

**LONDON BOROUGH OF BARKING & DAGENHAM**
**PLANNING COMMITTEE**
**Monday 16 October 2023**
**Application for the Sub Framework Plan and Discharge of Conditions**

<b>Case Officer:</b>	Lewis Goodley	<b>Valid Date:</b>	-
<b>Applicant:</b>	Barking Riverside Limited.	<b>Expiry Date:</b>	<b>Subject to PPA</b>
<b>Application Numbers:</b>	<b>23/01182/AOD</b>	<b>Ward:</b>	Barking Riverside Ward
<b>Address:</b>	Stage 2 South, Boulevard - Barking Riverside Area, Renwick Road, Barking		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for approval of reserved matters and discharge of planning conditions relating to the proposal below at Barking Riverside Area, Renwick Road, Barking.

**Proposals**
**23/01182/AOD**

*Application for approval of details in relation to Stage 2 South Boulevard Sub Framework Plan (SFP) pursuant to Condition 31 (Sub Framework Plan) and 32 (Details of Sub Framework Plan), in addition to the partial discharge of conditions 4 (Phasing and Stages), 5 (Partial Discharge), 23 (Flood Defence Buffer Zones), 33 (Nature Conservation and Landscaping), 35 (Temporary Pedestrian and Cycle Routes) and 36 (Design Code) attached to planning permission 18/00940/FUL dated 26/10/2018*

**Officer Recommendations**

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Strategic Director of Inclusive Growth (or authorised Officer), to approve the Sub-Framework Plans (23/01182/AOD) and specified planning conditions for Stage 2 South Boulevard, Barking Riverside.

## OFFICER REPORT

### Planning Constraints

- Air Quality Management Area
- London Riverside Opportunity Area
- Key Regeneration Area
- Archaeological Priority Area
- Site of Importance for Nature Conservation (adjacent).

### Site, Situation and Proposal

Barking Riverside comprises some 179.3 hectares located on the north bank of the Thames. It lies at the centre of the London Riverside Opportunity Area.

Barking Riverside falls in the south of the Borough, approximately 2 miles to the south east of Barking Town Centre and 800 metres to the south of the A13. The wider site is irregular in shape and has maximum dimensions east to west of 2.2 km and north to south of 1.1 km. The site occupies a large area of brownfield land which was previously used for power generation, with associated ash lagoons representing the spoil from the now demolished coal fired power stations.

The surrounding area is mixed in character. To the north west of the site is an established residential area comprising predominantly 2- storey semi-detached dwellings built circa 1990, known as Great Fleete. The north of the site is bounded by the A13, and the southern boundary comprises a 2 km frontage to the River Thames. Industrial estates adjoin the east and western boundaries of the site.

To date, some 3,500 new homes benefit from detailed planning approval. In addition, four schools have been provided. Stage 1, which lies to the west of Renwick Road and north of River Road is largely complete (or consented to reserved matters stage) which includes the Rivergate Local Centre.

BRL are now building out Stage 2, which lies to the north of the Boulevard. A temporary Co-op is open and will relocate to a permanent store as the development proceeds and the community develops. The London Overground is now operational from the new station. River boat services (Thames Clipper) are now operational from the new pier. A frequent bus-based service organised around East London Transit (ELT) is also long-established and operational.

The application relates to Stage 2 South Boulevard. Figure 1 below shows the location of the proposed SFP area. Figure 2 shows that the SFP is in both Stage 2 South and within the District Centre.

Plots 210A, 210B, 210C and 303A fall within 'Stage 2 South' on the Phasing Strategy. Plots DC3B and DC3C fall within 'District Centre'. Together these form the proposed SFP area named Stage 2 South, Boulevard.

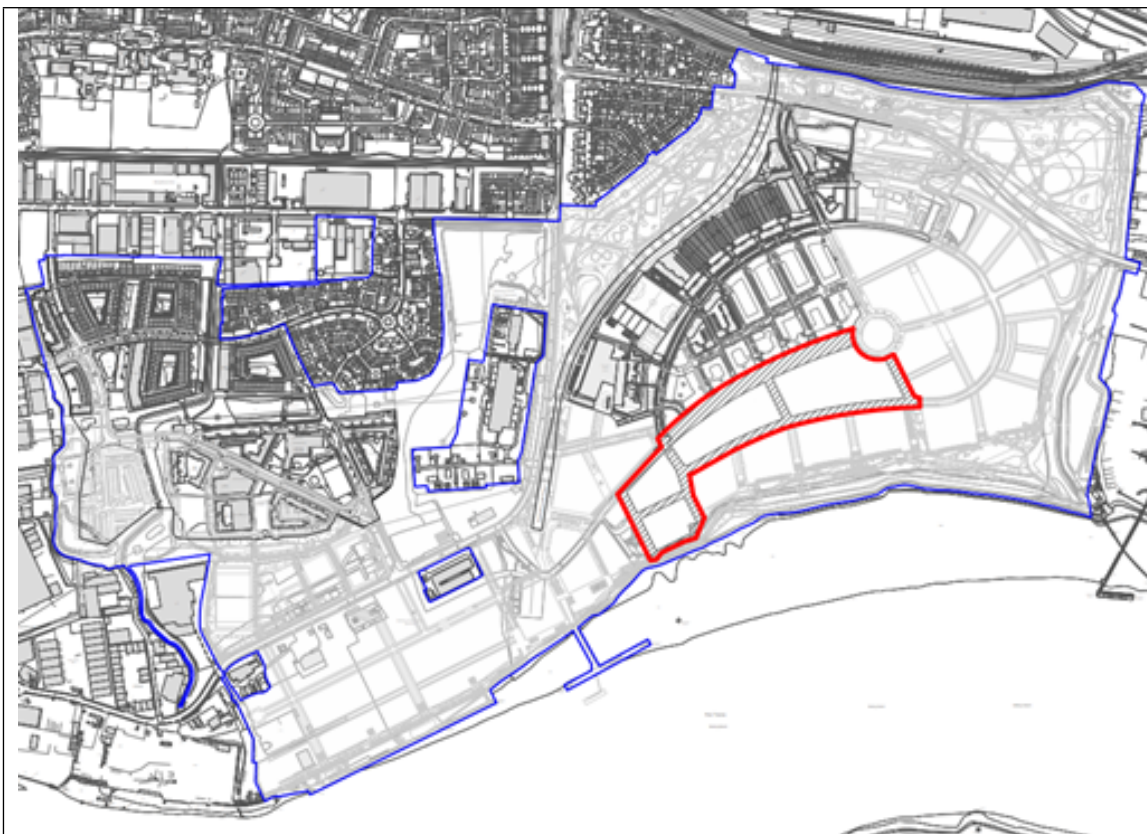


Figure 1 – Redline boundary

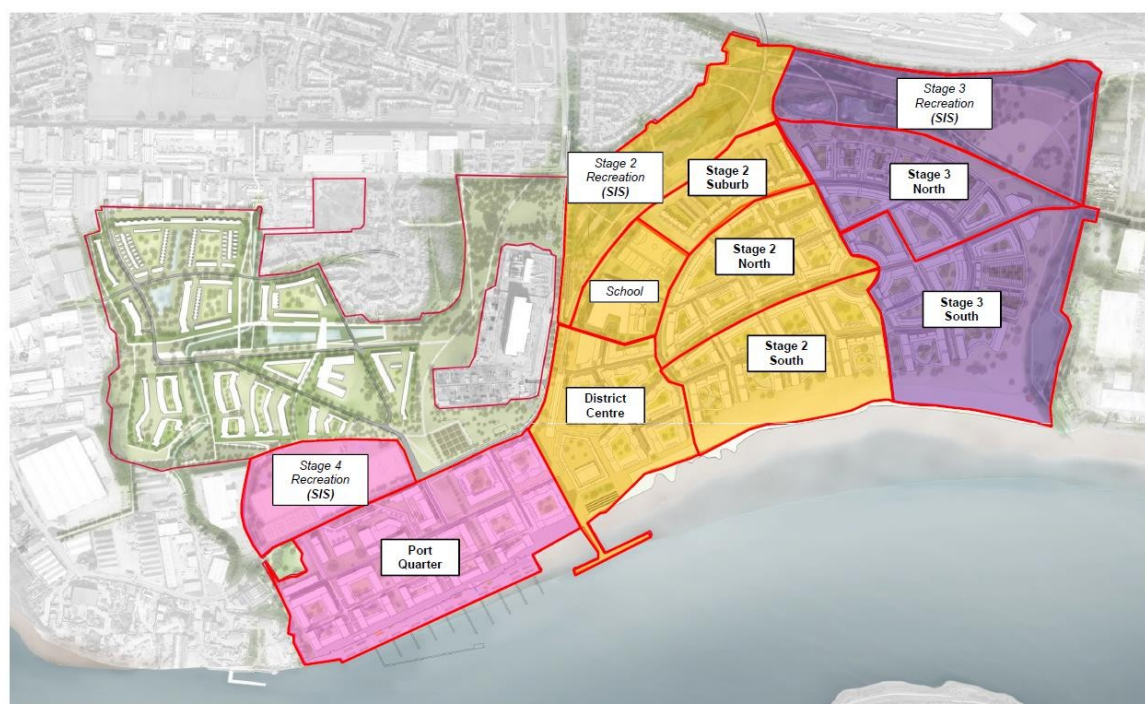


Figure 2 – Consented phases

### Proposal

This application seeks permission for the approval of the Sub Framework Plan for Stage 2 South Boulevard pursuant to Conditions 31 and 32 attached to Outline Planning Permission 18/00940/FUL, in addition to the partial discharge of Conditions 4, 5, 23, 33, 35 and 36 for up to 2,450 dwellings (Use Class C3) and up to 400 sqm of non-residential floorspace (Use Class A), with associated landscaping, parking, pedestrian, cycling and vehicular routes.

All proposed amendments remain broadly in accordance with the outline parameters set by and approved by the 2018 extant outline planning permission (OPP).

### **Relevant Background Information**

The application site which forms part of the Barking Riverside site has an extensive planning history and the most relevant planning applications are summarised below.

Barking Riverside received site-wide outline planning permission on 7 August 2007 (ref. 04/01230/OUT) which provided for, inter alia, the development of the site for up to 10,800 new homes, including the provision of an extension to the Docklands Light Railway (DLR). This was subsequently amended through a section 73 application (ref. 08/00887/FUL), for which permission was granted on 23rd July 2009 ('the 2009 OPP').

This is a three-tier permission which introduces a requirement for Sub Framework Plans ('SFP') in advance of Reserved Matters ('RMs'). The SFP and RMs for Stage 1 were approved by the Council on 20 August 2009, pursuant to the 2009 OPP (LPA ref. 08/00895/CDN and 08/00896/REM). Following cancellation of the DLR, Barking Riverside has been subject to two further section 73 applications to accommodate the replacement of the DLR with an extension to the London overground (refs. 16/00131/OUT and 18/00940/FUL ('the 2018 OPP'). This latest outline permission was granted on 26 October 2018. This includes the requirement for the submission of details for site wide infrastructure as a reserved matter (see condition 16), to enable BRL to service the site, create development parcels for the provision of new homes by others. The terms of the s106 agreements which accompanied the 2009 OPP, and 2018 OPP were rationalised in a composite s106 agreement in 2019, drawing the provisions of earlier agreements into a single deed, with the obligations updated ('the 2019 s106'). These include the requirement for the submission and approval of a number of strategies. These strategies guide the preparation of the SFPs and the RMs.

A Deed of Variation to the 2019 s106 agreement was approved on 15 July 2021.

This allows for, inter alia, the affordable housing definition to be updated to reflect the introduction of London Affordable Rent and London Shared Ownership, as well as updates to the provisions related to private rented housing and market housing. The SFP and S106 Strategies have been prepared on this basis, utilising these definitions.

### **Section 106 Legal Agreement (S106) Strategies**

The 2019 s106 agreement requires the submission and approval of various site wide strategies on submission of the first SFP relating to a stage provided that the strategy had not been reviewed in the preceding 12-month period.

The following strategies have been submitted and are considered as a separate committee agenda item. The planning reference for this application is '23/01180/S106A'.

The strategies submitted under this reference are:

- Car Parking Strategy July 2023
- Transport Strategy July 2023
- Travel Plan July 2023
- Transport Monitoring Report July 2023
- Housing Strategy July 2023
- Build to Rent Strategy July 2023
- Retail and Non-Residential Use Strategy July 2023
- Health Strategy July 2023
- Placemaking and Cultural Strategy July 2023
- Open Space and Recreation Strategy (2 May 2018) and Cover Statement July 2023
- Energy Strategy July 2023
- Employment and Skills Strategy July 2023
- Waste Strategy July 2023
- Financial Viability Note and Summary, August 2023

## Key Issues

1. Environmental Impact Assessment (EIA)
2. Principle of Development
3. Compliance with requirements of conditions 5 (*Details of Stages/Plots*), Conditions 31 and 32 (*Sub Framework Plans*), Condition 33 (*Nature Conservation*), Condition 35 (*Access*) and Condition 36 (*Design Code*).

## Planning Assessment

### Relevant Conditions:

This application has been submitted to support an updated SFP for Stage 2 South Boulevard, which is required by Conditions 31 and 32 of the 2018 OPP. This application also seeks to discharge Conditions 4, 5, 23, 33, 35 and 36 for Stage 2 South Boulevard.

### Condition 4

The development shall be built out in four Stages in accordance with Barton Willmore drawing P003 dated 14 April 2017. No later than each Strategic Infrastructure Scheme (SIS)/Sub Framework Plan (SFP) submission the developer shall submit a revised phasing plan for the Site.

### Condition 5 Partial Discharge

Where any application is made to discharge a condition on a partial basis (i.e. in relation to a Stage, Plot or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous Stages or Plots, or part of, the details of which have already been determined, and subsequent Stages or Plots as appropriate. The statement shall demonstrate compliance and compatibility with the various details, strategies, drawings and other documents approved pursuant to this planning permission. The statement shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant Stage, Plot or part thereof.

### Condition 23 Flood Risk

The following areas, named as 'Flood Defence Buffer Zones', shall be left free from permanent built development and obstructions unless suitable access to the watercourse from the public highway for the Environment Agency can be maintained and agreed in writing by the Local Planning Authority:

- i. A horizontal strip between 6 and 16 metres wide as agreed with the Environment Agency, adjacent to the River Thames and measured from the landward extent of the flood defence structure;
- ii. All land riverward of the River Thames flood defence structure;
- iii. A horizontal strip 8 metres wide adjacent to the Goresbrook, Ship and Shovel and Buzzards Mouth; and
- iv. Prior to commencement of relevant works full details of above areas shall be submitted to and approved by the Local Planning Authority, in consultation with the Environment Agency.

### Condition 31

Prior to the submission of any Reserved Matters for Plot details pursuant to conditions 38 and 39 in respect of a particular Plot or part thereof, a Sub Framework Plan and supporting documentation referred to in Condition 32 for the Stage within which that particular Plot is located shall be submitted for approval to the Local Planning Authority in writing. At least one Sub Framework Plan will be prepared per Stage. No phase of development (excluding the works provided for the Strategic Infrastructure Scheme) pursuant to this permission shall commence until the Sub Framework Plan and the documents submitted with it have been approved.

## Condition 32 Sub-Framework Plan Matters to be addressed

The form and content of each Sub Framework Plan shall address the matters in condition 32 (a - s) and be in broad accordance with the matters in condition 32 (t). For the avoidance of doubt, a Sub Framework Plan shall be accompanied by a statement indicating how the matters in condition 32 have been addressed or complied with.

Matters to be addressed:

- a. Identify the relevant Plots within the relevant Stage
- b. Identify the quantum of development per Plot, in terms of unit numbers, mix and tenure and the quantum of sq. m. of non-residential accommodation per Plot.
- c. Identify the level of car and cycle parking provision (including its appearance, location and the means of secure storage) per Plot within the Stage by land use.
- d. Identify those areas that will be retained and managed by the developer or its agent (or such similar agency or entity agreed in writing with the Local Planning Authority) or adopted by the Council or a body nominated by the Council. ('the retained land').
- e. Demonstrate how new residential buildings can achieve compliance with the Mayor of London Housing SPG March 2016 (or equivalent document superseding the 2016 SPG).
- f. Demonstrate how 10% of new residential buildings can achieve Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition).
- g. Demonstrate how new buildings can be arranged and constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside (including the operation of adjoining safeguarded wharves) and within a building and how consideration has been given to the siting of noise sensitive buildings.
- h. Set out a strategy for compliance with the principles of Secure by Design for Homes, Schools and Commercial (2016 Guide), or equivalent document superseding the 2016 Guide. The development shall seek to achieve a minimum Silver award aspiring to a Gold award.
- i. Set out the provision of facilities as necessary to meet the operational requirements, where appropriate, of the emergency services, namely fire, ambulance and police.
- j. Establish key principles for the tertiary streets.
- k. Demonstrate how the SFP is addressing private amenity space, including garden sizes across the SFP area.
- l. Identify indicative locations for on Plot playspace.
- m. Set out details of the on Plot and tertiary street lighting scheme, having particular regard for the need to protect the riparian habitat and operational requirements of London City Airport.
- n. Set out the provision of suitable flood warning measures (including a Flood Evacuation Plan) and a scheme setting out their specification, implementation, management and maintenance.
- o. Set out the setting-back of built development to minimise shading of watercourses (Thames, Ship and Shovel Sewer, Goresbrook, Buzzards Mouth Creek ordinary watercourses and constructed wetlands).
- p. Assess and demonstrate compliance with the Water Framework Directive (2000/60/EC)

- q. Where relevant, set out proposals for access design, general public movement, safety features and a strategy to promote water recreation, provision of a public slipway or similar means to launch trailer borne craft, riverside amenity, marine management and river transport, in respect of the Riverside Walkway, Coal Wharf and T-Jetty.
- r. Set out a scheme for the provision of ecologically sensitive roofs (green and brown roofs), to include a strategy for their provision, specific action, delivery and management regime.
- s. Set out a strategy for bird nesting and bat roosting boxes on trees and buildings such as bat roosting bricks and/or bird nesting bricks, trees. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

Matters to be complied with:

- (t) Design and Access Statement [Illustrative] (January 2016).

### **Condition 33 Nature Conservation and Landscape**

Prior to the commencement of each Stage pursuant to this permission, a scheme for the protection and enhancement where possible of nature conservation areas and landscaping of that Stage shall be submitted to and approved by the Local Planning Authority. Each scheme shall include measures to protect areas of nature conservation importance and details of planting; ground modelling and grading of landform; road and footpath surfaces; walls, fences, gates, street lighting and other features external to the built environment. The scheme shall be in accordance with the approved Design and Access Statement and site wide Biodiversity Strategy (Ref. DFCP 3404 ISSUE) as amended by the site wide Biodiversity Strategy addendum (Ref. DFCP 3404) dated 29 May 2018 and shall include area specific Ecological Protection Plans along with Annual Biodiversity Reports. The approved scheme shall be implemented through that Stage with; (1) measures for the protection of nature conservation areas being put in place before construction of the relevant part of the Plot commences; and (2) the landscaping elements of the scheme adjacent to built development be put in place not later than the first occupation of that adjoining development; and (3) other landscape elements within or adjacent to a Plot will be completed prior to the completion of the Plot.

### **Condition 35 Temporary Access Scheme**

For each Sub Framework Plan pursuant to this permission, a temporary access strategy detailing temporary routes for pedestrians and cyclists though the development site shall be submitted to and approved in writing by the Local Planning Authority. The temporary access strategy shall include:

- (a) access through the site during works and upon completion of works in relation to any phasing, including the connections with any completed phases, and connections to the surrounding area and its networks of cycle paths and footpaths;
- (b) any temporary works, including any boundary treatment around later phases;
- (c) provisions for pedestrians shall be fully accessible to all including people with disabilities; and
- (d) Set out a strategy for the implementation of the network of footpaths and cycleways, including the temporary routes, within the relevant SFP Stage in accordance with plans 242839-00 Figure 02 Issue 1 and 242839-00 Figure 03 Issue 3 contained within the Transport Assessment January 2016 and in accordance with the Strategic Infrastructure Scheme (SIS).

The development shall only be implemented in line with the approved details and shall be maintained thereafter.

### **Condition 36 Design Code**

For each Sub Framework Plan pursuant to this permission, a Design Code that is in broad accordance with

the Design and Access Statement for the development shall be submitted to and approved in writing by the Local Planning Authority. Subsequent Reserved Matters Applications submitted for any proposed building should demonstrate how the proposed building design accords with the principles set out in the approved Design Code.

## **1. EIA (Environmental Impact Assessment)**

- 1.1 The Environmental Impact Assessment (EIA) process is the mechanism by which the likely significant effects of a development on the environment are assessed. It identifies likely effects and the residual effects once mitigated, as well as the cumulative effects with other developments in the surrounding area.
- 1.2 An SFP application would be considered a 'Subsequent Application' and the EIA Regulations require that all Subsequent Applications to an EIA Development (i.e. the original outline permission), are screened as to the need for further EIA. On such occasions, EIA will be required if the Proposed Development to which the subsequent Application relates is considered to result in likely significant effects on the environment that were not identified and or were not identifiable at the time of the principal decision.
- 1.3 Given the limited extent of the proposal, Officers consider that the proposals do not exceed the parameters of the outline consent and thus do not create any additional likely significant impacts not assessed as part of the original Environmental Statement (ES). Officers note that this approach has been applied to 'subsequent applications' including other SFP applications historically at Barking Riverside, whereby screening opinions for subsequent development have not previously been requested by Officers or the Local Planning Authority.

## **2. Principle of Development**

- 1.4 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.
- 1.5 The principle of the comprehensive mixed-use redevelopment of the site is established through the 2007 (04/01230/OUT), 2009 (08/00887/FUL), 2016 (16/00131/OUT) and 2018 (18/00940/FUL) outline planning permissions, which reflect the Development Plan and non-statutory policy context.
- 1.6 The regeneration of Barking Riverside is a long-standing policy objective, supported at both the strategic and local level. The development proposals are entirely consistent with the policy objectives of the NPPF, London Plan and OAPF (including the City in the East and London Riverside OAPF) and the adopted Development Plan. The mixed-use regeneration of the site remains an integral part of the Regulation Draft 19 Local Plan.
- 1.7 The proposals submitted accord with the 2008 Outline Planning Permission, including the relevant planning conditions. Parameter plans have been submitted and are considered within the relevant sections of the report below. Section 106 Legal Strategies have also been submitted, as required and will be considered under London Borough of Barking and Dagenham (LBBD) reference '23/01180/S106A'.
- 1.8 The Applicant, Barking Riverside Ltd (BRL) have begun to undertake steps to scope and consult with stakeholders, partners and residents to scope how the development site could accommodate a greater quantum of development and supporting infrastructure. Officers support the moderate forward delivery in the short-term that will be delivered by this SFP, providing more homes, affordable homes, commercial floorspace and supporting infrastructure in the short-term in a manner that aligns with the parameters of the extant OPP. The Regulation 19 Draft Local Plan confirms an emerging policy ambition for an uplift in homes and supporting infrastructure at the wider Barking Riverside development.



- 1.9 The principle of the development is therefore established by the extant outline planning permission and is strongly supported by National Planning Policy, the Adopted Development Plan and emerging planning policy. As such, the principle of development is considered acceptable and in accordance with planning policy, subject to the matters below.

### 3. Compliance with Conditions

#### 31 (Sub Framework Plan)

- 2.1. (a) - The applicant has submitted a Sub Framework Plan (SFP) and has met this subject to the relevant considerations made within this report.

#### 32 (a – s)

- 2.2. (a) - The applicant has provided a site location plan (ref. 33769 - S2SB-RG-M-08 rev.E) and parameter plan (ref: 333769-S2SB-RG-M-14 rev.F.) This application relates to Plots DC3B&C, 210 A, B & C and 303A, Stage 2.
- 2.3. (b) - The SFP will provide up to 2,450 dwellings (Use Class C3) and up to 400 sqm of non-residential Class A floorspace, with associated landscaping, parking, pedestrian, cycling and vehicular routes.
- 2.4. The Class A floorspace will be located wither whole or in part in Plots DC3B, DC3B and 303A. Whilst the number of homes per plot will be defined by the RM submissions, the following indicative unit numbers are proposed:

- Plot DC3B: 510 units
- Plot DC3C: 364 units
- Plot 210A: 384 units
- Plot 210B: 424 units
- Plot 210C: 484 units
- Plot 303A: 529 units

Total: 2695 units

- 2.5. It is noted that the above exceeds the SFP total of 2,450 dwellings. This is to provide flexibility across the plots within the SFP upper limit of 2,450 homes and the density and height parameters.
- 2.6. The SFP will provide 30% 1bed units, 45% 2bed units and 25% 3bed+ units. Whilst an indicative mix has been used to calculate likely parking provision, the exact mix of units will be provided at RM application stage by Plot Developers.
- 2.7. In terms of tenure the following SFP wide split is proposed:
- 28% Shared Ownership,
  - 3% London Living Rent,
  - 4% Affordable Rent and 65% Open Market Sale to include Build to Rent provision.
- 2.8. This amounts to 35% affordable housing provision. The tenure split between Plots will be determined at RM stage, RMs for plots will confirm the tenure split and how this relates to the wider SFP 35% provision. The applicant has provided a financial viability summary. This demonstrates that the applicant is proposing to deliver affordable housing, including genuinely affordable housing, despite an identified current financial deficit. This is assessed as part of application

'23/01180/S106A' whereby the housing strategy considers housing type, local and mix. The matters for the SFP are considered acceptable.

- 2.9. (c) - A Parking Strategy was prepared by WSP in 2017 to fulfil the requirements of the 2017 s106 agreement. The Parking Strategy was approved on 15 October 2018. This has been revised and is submitted pursuant to the terms of the s106 agreement. The Strategy provides information about the site-wide approach to parking, so as to achieve a consistent approach to parking across the site. It provides a single source of information about the purpose, preparation and implementation of the parking related proposals associated with the development.
- 2.10. The Parking Strategy reflects the ambition to create a modal shift away from car use. The intention is to design a pedestrian environment by ensuring that streets are not dominated by cars.
- 2.11. A Transport Statement has been prepared by WSP (ref. S2SB SFP-SIS-TS -001) which is submitted in support of this SFP. This document sets the proposed indicative level of car parking based on an illustrative mix in accordance with Condition 32 (c).
- 2.12. Car parking provision will be consistent with the site-wide parking strategy and s106 allows for up to 1 space per dwelling for the first 4,000 units. The 2018 Parking Strategy sets out the Stages 2,3 and 4 will achieve the average 0.7 spaces per dwelling to ensure that the maximum permitted level of parking across the development (7,560 spaces) is not exceeded.
- 2.13. The indicative housing mix has been used to identify an indicative total of 1566 car parking spaces (to include residents, visitors, car club and blue badge) that could come forward, this is a ratio of 0.63 spaces per dwelling. However full details will be confirmed at RM stage.
- 2.14. All parking except for visitor, car club and loading must be provided on plot in accordance with the site-wide car parking strategy.
- 2.15. 3% active disabled spaces will be provided from the outset by the Plot Developer, with potential for additional 7% controlled through a Car Parking Design and Management Plan to be prepared by the Plot Developer. This will set out how of the 7% of spaces would be reallocated to Blue Badge holders if a property is later occupied by a blue badge holder.
- 2.16. 5% total car parking provision will be visitor parking and will be provided off plot. Electric vehicle charging in accordance with Part S of the building regulations.
- 2.17. Cycle parking will be provided on site in accordance with the London Plan minimum standards (2021) for residential. Details will be provided at RM stage.
- 2.18. (d) - Parameter Plan S2SB-RG-M-20 rev.C 'Adoption Zones' addresses land adoption in the SFP area and clearly sets out land to be adopted by LBB, land to be retained by BRL and land to be managed by Plot Developers.
- 2.19. The proposed performance specifications will reflect the finish, design and specification for maintenance for the roads to be adopted in the Adoption Zone Plan will be in accordance with the Manual Contract Documents Specification for Highway works (MCHW).
- 2.20. The proposals promote and encourage a modal shift, applying the necessary parking standards prescribed by the London Plan and envisaged in the master plan of the outline planning consent and accompanying strategies.
- 2.21. (e) - Section 2.6 of the Design Code sets out an illustrative scheme for the SFP areas. This scheme has been included to demonstrate that Stage 2 South Boulevard can achieve compliance with the Mayor of London Housing SPG 2016 as updated.
- 2.22. For the avoidance of doubt for Plot Developers, Section 6.6 of the Design Code states that residential developments should comply with the Mayor of London Housing SPG March 2016 and Housing Design Standards LPG (June 2023).

- 2.23. (f) - Section 6.6 of the Design Code sets out that 90 per cent of proposed residential dwellings are required to meet M4(2) requirements and the remaining 10 per cent are required to meet M4(3) as per the Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). The details of the M4(3) units are required to be provided by Plot Developers as part of future RM applications.
- 2.24. The details are considered appropriate, outlining that accessible housing and adaptable housing will be provided with plot developers required to provide 90% M4(3) (Accessible and Adaptable) and 10% M4(3) Category 3: (Wheelchair user dwellings). This will ensure the development offers homes to meet the needs of all, meeting immediate need and future proofing potential future need.
- 2.25. (g) - The Sub Framework Plan Noise Assessment (July 2023) has been submitted in support of this application which demonstrates how new buildings can be arranged and constructed to mitigate noise disturbance and how consideration has been given to the location of noise sensitive buildings.
- 2.26. The report concludes that suitable internal noise levels can be achieved based on the Illustrative Masterplan provided. Further, the noise modelling shows that the principle of good acoustic design has been followed in the use of buildings to provide screening from the surrounding roads, and that target noise levels can be achieved for the shared external amenity areas within the site. A Noise Assessment Report (July 2023) has been submitted alongside this application.
- 2.27. Officers have reviewed the information and consider it necessary to meet the needs of potential future residents. LBBD Environmental Protection Team Officers have provided no response objecting to the details. Officers further note that the proposals would accord with matters previously approved within the development site. Furthermore, details of noise mitigation would be considered on a plot by plot basis at reserved matters stage, with further opportunity for comment from LBBD EPT officers.
- 2.28. (h) - Section 6.6 of the Design Code requires that future residential developments are compliant with the principles outlined in the Secure by Design for Homes 2023 guide. Details of the future lighting scheme (5.13) and approach to CCTV (5.14) are set out in the Design Code as part of the strategy for compliance.
- 2.29. The strategy is that future Plot Developers will be required to make applications as detailed building designs come forward as part of future RM applications. The Met Police will be consulted as part of these applications.
- 2.30. Officers have reviewed the information and consider the principles adopted in the Design Code and proposed supporting documentation sufficiently instil best practice in relation to 'designing out crime'. Key public routes are offered good natural surveillance and any access areas or courtyard areas would be easily enclosed with gates or appropriate boundary treatments. All these details would be considered at Reserved matters stage for further consideration and opportunity for review in consultation with the Met Police.
- 2.31. Officers note the response from the Met Police which confirms no objection. The Met Police acknowledge that prior to the submission of reserved matters applications applicants and their architects should engage with the Met Police Secured by Design Team to ensure compliance.
- 2.32. (i) Section 2.13 of the Design Code details the access route for emergency vehicles. This is also confirmed in the submitted Parameter Plan - Framework Plan (ref: S2SB-RG-M-14 rev. F). Emergency access will be provided across the Boulevard, along Park Street and tertiary streets and south of the Circus. This will be controlled by modal filters. Should emergency access be required to Plots DC3B and DC3C, access will be provided via R9, R15 and to the south via the foreshore route.
- 2.33. The submitted Transport Statement (ref. S2SB SFP-SIS-TS -001) prepared by WSP and the access plan shows the proposed development would provide and meet the necessary access

requirements for emergency vehicles.

- 2.34. (j) - Section 5.4 of the Design Code sets out the key principles for tertiary streets which Plot Developers will be required to accord with. The details will be provided at RM stage.
- 2.35. Officers consider that the Design is very comprehensive and provides strong and robust guidance for tertiary streets. Some flexibility is offered which will help with Reserved Matters applications which will be brought forward by Plot Developers.
- 2.36. Officers note that the tertiary streets stipulate how parking and access through these streets will interact with the proposed public realm, areas of planting, residential and commercial buildings. The Design Code also details how these streets will interact with the primary and secondary streets considered in this application.
- 2.37. Park Street will be brought forward by the Applicant, BRL in a separate Strategic Infrastructure Scheme (SIS) submission, the details of which will accord with the Design Code section. This gives opportunities for officers and consultees, including TfL to provide further comment.
- 2.38. (k) - Section 2.6 of the Design Code includes an Illustrative Site layout which addresses private amenity space and sets out indicative locations on plot for the courtyards within the illustrative layout.
- 2.39. The design principles are set out within Section 4 of the Design Code for each character zone of the SFP area. Garden sizes are detailed at section 4.5 (front gardens) and 4.14 (Private rear gardens) within the Design Code. Balconies will be provided which accord with London Plan standards, key design principles are set out in section 4.12 of the Design Code. The specific details will be set out within future RM applications.
- 2.40. The proposed Design Code outlines strong and clear principles for providing boundary treatment. Officers consider that the principles will help aid with discussion at pre-application stage for RM applications with Plot Developers. The principles and guidance will further help to create visual consistency and visual interest across the SFP area, offering a set of guidelines that will apply to all Plot Developers.
- 2.41. (l) - The details of private amenity space will be provided at RM stage. The SFP sets out that courtyards are to be provided within the residential blocks. Section 2.10 of the Design Code demonstrates indicative locations within each plot for illustrative purposes.
- 2.42. The intention is that 100% of doorstep play for 0-5 year olds is to be delivered on each plot within courtyards. 20% of local play space for 5-11+ will also be provided within each plot, with the remaining provision and youth space (+12 years) to be provided in the wider site consistent with the 2018 OPP. This includes facilities within the Boulevard and Circus and within Pylon Park and the potential future sports facilities.
- 2.43. This approach is considered consistent with other nearby SFP areas, namely Stage 2 North. The proposals outline clearly how Plot Developers should provide courtyard space and how private balconies should be addressed across the SFP area. The provision of Child's playspace beyond the plots within key areas of public open space is supported.
- 2.44. (m) - Section 5.13 of the Design Code sets out the strategy for lighting in the public realm, it notes that obtrusive lighting must be minimised through appropriate specification, siting, control and orientation of lighting apparatus. Also lighting must create the sense of a welcoming, safe and secure neighbourhood made up of well-lit streets but does not have a negative impact on adjacent habitats.
- 2.45. Within the wider Barking Riverside site, lighting impact on the riparian environment and Airport will be considered where an SFP is in proximity to the River Thames and London City Airport. The SFP extends southwards towards the River Thames.

- 2.46. The Biodiversity Statement (ref. RE23/027-05) states that the location of Stage 2 South Boulevard SFP is suitably distant from all onsite watercourses whilst, all works will adhere to strict working methodologies contained within the site wide Construction Environmental Management Plan (CEMP) as such, will result in no adverse effect on riparian habitats or the operation of London City Airport.
- 2.47. Officers are satisfied based on the information submitted that the proposed lighting strategy is sufficient for the protection of residential amenity and to safeguard sensitive ecological habitats and protected species. Officers note that the EA, LBBB EPT have provided no objections to the lighting strategy.
- 2.48. Further review of lighting will undertaken at RM stage. This will be particularly important given the location of the plots within Stage 2 South within the District Centre as these abut the river.
- 2.49. (n) - The FRA and Drainage Strategy (ref. BRL-WSP-S2S-XX-XX-RP-D-001) prepared by WSP is submitted in support of the SFP which details the flood warning measures and Flood Evacuation Plan.
- 2.50. The FRA outlines a practical way to flood evacuation and flood warning measures. Officers note that the Environment Agency (EA) have confirmed that they have no objections to the proposed measures. Based on the information provided officers therefore consider, on balance, that the details are sufficient. Officers note that LBBB as Lead Local Flood Authority has stated that they have no comments/ objections relating to the application.
- 2.51. (o) - The Biodiversity Statement (ref. RE23/027-05) considers the setting-back of built development to minimise shading of watercourses (Thames, Ship and Shovel Sewer, Goresbrook, Buzzards Mouth Creek, ordinary watercourses and constructed wetlands).
- 2.52. It states that the location of Stage 2 South Boulevard SFP is suitably distant from all onsite watercourses whilst, all works will adhere to strict working methodologies contained within the site wide Construction Environmental Management Plan (CEMP) as such, will result in, no adverse effects on watercourses are anticipated as a result of shading. Officers therefore consider the findings sufficient.
- 2.53. (p) - A Water Framework Directive (dated: 28 July 2023) has been prepared by WSP which finds that the scheme is judged to be compliant. The matters are therefore sufficiently addressed. Officer note that the EA have not objected to the proposals.
- 2.54. (q) - Part of the SFP falls within the Framework Plan Hard Waterfront area and details will be provided at RM stage or through a future SIS submission, however that the intention is that this area will be hard and soft landscaping to provide emergency access to the Plot and access to the River.
- 2.55. Whilst recognising the sensitivities of the nearby River Thames, officers consider that this approach is acceptable. The extant permission already makes provision for the hard surfaced waterfront area. This already established principle will be fully scrutinised at RM and SIS stage in consultation with the relevant internal and external consultees. The proposals therefore align with the extant permission and will ensure that all nearby sensitive ecological habitats and protected species will be protected, and wider opportunities for habitat creation across the site not prejudiced.
- 2.56. (r) - The submitted Biodiversity Statement (ref. RE23/027-05) details recommendations for the provision of ecologically sensitive and biodiverse roofs in line with historic commitments and supported applications. This includes the design, implementation, plant specifications and maintenance of the roofs. Detailed information and advice can be found in Chapter 6 of the Statement.
- 2.57. The submitted Habitat Areas Plan (S2SB-RG-M-21) sets out the indicative extent and location of green and brown roofs. It notes that 40% of total roof area to be targeted for green roofs, 10% of total area to be targeted for brown roofs.

- 2.58. (s) The submitted Biodiversity Statement (ref. RE23/027-05) details recommendations for bat roosting and bird nesting boxes:

Species	Recommended Enhancement
Bat	x3 integrated boxes positioned on south/south-easterly façade of each building (x72 in total).
Bird	x5 integrated (ideally) boxes positioned on each building (x120 in total), to be positioned facing into courtyard planting areas. Of these, x10 to include Starling boxes.
Invertebrate	One invertebrate hotel to be created per courtyard

- 2.59. The Statement also includes recommendations on suggested locations for bird and bat box locations.
- 2.60. The proposals for Part (r) and (s) outline the approach to biodiversity. They accord with the extant permission. The report and proposals have been prepared by independent and suitably qualified professionals. Based on the information submitted, on balance, officer consider that the proposals are sufficient to safeguard and promote biodiversity in line with the extant permission. Furthermore officers note that no objection from LBBD or the EA on these matters has been received.
- 2.61. (t) 'compliance' - The submitted Design Code has been prepared in accordance with the approved Design and Access Statement (January 2016). The matters therefore comply.

Condition 4, 5, 23, 33, 35 and 36

- 2.62. The Applicant seeks to also seeks to partially discharge the following conditions in respect of the Stage 2 South area:
- Condition 4 (Phasing and Stages)
  - Condition 5 (Partial Discharge)
  - Condition 23 (Flood Defence Buffer Zones)
  - Condition 33 (Nature Conservation and Landscaping)
  - Condition 35 (Temporary Pedestrian and Cycle Routes)
  - Condition 36 (Design Code)
- 2.63. Condition 4 – The Applicant has submitted plan ref: '08-06-2023 Rev'. This outlines the phasing and stages within the SFP area. The proposed phasing within the SFP is considered logical and appropriate within the context of the extant permission, masterplan and built-out stages.
- 2.64. Condition 5 – The applicant as part of this application has comprehensively detailed how their proposals accord with the requirements of condition 4 and the extant permission. They outline how the proposals also align with the consented and updated S106 strategies submitted reference '23/01180/S106A'.
- 2.65. Condition 23 - The site boundary is partially located within the Flood Defence Buffer Zone to the south of Plot DC3C. This area is proposed to be used for landscaping and emergency access when required.
- 2.66. The submitted FRA and Drainage Strategy (ref. BRL-WSP-S2S-XX-XX-RP-D001) states that a Flood Defence Design Philosophy report was produced by WSP in October 2018 to accompany the Strategic Infrastructure Scheme Submission (SIS) reference 18/00768/REM and was approved as part of this permission. This document detailed the requirement to raise the Flood Defence Crest Level for the site to a height of +8.2m ODN and included details of the Buffer Zones agreed with the Environment Agency to meet the requirements of Condition 23.
- 2.67. Whilst the proposals have changed, the Stage 2 South Boulevard SFP Submission fully complies with the approved Flood Defence Philosophy as proposed levels are greater than 8.2m AOD and

agreed buffer distances between the new Development Flood Defence and Built Development have been maintained, as the minimum Buffer distance is now 7.63m, which accords with the previously agreed buffer zone.

- 2.68. Officers have reviewed the submitted FRA. Based on the information submitted, the confirmation of no objection from LBBB as Local Lead Flood Authority and no objections from the EA the proposals based on the information, on balance, are deemed to be sufficient.
- 2.69. Condition 33 – The submitted Biodiversity Statement (ref. RE23/027-05) prepared by Rocket states that Stage 2 South Boulevard currently consists of bare earth, gravel and hardstanding, with very sparse and scattered tall ruderal vegetation which is being kept low to ground regularly so that habitat does not re-establish. There is an area of semi-improved grassland towards the eastern extent of the Project site, along the banks of Ditch B.
- 2.70. To ensure that the new ecological features are protected and maintained post-construction, some management works are likely to be needed. The invertebrate hotel, bat and bird boxes along with the newly created habitat areas, including soft landscaping, are likely to require some maintenance. This will mostly involve cutting back unwanted overgrown vegetation in the new habitat areas and potentially cleaning some of the boxes, depending on the designs chosen. Further details of these requirements are listed in Chapter 6 of the Statement.
- 2.71. Plot Developers will be required to accord with the scheme at RM stage when details for each plot will be provided. This will allow to further scrutiny and ensure all biodiversity enhancement measures are proposed and put in place.
- 2.72. The proposals submitted are therefore considered appropriate, and it is noted that the current condition of the site, coupled with the proposed biodiversity enhancements will safeguard and promote protect species and habitats. All key areas for habitat creation are retained in accordance with the extant permission.
- 2.73. Condition 35 – Stage 2 South Public and Cycle Access document (ref: V.2) provided by BRL which details the proposed approach.
- 2.74. The proposed temporary access arrangements would facilitate construction in an ordered and coherent way. Measures would be in place that would ensure the phased release of key areas of public realm and access routes once construction is completed on a plot-by-plot basis with the wider movement strategy put in place. The matters are therefore sufficient and provide real opportunity to promote sustainable and active travel.
- 2.75. Condition 36 The Design Code (July 2023) has been prepared in broad accordance with the approved Design and Access Statement (2016), it is submitted in support of the SFP for approval. It will guide future RM applications on plots 210A, 210B, 210C, 303A, DC3B and DC3C.
- 2.76. The proposals are therefore in compliance with Condition 36. Officers welcome the proposals and note how the SFP will promote a successful and sustainable place within the heart of the wider Barking Riverside development.

## Conclusions

*Sub-Framework Plan 23/01182/AOD of '18/00940/FUL', Stage 2 South Boulevard.*

The submitted details demonstrate that all matters relating to the sub-framework plan are of a high quality and that the revised SFP would remain within the maximum parameters and relevant agreed strategies of the outline planning consent. Importantly the proposals would facilitate the continued delivery of homes and commercial development in a high-quality and compliant fashion.

The information submitted relating to conditions has been reviewed and has been subject to consultation. It is considered to be of sufficient quality and will facilitate the creation of a highly successful and sustainable new community within the heart of the Barking Riverside development site.

Officers therefore recommend that the details are sufficient and that the partial discharge of Condition 31 (Sub Framework Plan) and 32 (Details of Sub Framework Plan), in addition to the partial discharge of conditions 4 (Phasing and Stages), 5 (Partial Discharge), 23 (Flood Defence Buffer Zones), 33 (Nature Conservation and Landscaping), 35 (Temporary Pedestrian and Cycle Routes) and 36 (Design Code) attached to planning permission 18/00940/FUL dated 26/10/2018 in relation to Stage 2 South Boulevard only should be approved by the Planning Committee.



## Appendix 1

<b>Development Plan Context</b> The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance.	
<i>National Planning Policy Framework (NPPF) (2023)</i>	
<i>London Plan (2021)</i>	Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London’s form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards Policy D7 – Accessible Housing Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H4 – Delivering affordable housing Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H12 - Housing size mix Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI8 - Waste capacity and net waste self-sufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking
<i>Local Development Framework (LDF) Core Strategy (July 2010)</i>	Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP2 - Protecting and Promoting our Historic Environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs
Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)	Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP2 - Conservation Areas and Listed Buildings

	<p>Policy BP8 - Protecting Residential Amenity  Policy BP11 - Urban Design  Policy BC6- Loss of Community Facilities</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Submission Version, December 2021) is at an "advanced" stage of preparation. Having regard to NPPF the emerging document is now a material consideration and considerable weight will be given to the emerging document in decision-making unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Submission Version December 2021)</i></p>	<p>Strategic Policy SPDG 1: Delivering growth in Barking and Dagenham  Strategic Policy SPP1: Barking and the River Roding Area  Strategic Policy SP 2: Delivering a well-designed, high-quality and resilient built environment  Policy DMD 1: Securing high-quality design  Policy DMD 2: Tall buildings  Policy DMD 3: Development in town centres  Policy DMD 4: Heritage assets and archaeological remains  Strategic Policy SP 3: Delivering homes that meet peoples' needs  Policy DMH 1: Affordable housing  Policy DMH 2: Housing mix  Strategic Policy SP 4: Delivering social and cultural infrastructure facilities in the right locations  Policy DMS1 – Protecting and enhancing existing facilities.  Policy DME 5: Evening Economy  Policy DME 3: Encouraging vibrant, resilient, and characterful town centres  Policy SP6: Green and blue infrastructure  Policy DMNE 1: Parks, open spaces and play space  Policy DMNE 2: Urban greening  Policy DMNE 3: Nature conservation and biodiversity  Policy DMNE 4: Water Environment  Policy DMNE 5: Trees  Strategic Policy SP7: Securing a clean, green and sustainable borough  Policy DMSI 1: Sustainable design and construction  Policy DMSI 2: Energy, heat and carbon emissions  Policy DMSI 3: Nuisance  Policy DMSI 4: Air quality  Policy DMSI 5: Land contamination  Policy DMSI 6: Flood risk and defences  Policy DMSI 7: Water management  Policy DMSI 9: Demolition, construction and operational waste  Policy DMSI 10: Smart Utilities  Strategic Policy SP8: Planning for integrated and sustainable transport  Policy DMT 1: Making better connected neighbourhoods  Policy DMT 2: Car parking  Policy DMT 3: Cycle parking  Policy DMT 4: Deliveries, servicing and construction  Strategic Policy SP 9: Managing development Policy DMM 1: Planning obligations (Section 106)</p>
<p><i>Supplementary Planning Documents</i></p>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)  Housing Supplementary Planning Guidance (2017)  Accessible London: Achieving an Inclusive Environment (2014)  Affordable Housing and Viability (2017)  Character and Context (2014)</p>

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

#### *Human Rights Act*

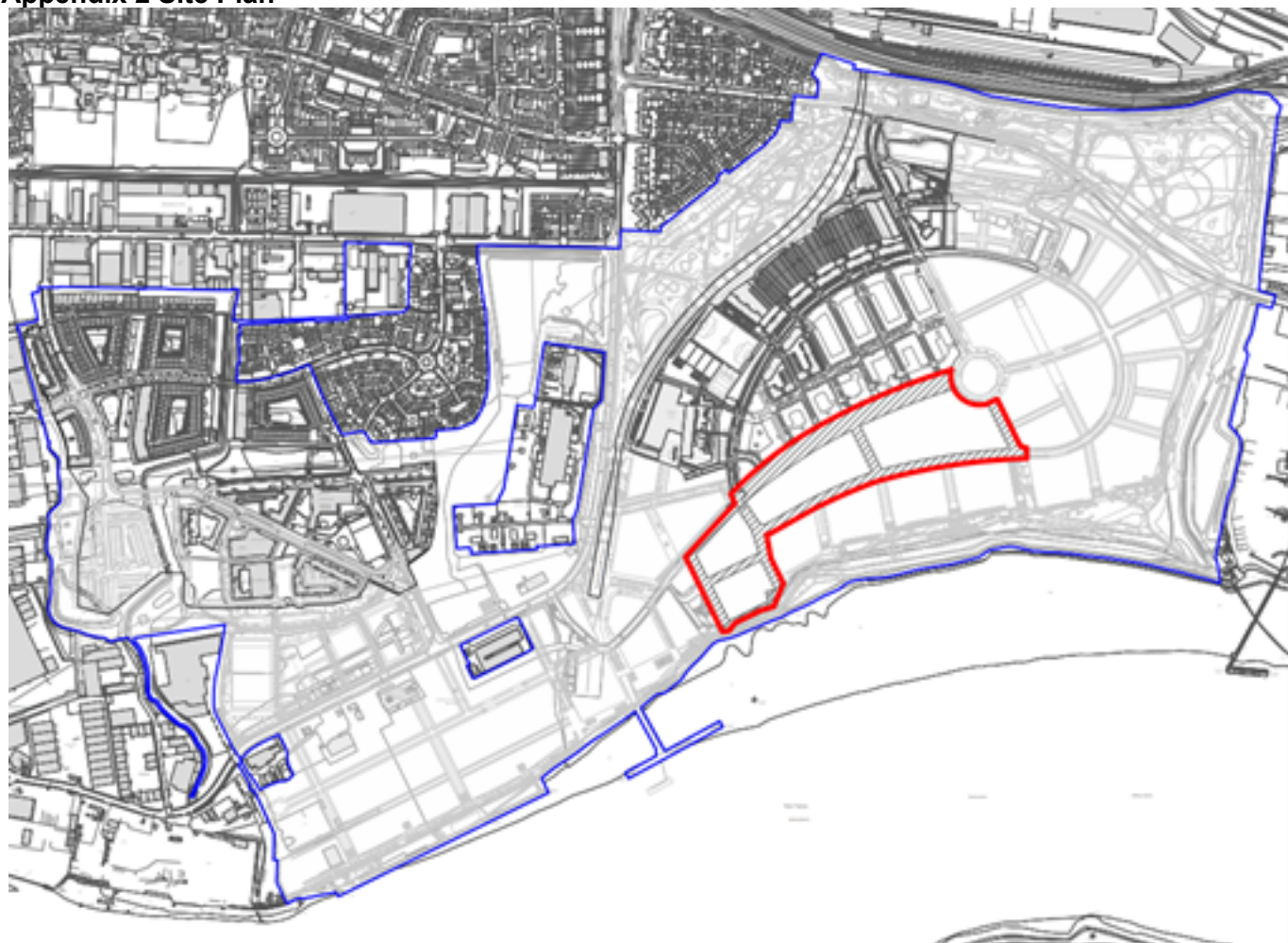
The provisions of the Human Rights Act 1998 have been considered in the processing of the application and the preparation of this report.

#### *Equalities*

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

For the purposes of this application there are not considered to be any adverse equalities issues. Be First is the Council's urban regeneration vehicle and undertakes planning statutory services on its behalf, including development management. LBBBD 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 LBBBD's Head of Planning and Assurance. Appropriate governance procedures are followed to ensure there are no conflicts of interest

Appendix 2 Site Plan



### **Appendix 3:**

The following consultations have been undertaken with relevant internal and external stakeholders:

- Cllr Victoria Hornby (Barking Riverside)
- Cllr Josie Channer (Barking Riverside)
- Cllr Cameron Geddes (Barking Riverside)
- TfL Planning
- Be First Affordable Housing
- Be First Transport
- Environment Agency
- Historic England ARCHAEOLOGY
- LBBB - Affordable Workspace/ Skills and Employment
- LBBB - Commissioning Lead Sustainability for sustainability
- LBBB - Parking Enforcement and CPZ
- LBBB Access Officer
- LBBB District Heating / Energy
- LBBB Early Years / Nurseries
- LBBB Education
- LBBB Environmental Health and Trading Standards
- LBBB Environmental Protection
- LBBB Heritage and Culture
- LBBB Highways
- LBBB Housing Strategy
- LBBB Inclusive Growth
- LBBB Lead Local Flood Authority
- LBBB Leisure, Parks and Heritage
- LBBB My Place
- LBBB Parks, Allotments and Cemeteries
- LBBB Public Health
- LBBB Refuse Services
- LBBB Regeneration
- LBBB Reside Housing
- LBBB Social Care
- LBBB Social Care
- LBBB Specialist Services
- LBBB Strategic Refuse and Recycling
- London City Airport
- Met Police - Designing Out Crime Office
- National Grid - Electricity
- Natural England
- NHS Strategic Estates

- Port of London Authority
- TFL London Overground
- Thames Water
- UK Power Networks

**Summary of Consultation responses for applications : 23/01180/S106A & 23/01182/AOD**  
*(Consultation was combined).*

Consultee and date received	Summary of Comments	Officer Comments
Met Police	No objections. Concluded that the applicant/ plot developers should engage early with the Met Police, Secured by Design team prior to the submission of Reserved Matters applications.	Noted.
National Grid	Regarding planning application 23/01182/AOD, there are no National Gas Transmission assets affected in this area.	Noted.
Port of London Authority (PLA)	<p>Thank you for consulting the Port of London Authority (PLA) on the above-mentioned application, for the approval of details in relation to Stage 2 South Boulevard Sub Framework Plan (SFP) pursuant to Condition 31 (Sub Framework Plan) and 32 (Details of Sub Framework Plan), as well as the partial discharge of conditions 4 (Phasing and Stages), 5 (Partial Discharge), 23 (Flood Defence Buffer Zones), 33 (Nature Conservation and Landscaping), 35 (Temporary Pedestrian and Cycle Routes) and 36 (Design Code) attached to planning permission 18/00940/FUL for the Barking Riverside development. I have now had the opportunity to review the submitted documents and can confirm the PLA have no in principle objection to the application but have the following comments to make.</p> <p>Within the submitted 'Explanation and justification document' there is a reference to an updated Travel Plan (2023) in support of the development of stage 2. This doesn't appear to form part of the submitted documents and should be shared when available. As part of the Travel Plan it must be ensured that this includes reference to the river bus services available at Barking Riverside Pier, which is referred to and promoted in section 3.4 (Public Transport Access) of the submitted Transport Statement.</p> <p>With regard to drainage section 9.2.4 of the Flood Risk Assessment highlights that the Stage 2 South Boulevard (S2SB) area is mainly located within Catchment F, which drains southwards ultimately discharging to the Thames via a new outfall referenced as Outfall C6. To highlight any new outfall requires a River Works Licence with the PLA, and the PLA statutory consents and compliance team should be contacted at <a href="mailto:lic.app@pla.co.uk">lic.app@pla.co.uk</a> on this matter.</p> <p>Finally to highlight condition 29 of permission 18/00940/FUL states that prior to any new public access being provided to within 50m of the riverside, provision of riparian life saving equipment shall be made along the river edge to a standard recommended in the Hayes Report on the Inquiry into River Safety. With regard the plot DC3C which is on the riverside it is considered that this condition would likely apply and therefore would need to be partially discharged as part of the development of this stage.</p>	<p>Noted. The Travel Plan (2023) has been submitted to discharge the S106 Obligation as detailed in Schedule 4, Part 1, Para 12.2 and has been validated accordingly. The LPA reference is: 23/01180/S106A. The submitted Travel Plan (2023) does reference the river services provided by Thames Clipper at the Barking Riverside Pier at paragraphs 3.5.19 – 3.5.21 and Table 3-3.</p> <p>The proposed Outfall to the Thames referenced as C6 is part of the consented drainage strategy for the Development. Discussions have previously been carried out between BRL and the PLA regarding the form of this outfall and in advance of its construction the appropriate Licences will be obtained from the PLA, Environment</p>

		<p>Agency and the Marine Management Organisation.</p> <p>With regard to Condition 29 and the requirements in relation to life saving equipment, please note that this area is only included within the SFP submission boundary to provide Emergency Access for Plot DC3C and therefore no new public access will be provided to the river frontage. This area will be fenced off until the final construction of this area is completed, which will include provision of lifesaving equipment. To note the zone to the south of Plot DC3C will be detailed as part of the design of the future Strategic Infrastructure Scheme (SIS). The forthcoming Stage 2 South and District Centre East SIS application provides Illustrative design only, final details will be provided in a future full details SIS submission, which will include details of the provision of life saving equipment for approval under Condition 29.</p>
TfL Spatial Planning	<p>Following discussions internally within TfL Spatial Planning, including Area Managers and bus colleagues, I can confirm that we share your concerns in relation to this proposal opening up the bus only route to servicing. Therefore, TfL would strongly object the approval of this application on operational and safety grounds if this part of the proposal was to be retained.</p>	<p>Noted, officers requested that this element of the strategy and SFP was removed and wording amended to enable further testing for agreement with the LPA (The Council) and TfL.</p>

Environment Agency	We have reviewed the submitted information in 'S2S & DCE SFP Planning Submission', 'Response to EA Planning Objections' and are satisfied that conditions 23, 32 and 33 can be discharged. We have no comment to make on conditions 4, 31, 35 and 36.	Noted.
LBBD Parking Enforcement	<p>Having reviewed the planning application and Transport Statement it is clear that some roads will remain private whilst other roads will be adopted public highway.</p> <p>For us to provide comment regarding the parking arrangements on the adopted land, we need to see a plan or document advising what parking restrictions are being proposed. Are you able to provide me with this information?</p> <p>Residents and businesses of this new development will not be eligible for any permits to park in any existing Controlled Parking Zones (CPZs) that are in place in the surrounding area.</p>	<p>This information was provided to Parking Enforcement.</p> <p>They Provided no further comments.</p> <p>Officers note that the proposals do not alter the agreed strategy, whereby all on-street parking will be subject to permits. The roads to be adopted by LBBD would also have parking restrictions.</p>
LBBD Public Health	<p>Affordable housing</p> <ul style="list-style-type: none"> <li>-Strongly encourage increase of affordable housing from the planned 38.4% given the deprived local population.</li> <li>- Encourage building to meet the London Living Rent target of 5% as a minimum.</li> </ul> <p>Transport SPF</p> <p>4.2.2. It is to be noted that 10% of the accommodation provided within S2SB SFP will be wheelchair accessible dwellings (M4(3)). The details of these dwellings will be secured at the reserved matters stage</p> <ul style="list-style-type: none"> <li>- This is a very small amount of accessible rooms which may not suit the needs of the growing population; many of which have health conditions. We understand the 'lifetime homes' standard has been superseded by optional buildings regulations, but these are important factors in our local population who are likely to have significant accessibility needs and in the growing UK population - <a href="#">Health in 2040: projected patterns of illness in England - The Health Foundation</a>.</li> </ul> <p>Culture and community – what steps will be taken to achieve this within new developments? Particularly given the proportion of 3+ beds and provision for families. Obesity is a key problem in the borough – welcome the focus on active transport and on healthy food environments, are there ways this can be strengthened going forward? Does development take into account all aspects of the healthy streets approach? <a href="#">Healthy Streets   London City Hall</a></p> <p>What steps have been taken to assess the growing health needs and ensure there is adequate health provision locally and access to healthcare for these communities?</p> <p>Does the wider development have a Health Impact assessment in place and what has been addressed in relation to this?</p> <p>What is the status of the proposed implementation of Healthy City guidelines?</p>	<p>The matters raised are noted but Officers consider all points have been comprehensively considered as part of the Extant Permission, the S106 Legal Agreement and the S106 Strategies.</p> <p>The matters raised in regard to accessible homes, all homes will be accessible and adaptable and 10% in total will be fully wheelchair M(4). Details of which are provided at Reserved Matters Stage.</p> <p>Requirements for a proportion of family homes (3 bed +) are stipulated with in the S106 and are complied with.</p> <p>A Health and Leisure Hub is planned.</p> <p>Active and sustainable travel is at the heart of the</p>



		<p>proposals and the extant permission.</p> <p>All matters are considered in the report above.</p>
LBBB Lead Local Flood Authority	Confirmed no comments.	Noted.
LBBB Environmental Protection Team	<p>Condition 32 (g) Noise</p> <p>I have reviewed the Stage 2 South Boulevard Sub Framework Plan Noise Assessment Project Reference No. 70055412-AC1Report by WSP</p> <p>. The report is based on the illustrative masterplan and is sufficient to discharge the condition, in that it demonstrates suitable internal noise levels can be achieved. It should be noted that more detailed assessments will be required in respect of noise break-in , noise mitigation , overheating and building services plant noise at the later design and reserved matters stages when more in depth information is available.</p>	Noted.
London City Airport	Confirmed no objections.	Noted.

## Appendix 4:

<b>Neighbour Notification:</b>	
<b>Site Notices Erected:</b>	4 x Site Notices, 04 August 2023.
<b>Date of Press Advertisement:</b>	09 August 2023.
<b>Number of neighbouring and nearby properties consulted:</b>	568 addresses.
<b>Number of public responses:</b>	2 Individuals. 2 Interest Groups.

<b>Local and nearby residents (summary)</b>		
Comments from x1 Individual. Address not stated.	<p>Too much noise by this company, cannot sleep, before long they will apply to work weekends as well with no care for residents.</p> <p>Not safe to allow these +redacted+ to continue to drive their plant equipment dangerously around a residential area, not enough is done to be safe, they nearly hit cars because they don't look before they exit site on the residential area, more needs to be done to make sure they don't kill a child coming out from school, this company does not care about safety and the council should enforce this as a number one rule, I pay council tax and the area is very unsafe because of the plant equipment in our small community.</p>	<p>This comment is noted. All development is undertaken in accordance with Construction Management Plans, these include details of ensuring construction traffic and works are undertaken in a safe and sensitive way.</p> <p>The matters raised by the resident are not considered as part of this application. The proposed safety of the temporary access arrangements are considered in the report above.</p>
Individual, Address not stated.	<p>The application does not indicate continuation of the public rights of way along Footpath 47 during the development.</p> <p>Buildings should be limited to 18 meters in height. The London Assembly reports and letters to Councillors firmly state that tall buildings are not the solution to London's housing problems.</p> <p><a href="https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-publications/covid-19-housing-typologies-and-design-london">https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-publications/covid-19-housing-typologies-and-design-london</a></p> <p><a href="https://www.london.gov.uk/media/79520/download">https://www.london.gov.uk/media/79520/download</a></p>	<p>Footpath 47 is outside of the redline boundary of the Stage 2 South Boulevard Sub Framework Plan, therefore public right of way access is not compromised.</p> <p>The Applicant has confirmed Barking Riverside Limited are fully committed to protecting the footpath and ensuring the footpath is preserved for public use'.</p> <p>The Outline Planning Permission sets a series of parameters that future development on site is required to comply with. One parameter is building heights. The SFP accords with the approved building height parameters as set by the Outline Permission.</p>
Friends of Footpath 47 (Interest Group)	<p>Ground Contamination</p> <p>The presence of Asbestos fibres and Asbestos Containing Materials (ACM), Pulverized Fuel Ash (PFA), and other</p>	<p>These comments are noted. Application 23/01182/AOD or 23/01180/S106A does not consider contamination. A site wide contamination strategy exists for the site.</p>

	<p>contaminated ground "hotspots", has been identified on the site. Barking has an unfortunate history of public exposure to, and residents are aware of its toxic and chronic legacy. The site is within close proximity to Riverside Campus school, Barking Riverside DLR, a Public Right of Way "Footpath 47", and the Uber river ferry. All potential places where the public congregate, and therefore greater potential for them to breathe in airborne toxins when construction machinery excavates the contaminated soil.</p> <p>Wildlife habitat and biodiversity</p> <p>This application's biodiversity statement does not contain sufficient detail that would allow it to conform to the GLA's London Plan, under Section 24 of the Planning and Compulsory Purchase Act 2004. The associated biodiversity statement is therefore insufficient. This application represents the steady encroachment towards The River Thames Inter-Tidal Mudflat, a habitat for wading birds, the most important wildlife area in London as designated by The Greater London Authority in its "Site of Metropolitan Importance for Nature Conservation" (SMI) (SINC) designation. Development of this type, where it encroaches on London's land of high nature conservation value, should only be presumed where the most stringent mitigation measures are in place, prior to commencement of any excavation works.</p>	<p>Further details are provided at reserved matters stage and by planning condition prior to development of each plot.</p> <p>The Barking Riverside Outline Planning Permission is supported by an Outline Remediation Strategy. The ORS details the remedial measures required during the works, including how soil won from material in-situ or in existing stockpiles will be re-used, necessary measures to prevent the spread of contamination and release of fugitive emissions, and required mitigation against potential ground gas risks. The ORS includes a watching brief and discovery strategy during groundworks to deal with any unforeseen contamination as the development progresses.</p> <p>a Construction Environment Management Plan is prepared and submitted with each Reserved Matters planning application. The CEMP includes the techniques and controls required for environment management during the construction of the respective phase of the Barking Riverside project, outlining any significant environmental issues on the site, and the environmental management framework to which contractors and developers must follow when working on the site. The sitewide Environment Management Plan is a live document and updated as site specific information becomes available.</p> <p>The proposed biodiversity and habit creation matters are considered in paragraphs 3.46 – 3.61 of the report for 23/01182/AOD.</p> <p>The Biodiversity Statement has been informed by current and historical ornithological survey data. The presence of the River Thames and Tidal Tributaries SINC (and others) is also known and included within the assessment. The assessment details that all works will adhere to best practice &amp; best practice pollution prevention protocols, and the site wide Construction Environmental Management Plan (CEMP). The works will also be addressed through the Ecological Permit process ensuring all necessary mitigation measures are adhered to. As committed within the Biodiversity Statement. Further mitigation is secured through the landscaping design which will incorporate natural screening to hide/break up the human silhouette when the development is operational. This screening can be combined with hard landscaping features such as, fencing to further</p>
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		<p>minimise visual disturbance. With the mitigation during construction and operation, no adverse effect is envisioned on the SINC or its ecological/ornithological interest features</p> <p>Footpath 47 is outside of the redline boundary of the Stage 2 South Boulevard Sub Framework Plan.</p> <p>LBBD's Environmental Protection Team and The Environment Agency have both reviewed the proposals and state that They have no objections to the proposals.</p>
<p>Thames Life (Interest Group)</p>	<p>The Resident Planning Forum which is comprised of local residents would like to comment with regards to the biodiversity statement:</p> <p>The animals that are using the Thames as their home will be disturbed by all the humans on the future promenade along the riverfront.</p> <p>Your biodiversity document states that light, noise and the silhouettes of humans can scare off wildlife. After construction is completed and once the estate is built there appears to be no plan for a physical barrier that would screen human footfall from the rare wading birds and seals that use the mudflats. Animals are scared by humans and if they can see humans they will not return to the site. The mudflats is a major migratory site for migrating birds and seals.</p> <p>The residents note that the path along the riverfront is a registered public footbath number 47. Historically it has been a treasured local footpath for the enjoyment of locals for many years. What is going to happen to the public footpath, is there going to be a nature reserve along the foreshore?</p> <p>The residents note the vast amount of concrete that is being laid on the waterfront, there will be no lizards or water voles able to live on the waterfront. Can you consider installing a physical barrier that would screen human footfall from wading birds and seals that use the mudflats? Doing this would increase the financial value of these flats once potential buyers are aware of the nature on their doorstep.</p>	<p>The proposals have been developed in line with the parameters and ecological strategies previously considered and approved as part of the extant permission. This includes where hard surfacing and access will be provided and where soft landscaping, biodiversity creation and areas of no access for the public will be provided.</p> <p>The matters raised are comprehensively considered in the report above for the S106 strategies and the SFP.</p> <p>The EA have also been consulted and raise no objections.</p>

**Officer Summary:**

The material planning considerations are addressed within the planning assessment.

## Appendix 5 – Approved Plans/ Documents

23/01182/AOD - S2SB SFP Submission Documents - For Approval			
	Title	Submission 1: Reference / Date	Submission 2: Reference / Date
1	Cover Letter	Dated 28 July 2023	
2	Application Form	Dated 28 July 2023	
3	Explanation and Justification Statement	Dated July 2023 (superseded)	Dated September 2023
4	Written Parameters	Dated July 2023 (superseded)	Dated September 2023
5	Site Wide Phasing Plan	(BRL Sub-Framework Plan), dated 08-06-2023, Rev 1)	
6	Temporary Access Strategy	(Public and Construction Access details)	
7	Design Code, including Design and Landscape Rationale Document	Dated July 2023 (superseded)	Dated September 2023
8	Biodiversity Statement	Dated July 2023, ref: RE23/027-05	
9	Flood Report & Drainage Strategy including: - Flood Management Plan - Flood Defense		
10	Water Framework Directive	Dated 28 July 2023	
11	Noise Assessment	Dated July 2023, Rev 2	
12	Transport Statement	S2SB SFP-SIS-TS -001 rev.2, dated July 2023 (superseded)	S2SB SFP-SIS-TS -001 rev 3, dated September 2023,
13	Delivery and Servicing Note	Dated 23 August 2023	
14	WSP Response to EA Planning Objections	Dated 27 September 2023	

23/01182/AOD - S2SB SFP Submission Drawings - For Approval			
	Title	Submission 1: Reference /Date	Submission 2: Reference / Date
1	Site Location Plan	ref: S2SB-RG-M-08E	
2	Parameter Plan Development Zones	ref: S2SB-RG-M-09F	
3	Parameter Plan Land Use Plan	ref: S2SB-RG-M-10E	
4	Parameter Plan Access Plan	ref: S2SB-RG-M-11G (superseded)	ref: S2SB-SFP-RG-M-11H
5	Parameter Plan Amenity Space	ref: S2SB-RG-M-12G	
6	Parameter Plan Framework Plan	ref: S2SB-RG-M-14F (superseded)	ref: S2SB-SFP-RG-M-14G
7	Parameter Plan Adoption Zones	ref: S2SB-RG-M-20C	
8	Temporary Access Plan	ref: BRL-WSP-S2S-XX-XX-DR-D-0009 P01	

9	Habitats Area Plan	ref: S2SB-RG-M-21	
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23/01182/AOD - S2SB SFP Submission Drawings - In Support			
	Title	Submission 1: Reference / Date	Submission 2: Reference / Date
10	Utilities Coordination Plans	BRL-WSP-S2S-XX-XX-DR-Y-1101 P02, BRL-WSP-S2S-XX-XX-DR-Y-1102 P02, and BRL-WSP-S2S-XX-XX-DR-Y-1103 P02.	
11	Stage 2 South and District Centre East SIS – Context Plan	ref: BRL-WSP-S2S-DC-XX-DR-D-0011 P02	