<table>
<thead>
<tr>
<th>Barking and Dagenham Council Development Control Board</th>
<th>Date: 7 March 2016</th>
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<tbody>
<tr>
<td>Application No.</td>
<td>15/01526/FUL</td>
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<td>Ward:</td>
<td>Gascoigne</td>
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<tr>
<td>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution</td>
<td>The application is a major development which is of a scale and importance that should be determined at DCB.</td>
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<td>Address:</td>
<td>Abbey Park Industrial Estate, 52 Abbey Road, Barking</td>
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<td>Development:</td>
<td>Demolition of existing buildings and redevelopment of the site, including erection of two buildings ranging in height between 6-8 storeys comprising 118 residential units and 284 square metres of commercial space at ground floor level for use by cultural/creative industries, with ancillary car and cycle parking, refuse storage areas, plant space, landscaping and a substation.</td>
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<td>Applicant:</td>
<td>Weston Homes &amp; Abbey Trade Park Centre LLP</td>
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<tr>
<td>Contact Officer:</td>
<td>Adele Lawrence</td>
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<tr>
<td>Title:</td>
<td>Planning Development Officer</td>
</tr>
<tr>
<td>Contact Details:</td>
<td>Tel: 020 8227 3552 E-mail: <a href="mailto:adele.lawrence@lbld.gov.uk">adele.lawrence@lbld.gov.uk</a></td>
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<tr>
<td>Summary:</td>
<td>The application proposes the demolition of 10 existing industrial units (2,618m2) and the redevelopment of the site to provide 118 residential units and 284 square metres of commercial space at ground floor level for use by cultural/creative industries.</td>
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<td>The application proposes a 6 to 8-storey block fronting the River Roding (Block A) and a 7 to 8-storey block fronting Abbey Road (Block B). The proposal incorporates surface and undercroft car parking for 66 residential vehicles, as well as two commercial spaces.</td>
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<td>Block A facing the River Roding has been designed to reflect the industrial history of the River Roding, while Block B is more contemporary in its design, reflecting the character of the neighbouring Ice House Quarter development which are of a similar scale.</td>
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<td>The application proposes the use of brick in a variety of colours and textures. Officers consider that the proposed materials are of a good quality throughout providing comfort that the development will be finished to an acceptable standard which is befitting of its location adjacent to a conservation area.</td>
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<td>The principle of residential development and cultural/creative industries uses is supported by Site Specific Allocation 9 (BTCSSA9) (The Cultural/Creative Industries Quarter (CIQ)) of the Barking Town Centre Area Action Plan (AAP).</td>
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The application proposes 118 private for sale residential units comprising 29 1-bedroom/2-person units and 89 2-bedroom/4-person units which have been designed in accordance with the nationally described space standards and the minimum space standards set out in the Minor Alterations to the London Plan. The development includes 12 units which will be easily adaptable for wheelchair users. The proposed mix of one and two bedroom units is supported given the site is not considered to be suitable for family housing due to its lack of external amenity space.

The proposed density exceeds the density guidance in the London Plan. It is accepted, however, that there may be exceptional circumstances where densities outside the ranges may occur. In such scenarios the test for acceptability is about the design quality of the proposal. On the basis of the proposed design quality, the proposed density is considered to be justified. Officers also consider that the site, which is within 10 minutes walking distance of Barking station, has good access to public transport providing further justification for a higher density.

The Council appointed BNP Paribas to carry out an independent review of the developer’s financial appraisal which concluded that after a profit of 20% has been taken into account that the proposed scheme fails to achieve the benchmark land value and is therefore unable to provide any affordable housing.

It is considered that there are regeneration benefits arising from the proposed development in the form of a riverside walk and the provision of two cultural/creative industries units to the Council at nil cost which affect the viability of the scheme. It should also be noted that the neighbouring Icehouse Quarter development provides 272 subsidised housing units (50-80% market rent) so the current proposal for private housing helps to create a mixed and balanced community in this location.

The level of amenity space complies with the Mayor of London’s standards and, in line with Local Plan policy which recognises that town centre locations may not be able to provide external amenity space has useable terraces and balconies.

There are no adverse highway implications arising from the proposed development.

The proposed development is anticipated to achieve a 35.98% reduction in carbon dioxide (CO₂) emissions beyond Part L of the Building Regulations 2013 which complies with the policy requirement of a 35% reduction in carbon dioxide emissions.

The proposal is considered to comply with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan, with the exception of a shortfall in cycle parking provision compared to the new London Plan standards. The shortfall is considered to be justified in this case given the proposal exceeds the Council’s expectations of a minimum of 1:1 cycle parking.

**Recommendation:**

That the Development Control Board grants planning permission subject to a S106 Agreement to secure:

- the submission of a marketing strategy seeking to maximise owner occupation
including a restriction on buying more than one property for a period of 6 months from the date of the sales launch;
• that any individual or organisation purchasing more than 2 flats for buy to let purposes would be required to use a reputable management company whose details are to be submitted to and approved by the Council, to ensure good quality management;
• no affordable housing on the site with the exception of intermediate forms of housing as per the National Planning Policy Framework (NPPF) definition;
• that a management company is appointed and the chosen company is agreed with the Council;
• the provision of the creative/cultural industries units to the Council at nil cost; the units must be let within a period of 24 months from the date of handover to the Council and not be converted in the future to dwellings;
• the provision of, and public access to, the riverside walk;
• enhancements to the public realm/highway works along Abbey Road in the vicinity of the site (scheme to be agreed);
• a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;
• restrictions preventing future residents from obtaining parking permits for any controlled parking zone (CPZ);
• substantial implementation of the development within two years of the grant of permission;
• provide 12 months membership to the local car club per residential unit (on their request) provided that there is a local car club able and willing to provide membership on reasonable commercial terms;
• a £5,000 contribution for a new car club space in the local area; and
• payment of the Council’s legal costs for the preparation and completion of the S106 Agreement;

and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

Conditions

1. The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

   WH172/15/P/05.01
   WH172/15/P/05.02
   WH172/15/P/05.03
   WH172/15/P/05.04
   WH172/15/P/10.01 Rev B
   WH172/15/P/10.02 Rev B
   WH172/15/P/25.01 Rev B
   WH172/15/P/25.02 Rev A
   WH172/15/P/25.03 Rev B
Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

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

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

4. No development shall commence until a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of 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.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 3 to 6: 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 in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

7. A) No development shall commence, including any works of demolition, until the developer has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted to and approved in writing by the Local Planning Authority and a report on that evaluation has been submitted to the Local Planning Authority.

B) If heritage assets of archaeological interest are identified by the evaluation under A), then before development commences the developer shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted to an approved in writing by the Local Planning Authority.

C) No development shall subsequently take place other than in accordance with the Written Scheme of Investigation approved under Part B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.
Reason: Archaeology must be identified prior to the commencement of development to ensure that archaeological investigation is initiated at an appropriate point in the development process and that any areas of archaeological preservation are identified and appropriately recorded/preserved and the results published in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document and section 12 of the National Planning Policy Framework.

8. No development shall commence, including any works of demolition, until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

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

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

Once approved the Plans shall be adhered to throughout the construction period.
Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

10. No development shall commence, including any works of demolition, until details of the feasibility of, and associated strategy for, maximising the use of the River Roding for the transport of construction and waste materials to and from the site has been submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented for the entire period of the works at the site to the satisfaction of the Local Planning Authority.

Reason: The strategy is required prior to commencement of development in order to promote the use of the river for transportation of freight associated with the demolition and construction phases of the development, in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 7.26 of the London Plan.

11. No development shall commence, except any works of site clearance and demolition, until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: The Drainage Scheme is required prior to commencement of development in order to reduce the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

12. No deliveries, external running of plant and equipment, or demolition and construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed demolition and construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

13. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: In order to minimise noise and disturbance, in the interest of residential amenity in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.
14. No above ground new development shall commence until the developer has submitted to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority, a scheme of highway works associated with the development. The approved works shall be carried out prior to the occupation of the development, or as otherwise agreed in writing with the Local Planning Authority, in consultation with the Local Highway Authority.

Reason: In the interests of highway safety and in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

15. No above ground new development shall commence until the developer enters into detailed discussions with Council Officers around the external facing materials for the development, including providing on-site sample boards. Full details, including samples, specifications and annotated plans, of all external facing materials shall then be submitted to the Local Planning Authority for approval in writing. The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To protect or enhance the character and amenity of the area and to ensure a high quality finish to the building in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policies 7.1, 7.4 and 7.6 of the London Plan.

16. No above ground new development shall commence until full details of the hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited to, details of the following:

a) surface materials;
b) full details of the riverside walk, including railings and street furniture;
c) boundary treatment and bollards; and
d) management and maintenance.

The hard landscaping scheme shall be implemented prior to occupation of the development in accordance with the approved details and thereafter permanently maintained, to the satisfaction of the Local Planning Authority.

Reason: In the interests of design quality, residential amenity, walking, accessibility and public safety, in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

17. No above ground new development shall commence until a detailed scheme of soft landscaping for the site has been submitted to and approved in writing by the Local Planning Authority. All trees, shrubs, plants and seeds introduced to the site should generally be native (except for fruit trees) and of local provenance, unless otherwise agreed. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written
consent to any variation.

Reason: To secure the provision of the landscaping in the interests of the visual amenity of the area and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

18. No above ground new development shall commence until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control and any other measures to reduce the risk of crime, has been submitted to and approved in writing by the Local Planning Authority. The external lighting of the development 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, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas. All external lighting shall also be designed to prevent light spill into the watercourse or adjacent river corridor habitat and to minimise its impact on navigation and the ecology of the River Roding. The specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of the bank of the watercourse are maintained at background levels (Lux Level 0-2). The development shall not be occupied until the approved scheme has been installed. Thereafter the approved measures shall be permanently retained.

Reason: In the interests of security and safety, to avoid light pollution, to safeguard neighbouring amenity and to minimise any impact on ecology, and in accordance with policies BR3, BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

19. No above ground new development shall commence until a detailed residential and commercial refuse strategy, including the design and location of the refuse stores, has been submitted to and approved in writing by the Local Planning Authority. The approved refuse stores shall be provided before the occupation of the development and thereafter permanently retained.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

20. No above ground new development shall commence until details of the cycle parking facilities shown on drawing No. WH172/15/P/10.01 Rev B have been submitted to and approved in writing by the Local Planning Authority. The submission should include details of the security, monitoring and access arrangements for the cycle parking facilities. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document and policy 6.9 of the London Plan.
21. No above ground new development shall commence until a scheme of noise insulation of party construction between the proposed residential accommodation and the proposed new commercial units hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The approved scheme is to be fully implemented before the first occupation of the commercial/residential unit(s) to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

22. No above ground new development shall commence until full details of a scheme of acoustic protection of habitable rooms against road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which provides a composite (closed window) weighted (Rw) sound attenuation performance of not less than 22 dB.

The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

23. The 66 residential car parking spaces and the 2 car parking spaces to be allocated to the commercial units, as indicated on drawing No. WH172/15/P/10.01 Rev B shall be constructed and marked out prior to the occupation of the development. 7 of the residential car parking spaces shall be marked as accessible parking bays (to be clearly marked with a British Standard disabled symbol). 26 of the residential bays shall also be electric vehicle charging point bays (13 bays to be installed with active charging points and 13 bays to be provided with the infrastructure in place to allow for future installation). The 2 commercial car parking spaces shall also be installed with active charging points. The car parking spaces and charging points shall thereafter be retained permanently for occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.
24. The development hereby permitted shall be carried out in accordance with the submitted Energy Statement prepared by Stansted Environmental Services, dated 27 October 2015. Details of the location and quantum of photovoltaic cells shall be submitted to and approved in writing by the Local Planning Authority and the photovoltaic cells shall be implemented in accordance with the approved details and thereafter maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policies BR1 and BR2 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

25. The development hereby permitted shall not be occupied until bird nesting and bat roosting bricks/boxes have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. 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.


26. The combined rating level of the noise from any plant installed pursuant to this permission shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that noise-sensitive rooms within the proposed development and neighbouring developments are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

27. The rating level of the noise from the electricity substation installed pursuant to this permission shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that noise-sensitive rooms within the proposed development and neighbouring developments are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

28. The proposed new commercial units hereby permitted shall be permitted to operate between the hours of 07:00 hrs and 23:00 hrs on any day and at no other time.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy
29. The delivery/collection of goods associated with the proposed new commercial units is only permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

30. The movement of bins and rubbish associated with the proposed new commercial units are not permitted to take place outside the premises between the hours of 23:00 hrs on one day and 07:00 hrs the following day.

Reason: To prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

31. Before occupation 90% of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the Minor Alterations to the London Plan.

32. The 12 wheelchair units identified on the approved drawings shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy 3.8 of the Minor Alterations to the London Plan.

33. The development hereby permitted shall not be occupied until details of a communal television and satellite system have been submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of the development and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the buildings in accordance with policy CP2 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.
34. The development hereby permitted shall not be occupied until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Parking Management Plan is to develop a parking strategy which details the rationale behind car parking allocation to residents. The development shall only be implemented in accordance with the details approved and the approved Plan shall be permanently retained for the lifetime of the development.

Reason: To ensure that off-street car parking spaces are effectively managed and so as not to prejudice the free flow of traffic on the local highway network, in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

35. The development hereby permitted shall not be occupied until details of riparian life saving equipment including grab chains, access ladders and life buoys along the river edge have been submitted to and approved in writing by the Local Planning Authority. The life saving equipment shall be to a standard recommended in the Hayes Report on the Inquiry into River Safety and provided in accordance with the approved details prior to the occupation of any part of the development. The life saving equipment shall be permanently retained to an acceptable standard.

Reason: In the interests of public safety and to accord with policy BP9 of the Borough Wide Development Policies Development Plan Document.

36. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment compiled by EAS dated October 2015.

Reason: To prevent the increased risk of flooding in accordance with policy CR4 of the Core Strategy and policy BR4 of the Borough Wide Development Policies Development Plan Document.

37. Demolition shall only take place between October and February, outside the main bird breeding season. If this is not possible or if weather conditions late in the year are still suitable for breeding birds, a nesting bird survey by a qualified ecologist should be carried out no more than 2 days prior to the works. If nesting birds are found works should be delayed until the nesting season is over and the fledglings have left the area.

Reason: To protect the ecology of the area in accordance with policy CR2 of the Core Strategy.

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<th>1.0 Introduction and Description of Development</th>
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<td><em>Existing Site</em></td>
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1.1 The site is known as the Abbey Park Industrial Estate or Sharleston Wharf and comprises 10 industrial units in two buildings positioned on an east-west axis, with vehicular and pedestrian access from Abbey Road.

1.2 The site is located to the south-west of Barking Town Centre and is bounded by Abbey Road and the Gascoigne Estate to the east, the River
Roding to the west, the Ice House Quarter development to the south comprising cultural/creative industries and residential units, and the Hewetts Quay residential development to the north.

Proposal

1.3 The application proposes the demolition of the existing industrial units and the redevelopment of the site to provide 118 residential units and 284 square metres of commercial space at ground floor level for use by cultural/creative industries. The development comprises two buildings ranging in height between 6-8 storeys. One building would be located adjacent to Abbey Road while the other would be located adjacent to the River Roding, both on a north-south axis. The proposal incorporates surface and undercroft car parking for 66 residential vehicles, as well as two additional spaces to be allocated to the proposed commercial units.

2.0 Background

2.1 The site has a long planning history dating back to 1950. The last permission was granted in 1982 for the redevelopment of the site to provide 10 industrial units with ancillary accommodation.

3.0 Consultations

3.1 Neighbours / Publicity:

3 site notices were posted on 16 November 2015 and expired on 7 December 2015. A notice was also published in the Barking and Dagenham Post on 2 December 2015 and expired on 23 December 2015.

551 neighbouring occupiers were consulted on 16 November 2015 and the 21 day consultation period expired on 7 December 2015. There have been no objections to the proposed development.

3.2 Consultees:

a) Historic England (Buildings) - Historic England recognises the efforts made to respect the setting of the Conservation Area by the contextual design approach and the pulling back of the proposed built footprint from the existing. We consider this would help to offset the impact created by the large scale of the proposed buildings, and we therefore feel that this application strikes an acceptable balance in terms of national planning policy.

b) Historic England (Archaeology) - A condition should secure a two-stage process of archaeological investigation comprising first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Officer Note: The condition recommended above will be imposed on any planning permission.
c) **London Fire and Emergency Planning Authority (LFEPA)** - The Brigade are satisfied with the proposals. Detailed matters will be taken up at the Building Regulations stage.

d) **London Fire Brigade (Water Team)** – No additional hydrants are required as there are two hydrants within the vicinity.

e) **Port of London Authority (PLA)** – Given the location of the application site, the developer should investigate the use of the river for the transport of construction materials to, and waste materials from, the development site. The use of the river in this way is a sustainable method of transport which is supported by planning policy from the national level downwards. It is therefore recommended that a condition is placed on any planning permission requiring the submission and approval of a report which seeks to maximise the transport of materials to and from the site by water. The PLA recommends that a condition is imposed on any planning permission requiring the provision of riparian life saving equipment (such as grab chains, access ladders and life buoys) along the river edge to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety.

The PLA also recommends that a condition is imposed on any planning permission requiring the submission and approval of external lighting – the details submitted should demonstrate how the lighting has been designed to minimise its impact on navigation and the ecology of the River Roding.

Any works over Mean High Water will require a river works licence from the PLA. This includes any works to the river wall and any crane oversailing.

**Officer Note:** The conditions recommended above will be imposed on any planning permission.

f) **Environment Agency** – No objection to the proposed development on flood risk safety grounds. Although we still recommend the developer aims for a buffer of 16 metres from the tidal defence line, we appreciate that due to limited space within the site boundary this may not be possible. Therefore, we would accept the reduced buffer of 8 metres as it is still a significant improvement on the existing situation.

g) **Essex and Suffolk Water** - Consent is given to this development on the condition that new metered water connection is made onto the Company’s network for each new dwelling/commercial unit.

h) **Designing Out Crime Officer** – The Designing Out Crime Officer initially commented that the build could not, in his opinion, achieve full Secure by Design (SBD) due to the design and layout. This was primarily due to the creation of extensive undercroft spaces which would go against the physical security deemed necessary to properly secure and make safe the vehicles and the residents’ access from this space into the blocks.

**Officer Note:** Following receipt of the comments above, the developer met with the Designing Out Crime Officer and this has resulted in a revised and more acceptable design for the undercroft areas.
i) **Thames Water** – General advice provided.

j) **Natural England** – No comment.

k) **National Grid** – The National Grid apparatus identified in the vicinity of the proposed works is high or intermediate pressure (above 2 bar) gas pipelines and associated equipment; low or medium pressure (below 2 bar) gas pipes and associated equipment; and electricity transmission overhead lines.

l) **London City Airport** – No response.

m) **UK Power Networks** – No response.

n) **Environmental Health Team**

**Noise**

Given the external noise levels, primarily from road traffic, affecting the site, the consultant concluded that some noise mitigation by way of acoustic ventilators will be required. A condition is recommended to secure this.

A condition is recommended to control noise emissions from fixed plant.

With respect to the proposed commercial units, a condition is required to secure a scheme of acoustic treatment of the party construction to be coupled with a restriction on the hours of trading. A condition should also limit the times when deliveries and collections can take place to avoid disturbance to residential occupiers.

It is recognised that noise emissions from electricity substations have the potential to cause noise disturbance. A condition should secure a noise limit for the substation.

**Potential light pollution**

I recommend the external lighting scheme for the development conforms to the Association of Chief Police Officers (ACPO) guidance.

**Contamination**

I recommend the imposition of standard land contamination conditions.

**Construction phase impacts**

The site is situated in a predominantly residential area and there is clear potential for significant adverse construction phase noise, vibration and dust/emission to air impacts. Conditions are proposed to control construction working hours and noise and dust emissions.
**Officer Note:** All of the conditions recommended above will be imposed on any planning permission.

**o) Transport Development Management Team**

There are no apparent adverse highway implications arising from the proposed development. If the Local Planning Authority is minded to approve the development we recommend that the following matters are secured by condition or S106 Agreement:

- The allocation of parking bays for blue badge holders;
- The provision of residential electric vehicle charging points (active and passive) to comply with the London Plan;
- The provision of active electric vehicle charging points for the two commercial bays;
- No Controlled Parking Zone (CPZ) permits be made available to the proposed residents of the development;
- Provide future occupiers membership for the local car club;
- A financial contribution for transport improvements in the local area given the poor condition of the adjacent footway and due to the likely increase in footfall numbers that will use Abbey Road, and the need to cross St Pauls Road to access local facilities and public transport services;
- A scheme of highway works relating to the development. A Section 278 Agreement (Highways Act 1980) should be entered into by the developer prior to construction taking place on site; and
- A Construction Management Plan and relevant information showing the layout for the operational use connected with the proposed build-out of this development should be provided.

**Officer Note:** The matters raised above are to be secured by condition or S106 Agreement. With respect to the request for a financial contribution towards local transport improvements, a S106 Agreement would secure enhancements to the public realm on Abbey Road in the vicinity of the site.

**p) Access Officer** - The accessible parking bays do not allow for a side or rear transfer. Detailed comments also made which relate to minimum part M (Building Regulations) requirements and the applicant’s duties under the Equality Act 2010.

**Officer Note:** The accessible parking bays have been re-designed to accommodate side and rear transfer and the developer has confirmed that the other requirements will be met at Building Regulations stage.

**q) Refuse Services** – The proposed refuse storage/collection details are acceptable.

**r) Environment Division** – No response.

**s) CCTV and Security** - No response.

**t) Parking Services** – No response.
u) Heritage Services - No response.

4.0 Local Financial Considerations

4.1 The application is subject to the Community Infrastructure Levy based on 9,498.53 square metres of residential floorspace (GIA) and 284 square metres of commercial space (GIA). A discount for demolition of the existing buildings (2,168 square metres) is applicable.

4.2 The developer would be liable for a Mayoral CIL contribution of £187,802.31 based on a rate of £20 per square metre of chargeable floorspace, with indexation applied.

4.3 A Borough CIL contribution of £640,951.63 would also be payable based on a rate of £70 per square metre of residential floorspace and a rate of £10 per square metre of commercial space, with indexation applied.

5.0 Analysis

5.1 Principle of the Development

5.1.1 The existing site comprises 10 industrial units which are to be demolished and replaced by residential development in the main. The existing site is considered to be non-designated employment land. The proposal will result in the loss of employment associated with the industrial units but at the same time it has the benefit of removing industrial uses which have the potential to cause nuisance, away from what is now a largely residential area. It is understood that the Estate previously provided 25 jobs and 18 of these have already been relocated to new premises. Some of these jobs would be re-provided within the cultural/creative industries units.

5.1.2 Policy CE3 of the Core Strategy relates to the safeguarding and release of employment land and states that proposals for the change of use or redevelopment of land and buildings which are in employment use but not specifically designated for employment purposes may be allowed. While Policy CE3 might ordinarily favour community uses over residential only development, there is a Site Specific Allocation, as discussed below, which dictates the suitable future uses of the site.

5.1.3 The site is located within the Barking Town Centre Area Action Plan Area (AAP). Policy CM2 of the Core Strategy sets a target of 6,000 new homes in Barking Town Centre through redevelopment in line with the AAP.

5.1.4 The site is located within Barking Town Centre Site Specific Allocation Area 9 (BTCSSA9) (The Cultural/Creative Industries Quarter (CIQ)). The Site Specific Allocation largely covers land to the south of the site where the Ice House Quarter has recently been completed. The area is allocated for workshops and studios for cultural and creative industries and an element of B1 office use, provided it is associated with and ancillary to cultural and creative uses; cultural and creative activities within Use Class D1 such as a museum, art gallery, exhibition hall or non-residential education and training centre; restaurant, pub, snack bar, café and/or wine bar, provided that they
are ancillary to and do not dominate the cultural and creative uses; and new homes.

5.1.5 The Greater London Authority (GLA) are concerned about the loss of creative industry workspace in the capital and the Council are keen to ensure the Ice House Quarter becomes a key focus for cultural/creative industries. The proposed development includes cultural/creative industries space to support the Council’s vision for the area which is welcomed and this space is to be provided to the Council at nil cost. The provision of the commercial space also helps to offset some of the employment loss associated with the existing industrial units.

5.1.6 The principle of the proposed residential-led development and cultural/creative industries uses is supported subject to detailed design and a policy compliant scheme, as discussed below.

5.2 Housing

Housing Mix

5.2.1 The application proposes 118 private for sale residential units comprising 29 1-bedroom/2-person units and 89 2-bedroom/4-person units.

5.2.2 The proposed units have been designed to be compliant with the nationally described space standards and the minimum space standards set out in the Minor Alterations to the London Plan.

5.2.3 The Borough’s adopted Barking Town Centre Strategy which informed the Council’s successful Housing Zone bid, recognises that delivery of new housing in the town centre is critical to support the town centre’s revitalisation by increasing footfall and local disposable incomes. The town centre and its environs have a high proportion of social rented housing including larger units and the strategy is to provide additional 1 and 2 bedroom flats (private for sale, private rented sector (PRS) and shared ownership) which attract working residents who benefit from Barking’s excellent public transport links and who can help support a widening of the town centre’s retail and leisure offer and in particular help support the poorly developed evening economy.

5.2.4 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 30% family accommodation (3-bedrooms or larger) in Barking Town Centre. The policy goes on to state, however, that not all sites will be suitable for family sized accommodation. For example, in town centre locations where the size and form of the site is too tight, and where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

5.2.5 Officers accept that the application site would not be suitable for family housing due to the level of external amenity space. The proposed mix of one and two bedroom units is therefore considered to be acceptable.
Density

5.2.6 The density matrix in the London Plan identifies that a site with a PTAL of 2 in a central setting should provide 300-650 habitable rooms per hectare (hr/ha) or 100-240 units per hectare (u/ha). At 118 units, this gives a density of 335 units per hectare which exceeds the density guidance in the London Plan.

5.2.7 It is accepted, however, in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) that there may be exceptional circumstances where densities outside the ranges may occur. In such scenarios the test for acceptability is about the design quality of the proposal. It is noted that the proposal falls within the density guidance which is considered acceptable for a site with a PTAL of 4-6 (215-405 units per hectare). The site location is only 150 metres short of meeting the required walking distance to Barking Station to achieve a PTAL of 5. In reality therefore, the site is considered to have reasonably good access to public transport and a higher density is considered acceptable.

Subsidised Housing

5.2.8 Policy 3.12 of the London Plan and Policy BC1 of the Borough Wide Development Policies DPD seek to achieve the maximum reasonable amount of subsidised housing for individual private residential and mixed use schemes. Developers will normally be expected to provide their subsidised housing on site, but exceptional circumstances may allow for partial off-site provision and / or commuted payments.

5.2.9 The application was accompanied by a full financial appraisal. The Council appointed BNP Paribas to carry out an independent review of the developer's financial appraisal. The appraisal deducts development costs from gross development value (GDV) to determine the land value and factors in a developer profit of 20% of GDV. The appraisal concludes that the proposed scheme fails to achieve the benchmark land value and is therefore unable to provide any affordable housing.

5.2.10 In this case it is considered that there are regeneration benefits arising from the proposed development which add to the costs of the development and therefore affect the viability of the scheme and the ability to provide affordable housing. Specifically these are the provision of a riverside walk which will link in with existing parts of the riverside walk along the River Roding, helping the Council to realise a continuous riverside walk in the future; and the provision of 284 squares of commercial space to the Council at nil cost to be used for cultural/creative industries, contributing to the Council’s vision for the area. It should also be noted that the neighbouring Icehouse Quarter development provides 272 subsidised housing units (50-80% market rent) and therefore the current proposal for private housing helps to create a mixed and balanced community.
Accessible and Adaptable Dwellings

5.2.11 In accordance with Policy 3.8 of the Minor Alterations to the London Plan, 90% of the proposed residential units are to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.

Wheelchair User Dwellings

5.2.12 The proposal includes 12 units which will be easily adaptable for wheelchair users. The proposal meets the 10% wheelchair housing requirement set out in Policy 3.8 of the Minor Alterations to the London Plan and Building Regulation M4(3).

5.3. Design and Heritage

5.3.1 The Abbey Road Riverside Conservation Area is located immediately to the south of the application site. The original Malthouse (now known as The Boathouse) is located immediately to the south of the application site and forms part of The Icehouse Quarter. Further to the south of the Malthouse is The Granary. Both of these buildings are located in the Conservation Area and are locally listed.

5.3.2 Policy BTC17 of the Barking Town Centre AAP states that the Council considers certain locations in the AAP area ‘sensitive’, but as potentially suitable for tall buildings and defines the Cultural/Creative Industries Quarter, within which the site falls, as such a location.

5.3.3 The application proposes two linear residential blocks on a north-south axis comprising a 6 to 8-storey block fronting the River Roding (Block A) and a 7 to 8-storey block fronting Abbey Road (Block B). Block A has been designed to reflect the industrial history of the River Roding taking the form of a terrace of tall narrow buildings with varying pitched roofs, while Block B is more contemporary in its design, reflecting the character of the neighbouring Ice House Quarter development. The proposed buildings are of a similar scale to the Icehouse Quarter development and sit comfortably with the lower Hewetts Quay development and the Malthouse. Overall, the proposed height and massing of the development is considered to be acceptable.

5.3.4 Block A comprises of 43 residential units, 38 of which are dual aspect facing north-east and south-west with views of both the courtyard and river. The remaining 5 units in Block A are one-bedroom units with single aspect views of the river. With respect to Block B, 16 residential units will be dual aspect facing the Ice House Quarter (south-east) and either north-east across Abbey Road or south-west across the courtyard. The remaining 59 residential units will be single aspect facing either north-east or south-west. Given the orientation of the buildings there are no direct north-facing units.

5.3.5 During the application process and at the request of officers, revisions were made to the residential entrances of both blocks in order to enlarge them to improve accessibility and movement, to improve their prominence and to
address issues of security and safety. Officers consider that the revised layouts are now acceptable.

5.3.6 Paragraph 131 of the National Planning Framework (NPPF), Policy CP2 of the Core Strategy, Policy BP2 of the Borough Wide Development Policies DPD and Policy BTC19 of the Barking Town Centre AAP seek to protect and enhance the historic environment.

5.3.7 The application was accompanied by a Heritage Statement which considered the impact of the proposed development on the surrounding historic environment. As set out in the ‘Consultation’ section of this report Historic England has confirmed that the proposed development strikes a balance with the surrounding historic environment and therefore they have no objection to the proposal.

5.3.8 Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the Conversation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the proposal is not considered to significantly affect the Conservation Area.

5.3.9 The proposed redevelopment of the site is not considered to significantly affect the setting of the locally listed buildings. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5.3.10 The application proposes a good quality step-free pedestrian link from the riverside path adjacent to Hewetts Quay through to the neighbouring Creative Square to the south. The proposed development will deliver a missing link in the riverside walk along the River Roding which is welcomed.

5.3.11 The application proposes the use of traditional facing brick materials in a variety of colours and textures. The proposed palette comprises a red brick (Ibstock Bexhill Purple Multi), a brown brick (Ibstock Capital Brown Multi Stock) and a buff brick (Ibstock Ivanhoe Cream). The bricks are to be distributed in varying sized sections across the elevations. Aluminium curtain wall glazing is proposed to the entrances, stair and lift cores and the glazing will have imagery applied to the surface to create an interesting feature. The proposed balconies are to comprise glass balustrades on the Abbey Road block and powder-coated steel railings on the River Roding block.

5.3.12 The proposed hard landscaping materials for the courtyard and riverside walk will match those used for the Icehouse Quarter courtyard and riverside walk. This is welcomed and gives officers confidence of the emerging hard landscape quality. The proposal also includes some urban greening in the form of tree planting in the courtyard area and planted beds adjacent to the River Roding elevation of the building to help soften the façade.
5.3.13 Officers consider that the proposed materials are of a good quality throughout providing comfort that the development will be finished to an acceptable standard which is befitting of its location adjacent to a conservation area and within a regeneration area. In the event of planning permission being granted, a condition would require the developer to work closely with officers in order to ensure that the anticipated architectural detailing and facing materials are delivered.

5.3.14 On the basis of the proposed design quality, the proposed density is considered to be justified in this case.

5.3.15 The proposal is considered to be in keeping with the relevant policies of the National Planning Policy Framework, Policies CP2 and CP3 of the Core Strategy, Policies BP2, BP8 and BP11 of the Borough Wide Development Policies DPD, Policies 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan and Policies BTC17 and BTC19 of the Barking Town Centre AAP.

5.4 External Amenity Space

5.4.1 Policy BP5 of the Borough Wide Development Policies DPD states that in town centre locations where developments are not able to provide external amenity space that suitable alternatives such as roof terraces, roof balconies and terraces should be considered and incorporated wherever possible.

5.4.2 All residential units would benefit from a private balcony designed in accordance with the minimum space requirements set out in the Mayor’s ‘Housing’ SPG. The four set back units on the sixth floor of Block B will benefit from much larger private terraces of 10.3 square metres for the one-bedroom unit and 26.7, 42.9 and 30.8 square metres for the 3 two-bedroom units.

5.4.3 The proposed level of amenity space is supported by officers given the town centre location and there being no provision of family-sized accommodation on the site.

5.5 Amenity Issues

Sunlight/Daylight

5.5.1 The submitted Sunlight/Daylight Assessment concludes that relevant daylight, sunlight and overshadowing criteria were achieved at the majority of neighbouring properties considered within the vicinity of the site. Where the Building Research Establishment (BRE) criterion are not fully met, the amount of light is still considered acceptable due to the site’s location within an existing built-up area and the affected rooms being served by additional windows.

5.5.2 An assessment of the quality of sunlight/daylight to be received by the proposed residential units was also undertaken. This considered the worst-case scenario by taking a selection of the proposed residential units from
both Blocks A and B, including the lowest floor residential units. All of the assessed units meet the required sunlight/daylight criteria.

Noise

5.5.3 It is considered that a suitable noise environment could be created for the proposed residential occupiers of the development subject to the imposition of noise conditions as detailed in the Environmental Health Officer’s comments in the ‘Consultation’ section of this report. Subject to those conditions, the proposal is considered to be in keeping with the relevant noise policies, being Policies BR13 and BP8 of the Borough Wide Development Policies DPD and Policy 7.15 of the London Plan.

5.6 Transport / Parking

5.6.1 The Transport Development Management Officer has confirmed that there are no apparent adverse highway implications arising from the proposed development. As set out in the ‘Consultation’ section of this report there are a number of matters that would be secured by condition or in the S106 Agreement.

5.7 Sustainability & Energy

5.7.1 The London Plan requires all developments to achieve a 35% reduction in carbon dioxide (CO$_2$) emissions beyond Part L of the Building Regulations 2013. The proposed development is anticipated to achieve a 35.98% reduction in carbon dioxide (CO$_2$) emissions beyond Part L of the Building Regulations 2013 through a combination of energy efficient design measures, the provision of a gas combi boiler with flue gas heat recovery and the installation of photovoltaic panels on each building. The proposal is in keeping with the policy requirements.

5.7.2 It should be noted that there is no existing district heating network that the development could connect to. Appropriate plant should be installed as part of the development to allow future connection to a district heating network should it become available and a condition is proposed to secure this connection.

5.7.3 The commercial floorspace has been designed to achieve a Building Research Establishment Environmental Assessment Method (BREEAM) rating of Very Good which is in keeping with policy.

5.8 S106 Developer Contributions

5.8.1 Having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and Policy CC3 of the Core Strategy, a S106 Agreement is required to secure:

- the submission of a marketing strategy seeking to maximise owner occupation including a restriction on buying more than one property for a period of 6 months from the date of the sales launch;
that any individual or organisation purchasing more than 2 flats for buy to let purposes would be required to use a reputable management company whose details are to be submitted to and approved by the Council, to ensure good quality management;

- no affordable housing on the site with the exception of intermediate forms of housing as per the National Planning Policy Framework (NPPF) definition;

- that a management company is appointed and the chosen company is agreed with the Council;

- the provision of the cultural/creative industries units to the Council at nil cost; the units must be let within a period of 24 months from the date of handover to the Council and not be converted in the future to dwellings:

- the provision of, and public access to, the riverside walk;

- enhancements to the public realm/highway works along Abbey Road in the vicinity of the site (scheme to be agreed);

- a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;

- restrictions preventing future residents from obtaining parking permits for any controlled parking zone (CPZ);

- substantial implementation of the development within two years of the grant of permission;

- provide 12 months membership to the local car club per residential unit (on their request) provided that there is a local car club able and willing to provide membership on reasonable commercial terms;

- a £5,000 contribution for a new car club space in the local area; and

- payment of the Council’s legal costs for the preparation and completion of the S106 Agreement.

6.0 Conclusion

6.1 The proposal would result in 118 good quality residential units which are considered to sit comfortably within the surrounding environment which includes a conservation area and local heritage assets. The proposal would also deliver 284 square metres of cultural/creative industries space which is to be provided to the Council at nil cost. A riverside walk is also to be provided and this will help the Council to deliver a continuous riverside walk along the River Roding in the future.

6.2 The proposal is considered to comply with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan, with the exception of a shortfall in cycle parking provision as discussed and justified in this report.

6.3 It is recommended that planning permission be granted subject to a S106 Agreement to secure the matters set out in Section 5.8 of this report and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

Background Papers

- Planning Application File
Local Plan Policy

_Borough Wide Development Policies Development Plan Document (March 2011):_
- Policy BR1 – Environmental Building Standards
- Policy BR2 – Energy and On-Site Renewables
- Policy BR3 – Greening the Urban Environment
- Policy BR4 – Water Resource Management
- 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
- Policy BC1 – Delivering Affordable Housing
- Policy BC7 – Crime Prevention
- Policy BC8 – Mixed Use Development
- Policy BE2 – Development in Town Centres
- Policy BE5 – Offices – Design and Change of Use
- Policy BP2 – Conservation Areas and Listed Buildings
- Policy BP3 – Archaeology
- Policy BP5 – External Amenity Space
- Policy BP8 – Protecting Residential Amenity
- Policy BP10 – Housing Density
- Policy BP11 – Urban Design

_Core Strategy (July 2010):_
- Policy CM1 – General Principles for Development
- Policy CM2 – Managing Housing Growth
- Policy CM4 – Transport Links
- Policy CM5 – Town Centre Hierarchy
- Policy CR1 – Climate Change and Environmental Management
- Policy CC1 – Family Housing
- Policy CC3 – Achieving Community Benefits Through Developer Contributions
- Policy CE1 – Vibrant and Prosperous Town Centres
- Policy CP1 – Vibrant Culture and Tourism
- Policy CP2 – Protecting and Promoting Our Historic Environment
- Policy CP3 – High Quality Built Environment

_Barking Town Centre Area Action Plan (BTCAAP) (February 2011):_
- Policy BTC13 – Housing Supply
- Policy BTC16 – Urban Design
- Policy BTC19 – Heritage and the Historic Environment
- Site Specific Allocation BTCSSA9 – The Cultural/Creative Industries Quarter (CIQ)
**Other Guidance:**
Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (10 February 2013)

- **The London Plan (March 2015):**
  
  Policy 3.3 – Increasing Housing Supply  
  Policy 3.4 – Optimising Housing Potential  
  Policy 3.5 – Quality and Design of Housing Developments  
  Policy 3.8 – Housing Choice  
  Policy 3.10 – Definition of Affordable Housing  
  Policy 3.11 – Affordable Housing Targets  
  Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes  
  Policy 3.13 – Affordable Housing Thresholds  
  Policy 5.2 – Minimising Carbon Dioxide Emissions  
  Policy 5.3 – Sustainable Design and Construction  
  Policy 5.5 – Decentralised Energy Networks  
  Policy 5.6 – Decentralised Energy in Development Proposals  
  Policy 5.7 – Renewable Energy  
  Policy 5.9 – Overheating and Cooling  
  Policy 5.10 – Urban Greening  
  Policy 5.13 – Sustainable Drainage  
  Policy 5.14 – Water Quality and Wastewater Infrastructure  
  Policy 5.15 – Water Use and Supplies  
  Policy 5.18 – Construction, Excavation and Demolition Waste  
  Policy 5.21 – Contaminated Land  
  Policy 6.3 – Assessing Effects of Development on Transport Capacity  
  Policy 6.9 – Cycling  
  Policy 6.10 – Walking  
  Policy 6.13 – Parking  
  Policy 7.1 – Lifetime Neighbourhoods  
  Policy 7.2 – An Inclusive Environment  
  Policy 7.3 – Designing Out Crime  
  Policy 7.4 – Local Character  
  Policy 7.5 – Public Realm  
  Policy 7.6 – Architecture  
  Policy 7.8 – Heritage Assets and Archaeology  
  Policy 7.13 – Safety, Security and Resilience to Emergency  
  Policy 7.14 – Improving Air Quality  
  Policy 7.15 – Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes  
  Policy 7.26 – Increasing the Use of the Blue Ribbon Network for Freight Transport  
  Policy 8.2 – Planning Obligations  

**Mayor of London’s Supplementary Planning Guidance:**
Shaping Neighbourhoods: Character and Context (June 2014)  
Accessible London – Achieving an Inclusive Environment (October 2014)  
Sustainable Design and Construction (April 2014)  
Housing (Draft Interim - May 2015)
Minor Alterations to the London Plan: Housing Standards (December 2015)
Minor Alterations to the London Plan: Parking Standards (December 2015)
London Riverside Opportunity Area Planning Framework (September 2015)

- National Planning Policy Guidance

National Planning Policy Framework (March 2012)
Planning Practice Guidance
Technical Housing Standards – Nationally Described Space Standard (March 2015)