire Hydrants

Notwithstanding the details submitted with the application, prior to first occupation of the Phase 1 development, details of the location of 2no. fire hydrants shall be submitted to and approved in writing by the Local Planning Authority, to accord with the specifications of the London Fire Brigade. They shall be installed in accordance with the approved details and retained in perpetuity thereafter.

Reason: In the interests of fire safety.

Site-Wide Conditions

C1. Contaminated Land

I. Development (all phases) shall be undertaken in accordance with the investigation and risk assessment and detailed remediation scheme required by Condition C1 part (a) and (b) of planning permission reference 20/01686/FULL, submitted and approved by the Local Planning Authority under application reference 21/00800/AOD, or any updated investigation and risk assessment reports as may subsequently be submitted and approved by the Local Planning Authority.

II. Development (phase 1) shall be undertaken in accordance with the remediation strategy and verification report required by Condition C1 part (c) of planning permission reference 20/01686/FULL submitted and approved by the Local Planning Authority under application reference 22/01134/AOD, or any such updated reports as may subsequently be submitted and approved by the Local Planning Authority.

III. With regards to Phase 2, the approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

- I. With regards to Phases 1 and 2, in the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority.

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

C2. Phasing Plan

Development to be carried out in accordance with phasing plan (ref: BEF-PLB_HTA_A_XX_PP101 Rev L), or any subsequent phasing plan to be agreed in writing with the Local Planning Authority.

Reason: The phasing plan is required prior to commencement of development to allow the community infrastructure levy (CIL) liability to be calculated for each phase and for any relief to be determined.

C3. Construction Management

Development shall be undertaken in accordance with the Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP) required by condition C3 of planning permission reference 20/01686/FULL, submitted and approved by the Local Planning Authority under application reference 21/00897/AOD, or any updated investigation and risk assessment reports as may subsequently be submitted and approved by the Local Planning Authority.

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

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

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

C4. Archaeology

Development shall be undertaken in accordance with the Written Scheme of Investigation (WSI) required by Condition C4 of planning permission reference 20/01686/FULL, approved under permission reference 21/01004/AOD, or any updated written scheme of investigation as may subsequently be submitted to and approved by the Local Planning Authority.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- b. 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: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF.

C5. Materials and balconies

Phase 1 development shall be undertaken in accordance with details of all balconies and materials to be used in the construction of the external surfaces of the development required by Condition C5 of planning permission 20/01686/FULL and approved under permission reference 22/00446/AOD for, or

any updated materials and balcony details as may subsequently be submitted and approved by the Local Planning Authority. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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

C6. Electric Vehicle Charging Points

The Phase 1 development shall be undertaken in accordance with details of Electric Vehicle Charging Points required by Condition C6 of planning permission reference 20/01686/FULL approved under permission reference 22/00619/AOD (Phase 1), or any updated details of Electric Vehicle Charging Points as may subsequently be submitted and approved by the Local Planning Authority.

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

C7. Landscaping Details

Prior to the commencement of above ground works in each phase of the development detailed soft and hard landscaping strategies must be submitted and approved in writing by the Local Planning Authority. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. The landscaping scheme must then be implemented within Phase 1 of the development prior to loss of any open space that will be occupied by any permanent building forming part of the application proposal.

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

C8. Tree Protection

Phase 1 Development shall be undertaken in accordance with the landscaping details required by Condition C8 of planning permission reference 20/01686/FULL and approved under application reference 22/00017/AOD (Phase 1), or any updated landscaping details as may subsequently be submitted and approved by the Local Planning Authority.

The approved report must then remain in perpetuity across all phases of development unless agreed otherwise in writing by the Local Planning Authority.

In relation to the Phase 2 development:

No above ground works within each phase of the development hereby permitted shall be commenced until all such works associated with that phase are completed:

- a. all trees to be retained shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees; and
- b. any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing. Any trees that are damaged or felled during construction work must be replaced with semi mature trees of the same or similar species.

The approved report must then remain in perpetuity across all phases of development unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure that retained trees are identified prior to the commencement of development and adequately protected during the construction phase.

C9. Landscape and Ecological Management Plan

Development shall be undertaken in accordance with the Landscape and Ecological Management Plan required by Condition C9 of planning permission reference 20/01686/FULL and approved under application reference 21/00941/AOD, or any updated landscaping details as may subsequently be submitted and approved by the Local Planning Authority.

The landscape and ecological measures identified in the approved report be retained in perpetuity across all phases of development unless agreed otherwise in writing by the Local Planning Authority.

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

C10. Piling Method Statement

Phase 1 development shall be undertaken in accordance with the Piling Method Statement required by Condition C10 of planning permission reference 20/01686/FULL and approved under permission reference 21/01099/AOD, or any updated landscaping details as may subsequently be submitted and approved by the Local Planning Authority.

In relation to the Phase 2 development:

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility Infrastructure.

C11. Child's Playspaces

Phase 1 Development shall be undertaken in accordance with the details of child play equipment required by Condition C11 of planning permission reference 20/01686/FULL and approved under permission reference 22/01418/AOD.

Prior to occupation of the Phase 2 development, details of child play associated equipment shall be submitted to and approved in writing by the Local Planning Authority. The children's play space and approved associated equipment shall be permanently retained thereafter.

The children's play space and approved associated equipment shall be permanently retained thereafter across each development phase.

Reason: To ensure suitable provision for children's play

C12. Parking management

Prior to first residential occupation of the relevant phase a parking management plan for that phase should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure effective management of proposed parking areas.

C13. Parking implementation

Any car parking spaces proposed for any phase of the development shall be constructed and marked out prior to the first occupation of that phase of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on

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

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

C14. Cycle parking

Notwithstanding the approved drawings within Condition 2, prior to the first occupation of the relevant phase of development the applicant makes the necessary provisions for cycle parking provision for that phase in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

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

C15. Sustainable Drainage

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

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

C16. Community Facility

Prior to the occupation of the flexible community floorspace, a community facility management plan shall be submitted for approval in writing by the local planning authority. The document must include an event management plan should the number of occupiers exceed 40, to demonstrate how sustainable modes of transport will be promoted and car parking managed.

Reason: to protect residential amenity for surrounding properties.

C.17 Crime Prevention

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

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

Informative: Whilst silver shall be the minimum requirement for Secure by Design Accreditation, the applicant shall demonstrate all reasonable endeavours to obtain a gold certification as part of their submission of details for approval by the Local Planning Authority.

C18. External Lighting and CCTV

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

dark urban locations. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

C19. Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by HTA Dated August 2022 and delivering over 53% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings for the relevant phase of the development.

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

C20. Extract Ventilation

Prior to occupation of any non-residential unit hereby permitted with a commercial kitchen, details of any ventilation system for the removal and treatment of cooking odours from any commercial catering, including its appearance and measures to mitigate system noise, are to be submitted to and approved in writing by the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in: The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and Publication, "Control of Odour and Noise from Commercial Kitchen Exhaust Systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs", Ricardo.com, 2018. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

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

C21. Air Quality

The Air Quality mitigation measures outline within the approved Air Quality Assessment – 06 November 2020 and Air Quality Statement Addendum dated August 2022, must be installed in full prior to the first occupation of any residential for the relevant phase of the development.

Reason: to protect the residential amenity of future occupiers.

C22. Energy Centre Noise Assessment

Notwithstanding the details submitted with the application, prior to first use of the Energy Centre hereby approved, a noise assessment that details the likely impact of any related plant on any noise sensitive receptor, shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include details of any measures necessary to ensure that noise does not negatively impact the amenity of local residents. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014. Once approved, any mitigations shall be implemented and retained thereafter; the energy centre shall be operated only in accordance with the approved details; and maintained in the approved state at all times.

Reason: To ensure that residential dwellings are adequately protected from noise.

C23. Energy Centre Signage

Notwithstanding the details submitted with the application, prior to first use of the energy centre, details of the wording, sizing, and design of the signage on the Energy Centre hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall detail engagement with local residents. The signage shall be implemented in accordance with the approved details and thereafter maintained as such.

Reason: To ensure the satisfactory appearance of the development.

C24. Accessible Units

Building Regulations M4(2) 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

C25. Accessible Units

Building Regulations M4(3) 10% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

C26. Restricted Use

The proposed community uses proposed shall be used for no other purpose within class F1 (other than for a community centre) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the use hereby permitted and to satisfactorily protect the amenities of adjoining properties.

C27. Removal of Householder Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent Order revising, revoking and re-enacting that Order) There shall be no enlargement or extension of the dwelling(s) hereby permitted, including any additions or alterations to the roof, without the prior written approval of the Local Planning Authority.

No new building or enclosure shall be constructed within the application site without the prior written approval of the Local Planning Authority. No windows, doors or other openings other than those expressly authorised by this permission shall be constructed. No new fences, gates, walls or other means of enclosure shall be erected without the prior written approval of the Local Planning Authority.

Reason: To ensure that the amenities of neighbours and the local area are protected.

C28. Hours of Operation

The Community floorspace hereby approved shall not be operational outside the hours of 7am to 10pm Sunday to Friday, and 8am to 15:00pm Saturday.

Reason: To protect the amenity of the surrounding residential building.

C29. Dust and Emissions

The Demolition and construction approved by this consent shall be undertaken in accordance with the greater London authority and London councils "the control of dust and emissions from construction SPG".

Reason: to protect the environment.

C30. Noise

The noise mitigation measures outlined within the approved noise impact assessment document dated: August 2020 and Noise Impact Addendum dated September 2022 must be installed in full prior to the first occupation of any residential for the Phase 1 of the development.

Reason: to protect the residential amenity of future occupiers.

C31. Circular Economy

The development must remain in accordance with the approved circular economy statement assessment document dated August 2022. A post completion report must then be provided to and approved in writing by the local planning authority prior to the first occupation of the relevant phase of the development.

Reason: In the interest of creating safer, sustainable communities.

C32. Non Road Mobile Vehicles / Air Quality

Site specific non-road mobile vehicles, Air Quality During onsite construction works, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to meet Stage IIIB of EU Directive 97/68/E and be NRMM registered. Such vehicles must be run on ultra low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied when reasonable but not later than 1 year after. Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant. No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

Reason: To protect the amenity of future occupants and/or neighbours.

Appendix 7:

Site Location Plan

(Do not scale off this plan)

