
CD10.1b – Southern Half of Tesco Car Park, Barking (2019) – Application Ref: 18/02131/FUL

Proof Reference – Paragraphs 5.2.8 – 5.2.9;

Relevant Officer Report Section – Section 7.6

This site is located in a **PTAL 1b** and is not located within a Controlled Parking Zone (CPZ). Despite this, a parking ratio of 0.1 spaces per unit has been accepted. The mitigation package secured for this PTAL1b location offers the same mechanisms as intended for agreement at this Appeal site, save for funding towards bus improvements.

Barking and Dagenham Council Planning Committee		Date: 11 th November 2019
Application No.:	18/02131/FUL	Ward: Gascoigne
Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:	The application is a strategic development which is of a scale and importance that should be determined at Planning Committee.	
Site Address:	Southern part of Tesco Car Park, Highbridge Road, Barking	
Proposed Development:	Demolition of the existing car park and substation and construction of five buildings ranging in height from 9 to 23-storeys to provide 514 residential units (Use Class C3) together with 90 square metres (GIA) of flexible retail/commercial floorspace (Use Classes A1-A3), ancillary management and resident facilities, pedestrian and cycle footbridge, public realm enhancements including hard and soft landscaping and associated access, servicing, car parking and cycle parking.	
Applicant:	Ecoworld London Development Company Ltd	
Link to Application Documents:	Planning Application File	
Contact Officer: Adele Lawrence	Title: Development Management Team Leader	Contact Details: 020 8227 3552 adele.lawrence@befirst.london

RECOMMENDATION

1. That the Planning Committee grant planning permission subject to any direction from the Mayor of London, the completion of a S106 Agreement securing the obligations set out in full at section 7.10 of this report and summarised below and the conditions set out in full at section 10 of this report and summarised below (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London):
 - Secure 35% affordable housing (on a habitable room basis) on site comprising 30% London Affordable Rent, 35% Shared Ownership and 35% Discount Market Sale at 80% of open market value; and an early stage viability review mechanism.
 - Secure submission of a marketing strategy for the residential units.
 - Secure that anyone purchasing more than one residential unit shall use a Managing Agent.
 - Secure that if the developer does not intend to manage the development itself that a Management Company is appointed for the day to day

management of the development.

- Secure enhancements to the public realm and highway in the vicinity of the site, including improvements to the existing segregated cycle/footway adjacent to the site; any traffic management measures (scheme to be agreed); implement all off-site highway works prior to first occupation of the development; 24-hour access to be provided to public realm areas, riverside walk and bridge; delivery of bridge prior to first occupation of the second phase of the development, including maintenance of bridge and associated lifts; fund repair of public roads damaged during construction.
- Secure a financial contribution of £100,000 (index linked) towards two bus stops on Highbridge Road to improve the site's connectivity.
- Secure an Employment, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough.
- Secure restrictions preventing residents from obtaining parking permits for any controlled parking zone (CPZ).
- Secure three on-site parking spaces designated as car club spaces. These shall be fitted with active electric vehicle charging points. An agreement with ZipCar or any other suitable alternative to be formalised and signed prior to occupation of the development.
- Secure a commitment to provide two years' membership to the local car club scheme per residential unit (on their request).
- Secure the submission, implementation and monitoring of a Travel Plan for the development.
- Secure a commitment to connect the development to the Barking Town Centre District Heating Network via Barking Wharf Phase 1 or other suitable connection as discussed and agreed with the Local Planning Authority, subject to the infrastructure being in place to enable connection to the District Heating Network. It must also be demonstrated that connection to the District Heating Network represents a viable cost effective and reliable energy supply to residents.
- Secure a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions for the residential and non-residential uses and the remaining carbon emissions to zero-carbon for the residential uses to be subject to a carbon offset payment.
- Developer to pay the Council's reasonable professional fees associated with the preparation and completion of the S106 Agreement.

Summary of Conditions

1. Commencement of development within 3 years
2. In accordance with approved plans
3. Submission of contamination risk assessment and remediation scheme
4. Submission of Construction Environmental Management and Site Waste Management Plans
5. Submission of Construction Logistics Plan
6. Submission of surface water drainage scheme
7. Submission of strategy for maintaining and improving flood defences
8. Submission of external materials
9. Submission of fire statement
10. Submission of scheme of wind mitigation measures
11. Submission of hard and soft landscaping details

12. Submission of measures to reduce the risk of crime and external lighting details
13. Submission of refuse strategy
14. Submission of scheme of acoustic protection
15. Submission of scheme of noise insulation of party construction
16. Control of noise from non-residential uses and plant and structure borne noise emissions
17. Submission of any commercial kitchen extract ventilation system
18. Submission of Car Parking Design and Management Plan, including securing blue badge car parking and electric vehicle charging points
19. Submission of cycle parking details
20. In accordance with submitted energy strategy and submission of details of photovoltaics
21. Submission of bird nesting and bat roosting bricks/boxes
22. London City Airport Safeguarding – submission of details of cranes and scaffolding
23. Submission of plan showing location of wheelchair adaptable dwellings and secure compliance with Building Regulations M4 (3) and M4 (2) – wheelchair adaptable dwellings and accessible and adaptable dwellings
24. Submission of details of communal television and satellite system
25. Submission of Delivery and Servicing Plan
26. Scheme for managing boreholes and no piling, deep foundations and other intrusive groundworks using penetrative methods without consent
27. Secure compliance with Building Regulations water efficiency optional requirement
28. Submission of details of inclusive and unhindered access across the development
29. Flexible uses – changes between uses allowed for a period of 10 years
30. Hours of use of non-residential uses and delivery/collection hours
31. No vegetation clearance and tree work during bird breeding season
32. Protection of archaeological remains
33. Thames Water – network upgrades
34. Installation of internal blinds.

SUMMARY

KEY PLANNING CONSIDERATIONS

Neighbour Consultation (see section 4.2)

- Letters of objection have been received from 6 individuals and 1 individual has made representations neither supporting nor objecting to the proposal. The grounds of objection/representation include matters relating to the scale, height and massing of the development; the location of the tall buildings; impacts on sunlight, daylight, outlook and privacy; traffic generation and associated impacts; impacts on the Conservation Area and heritage assets; construction-related impacts; anti-social behaviour; health and safety risks associated with tall buildings; impacts on infrastructure; and devaluation of property.

Principle of Development (see section 7.1)

• 514 residential units. • 90 square metres (GIA) of flexible retail/commercial floorspace (Use Classes A1-A3). • Principle of proposed residential-led development is acceptable.
Housing (see section 7.2)
Mix and tenure: • Proposed mix of 110 x studio units (21%); 184 x 1-bed units (36%); 154 x 2-bed units (30%) and 66 x 3-bed units (13%) is considered to be acceptable; • 65% private housing on a habitable room basis; • 35% affordable housing on a habitable room basis comprising 30% London Affordable Rent, 35% Shared Ownership and 35% Discount Market Sale at 80% of open market value. • Affordable housing provision meets Mayor of London's fast track viability route threshold of 35% on a habitable room basis and is of an acceptable tenure mix. The affordable housing provision is considered to be acceptable and accordingly can proceed under the fast track viability route. Internal layout: • All units meet London Plan internal space standards; • 10% of units will meet Building Regulations M4 (3) 'wheelchair adaptable units' and 90% will meet M4 (2) 'accessible/adaptable units'.
Design and Heritage (see section 7.3)
• 5 buildings ranging in height between 9 and 23-storeys; • Core external material – brick; • Proposed development considered to be of exemplar design quality; • The proposed development results in less than substantial harm to the Abbey and Barking Town Centre Conservation Area and the Grade I listed Parish Church of St Margaret but is considered to be acceptable when that harm is weighed against the public benefits of the development.
Amenity Space, Public Realm and Playspace (see section 7.4)
• All residential units have private amenity space designed to meet the Housing Supplementary Planning Guidance, as well as access to private communal amenity space; • New high-quality public realm proposed, including a new riverside walk and pedestrian and cycle bridge across the River Roding; • Children's playspace provision is considered to be acceptable.
Amenity Issues (see section 7.5)
• Sunlight and Daylight - the proposed residential units and amenity space will achieve good levels of sunlight/daylight. Whilst it is acknowledged that there will be some impact on daylight and sunlight to the existing Benedicts Wharf and proposed Barking Wharf Phase 1 developments, this is considered to be inevitable and, on balance, acceptable in this urban changing environment. • Outlook and Privacy – there are not considered to be any significant adverse

impacts on the amenities of neighbouring occupiers. Noise – a satisfactory internal noise level for neighbouring properties and proposed residential occupiers can be achieved through conditions.
Transport / Parking (see section 7.6)
- Public transport accessibility level (PTAL) of site is 1b; 51 residential car parking spaces proposed (0.1 ratio) including 16 blue badge spaces (meets draft London Plan requirement for blue badge spaces based on 3% of dwellings at the outset); 3 on-site car club spaces proposed; - Car parking levels are considered to be acceptable; - Residential and commercial cycle parking exceed London Plan requirements and meet draft London Plan requirements; - Electric vehicle charging points exceed London Plan requirements and meet draft London Plan requirements providing 20% active and 80% passive provision.
Energy and Sustainability (see section 7.7)
- Proposal exceeds policy requirements for a minimum of 35% reduction in carbon dioxide emissions through on-site provision for the residential and non-residential uses; - A carbon offset payment will be secured by S106 Agreement for the residential element to meet the overall zero-carbon target.
Flood Risk and Drainage (see section 7.8)
The proposed development is considered to be acceptable on flood risk grounds and with respect to the principles of sustainable urban drainage.
Biodiversity and Ecology (see section 7.9)
The proposed development will result in substantial biodiversity and ecological enhancements to the site.

1.0 SITE AND SURROUNDINGS

- 1.1 The application site (0.96 hectares) is bounded by an existing Tesco store and associated car park to the north, the River Roding to the east and south and hotel developments on Highbridge Road / West Bank to the west. The site originally formed part of the Tesco store car park, however, this part of the car park was under-utilised and planning permission was granted in 2018 to alter the layout and reduce the size of the car park associated with the Tesco store, thus freeing up the application site for redevelopment. Another development by the same developer, Ecoworld, for 597 residential units in buildings ranging in height between 6 to 15-storeys is currently under construction on the eastern side of the River Roding (known as Barking Wharf Phase 1). Benedicts Wharf, a 6-storey residential development with ground floor commercial space which has never been occupied, is also located on the eastern side of the River Roding opposite the application site.

- 1.2 The application site itself is not subject to any heritage designations. However, Abbey Green and its associated heritage assets are located to the east of the site beyond the River Roding and Abbey Road and comprise the Barking Abbey Scheduled Ancient Monument, the Grade I listed Parish Church of St Margaret, the Grade II listed Tomb of Captain John Bennett at St Margaret's Church, the Grade II listed remains of Barking Abbey and the old churchyard walls and the Grade II* listed Fire Bell Gate (Curfew Tower). To the north of the site on London Road, the bridge over the River Roding is Grade II listed and to the south-east of the site on Highbridge Road overlooking the River Roding is the Grade II listed Old Granary. The Abbey and Barking Town Centre Conservation Area is located to the south and east of the site and the Abbey Road Riverside Conservation Area is located further to the south on the eastern side of the River Roding.

2.0 THE PROPOSAL

- 2.1 The application proposes the demolition of the existing car park and substation and construction of five buildings ranging in height from 9 to 23-storeys to provide 514 residential units (Use Class C3) together with 90 square metres (GIA) of flexible retail/commercial floorspace (Use Classes A1-A3), ancillary management and resident facilities, pedestrian and cycle footbridge, public realm enhancements including hard and soft landscaping and associated access, servicing, car parking and cycle parking.
- 2.2 The application is referable to the Mayor of London. If the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council to refuse the application, or issue a direction that he is to act as the Local Planning Authority for the purpose of determining the application.

3.0 RELEVANT HISTORY

- 3.1 18/00485/FUL - Alterations to car park layout including demolition of car park canopy, changes to access and associated works. Permission granted 4 May 2018.

4.0 CONSULTATIONS

4.1 Publicity

Site Notices	Yes – 17 December 2018 and then on 4 April 2019 following revisions to the application.
Press Notice	Yes – 19 December 2018 and then on 17 April 2019 following revisions to the application.

4.2 Neighbouring Properties

Date of consultation	17 December 2018 and 5 April 2019 following revisions
Total letters sent	328 (December 2018) and 330 (April 2019)
Total responses received	7 individuals responded (note some replied to both consultations)
Number of objections	6
Number in support	0
Number of other representations (neither objecting nor supporting)	1

Objections have been received from 64 Sandhurst Drive, Ilford (x 2) and 2 (x 2), 20 (x 2), 23, 29 and 47 (x 2) Benedicts Wharf, Highbridge Road, Barking. Representations have also been received from 80 Abbey Road, Barking. As indicated some residents replied to both consultations. These responses are summarised below.

Consultee response	Officer response
Concerns raised about the height, depth and bulk of the proposed development and the location of the tallest building; overbearing and visually intrusive.	The proposed height, bulk, massing and siting of the development is considered to be acceptable. Refer to section 7.3 of this report.
The heritage statement seems overly enthusiastic and the proposed tower heights do not appear in keeping with the riverside location, the Granary and Highbridge Road; and the development would overshadow the nearby Abbey and Barking Town Centre Conservation Area.	The proposed design is considered to be acceptable and in keeping with the character of the area and the public benefits of the proposal outweigh the less than substantial harm to heritage assets. Refer to section 7.3 of this report.
Concerns raised about the loss of views, privacy/overlooking and outlook for local residents, particularly occupiers of Benedicts Wharf; impacts on quality of life as a result.	The proposed buildings are considered to be sufficiently set back from other residential

	properties so as not to result in significant impacts on outlook, privacy and overlooking. Whilst the proposed development is taller than Benedicts Wharf across the river and ultimately will result in some loss of views, this is considered to be inevitable and acceptable in an opportunity area such as Barking Town Centre where there is an emerging change in the scale of development in order to optimise the potential of sites. Refer to section 7.5 of this report.
Concerns raised about the adverse impacts on sunlight/daylight, particularly to residential units at Benedicts Wharf.	The proposed development would result in some impacts on sunlight/daylight to the existing Benedicts Wharf development and the proposed Barking Wharf Phase 1 development, however, this is inevitable and, on balance, acceptable given the proposed redevelopment of the existing surface level car park. The Building Research Establishment (BRE) guidelines should be applied flexibly given recent and emerging changes to the

	character and form of the town centre. See Section 7.5 of this report.
Concerns raised about health and safety risks associated with tall, high-density buildings.	The proposed buildings will all be fitted with fire sprinklers and all materials will be non-combustible. An updated Fire Statement is also to be secured by condition.
Concerns raised about impacts on local transport, education and healthcare services.	A S106 contribution of £100,000 (index linked) is to be secured towards two bus stops on Highbridge Road. Refer to Section 7.6 of this report. Community Infrastructure Levy (CIL) payments to be secured by the proposed development can be used to deliver infrastructure improvements in relation to education and healthcare.
The development would result in devaluation of property at Benedicts Wharf arising from loss of views, amongst other things.	Devaluation of property is not a planning matter.
Concerns raised about the sole proposed vehicular access via Highbridge Road and West Bank as Highbridge Road is a narrow and already congested road. Concerns also raised about noise pollution as a result of additional vehicular movements.	The Transport Development Management Officer and Transport for London (TfL) are supportive of the proposed vehicular access subject to a scheme of highway and junction works / improvements being

	secured by S106 Agreement. The submitted Transport Assessment shows that the development is expected to generate 34 two-way vehicular movements in the AM peak and 30 in the PM peak. The Transport Assessment concludes that these movements are likely to be within the daily fluctuation of vehicular flow along the local highway network and therefore the impact is expected to be negligible.
Concerns raised about the significant increase in footfall on Highbridge Road.	The application proposes the erection of a new pedestrian and cycle bridge across the River Roding which is more likely to be used by pedestrians and cyclists enroute towards Abbey Green and the town centre as opposed to Highbridge Road which is narrow.
Concerns raised about anti-social behaviour and vandalism associated with the development. There is a need for CCTV.	On-site management is proposed within the development. Condition 12 is also proposed to secure a scheme of crime prevention

	measures and this would also consider the installation of CCTV.
Concerns raised about the impacts of construction works on residential amenity.	Conditions 4 and 5 will control construction-related matters, including construction traffic movements, in order to ensure that impacts on residential amenity are minimised.
Construction logistics - vehicle movements over Highbridge Road are already cumbersome and prone to congestion and 'racing'. Turning large construction vehicles into West Bank is going to take some ambitious configuration, even outside peak hours.	Condition 5 will secure a construction logistics plan.

4.3 **External and Internal Consultation**

A summary of responses received from external and internal consultees is set out below:

Consultee response	Officer response
Greater London Authority (GLA) The GLA issued their Stage 1 Report on 28 January 2019. This concluded as follows: <u>Principle of development:</u> The proposal to provide a high-density residential-led mixed use development is supported in principle. However, in order for high-density development to be acceptable, it must be demonstrated that the proposal is of exemplar design quality and appropriately optimised in terms of affordable housing provision. <u>Affordable Housing:</u> 10% affordable housing by habitable room all of which is Discount Market Rent set at 80% of market value. This offer is considered to be wholly	All of the matters referred to below will be given final consideration by the GLA as part of the Stage 2 referral process. The proposal is of an exemplar design and affordable housing provision has been optimised as referred to below. The affordable housing offer has been revised during

unacceptable and should be significantly improved in terms of quantum and affordability. GLA Officers will robustly scrutinise the viability assessment to maximise affordable housing provision. Early and late stage reviews must be secured. <u>Urban Design:</u> Further work required to address issues with layout, height, bulk and massing and architectural detailing. This work is required to ensure that the proposed density is justified. <u>Heritage:</u> GLA Officers consider that the proposal would result in less than substantial harm to the Grade I Listed Parish Church of St Margaret. This must be outweighed by the public benefits delivered by the scheme, including delivery of additional affordable housing. <u>Energy:</u> Additional information is required to determine the carbon dioxide reductions and compliance with London Plan and draft London Plan energy policies.	the application process to 35% on a habitable room basis with an acceptable tenure mix. The application now qualifies for the Mayor's fast track viability route. Officers consider that the proposed design has evolved during the application process to satisfactorily address these design issues. Officers consider that the public benefits of the proposal, including affordable housing provision, outweigh the less than substantial harm to the Grade I Listed Parish Church of St Margaret. The matters raised by the GLA in respect of energy have been satisfactorily dealt with subject to the GLA reviewing wording in respect of the S106 obligations to secure a connection to the district heating network and a carbon offset contribution; and a condition requiring internal blinds to be
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<u>Water:</u> Further information on sustainable urban drainage is required. <u>Transport:</u> Conditions and S106 obligations are required to secure the following: public transport, car parking design and management plan; details of cycle parking; travel plan; electric vehicle charging points; delivery and servicing plan; and construction and logistics plan.	fitted to the residential units (see condition 34). The GLA has confirmed that all matters relating to sustainable urban drainage have now been satisfactorily addressed. The developer has agreed to TfL's request for a contribution of £100,000 (index linked) towards the provision of two bus stops on Highbridge Road in order to improve the public transport accessibility of the site. This contribution and a Travel Plan are to be secured by S106 Agreement. Conditions are proposed to secure a car parking design and management plan; details of cycle parking; electric vehicle charging points; a delivery and servicing plan; and a construction and logistics plan.
Environment Agency (EA) The EA initially objected to the proposal on the grounds of inadequate assessment of flood risk, groundwater and contaminated land. Following receipt of additional information, the EA has now confirmed that their objection has been removed and the proposal is acceptable subject to conditions relating to flood risk, biodiversity, and groundwater and contaminated land.	These matters are secured by conditions 3 (groundwater and contaminated land), 6 (surface water drainage), 7 (flood defences) and 26 (decommission of

	investigative boreholes and no piling, deep foundations without consent).
Historic England (Buildings) As set out in the submission, Block A has been reduced in height by approximately three storeys since we issued our previous pre-application advice letter. The reduction in height demonstrates that the proposed development would appear more consistent with the building heights of the consented Barking Wharf scheme along Abbey Road in a number of views. This includes Views 17 and 18 from within the ruins of Barking Abbey. However, Block A would remain a prominent townscape feature in other key views and would have a significant impact on the historic environment in our opinion. As before, this is particularly evident in View 16A which assesses the impact of the proposed development on the Grade I listed Parish Church of St Margaret from Broadway towards Abbey Green. As we previously set out, the church tower is currently the dominant feature in this view and benefits from dense tree canopy in the immediate setting and a clear skyline behind. Not only does this composition provide a picturesque setting for the Grade I listed building, but also contributes greatly to the character of this part of the Conservation Area. Whilst the reduction in height of Block A would mean it no longer looms above the church tower in this view, it would appear of a comparable height to it, blocking the silhouette of the church tower and reducing its dominance in this picturesque view. View 16B suggests that the tower would remain of a similar height to the church tower in kinetic views further south along Broadway and would continue to be a prominent townscape feature in views towards the church and green. The cumulative assessment for both Views 16A and 16B demonstrates that Block A would appear significantly taller than all emerging schemes to the west of Abbey Green. View 10 assesses the impact of the development on the Town Quay and Grade II listed Old Granary	Historic England considers that the proposed development would result in less than substantial harm to heritage assets and therefore such harm should be weighed against the public benefits of the scheme. Officers consider that the less than substantial harm is outweighed by the public benefits of the scheme. See section 7.3 for further details.

which form a key part of the Conservation Area. Despite the reduction in height of Block A, the development would remain dominant in this view, creating a stark contrast to the warehouse scale of buildings in this part of the Conservation Area and reducing the landmark status of the listed building. This contrasting scale is also clearly evident in View 12 from the St Pauls Road intersection with Abbey Road.

Historic England is encouraged by the reduction in height of these proposals since our pre-application involvement and is supportive in principle of developing the Tesco car park site which is currently of poor townscape value. However, we remain concerned about the impact of the scheme on the historic environment, principally due to the height of Block A. We consider that this impact would have a harmful effect on the setting of the Grade I listed Parish Church of St Margaret and on the character of the Abbey and Barking Town Centre Conservation Area for the reasons set out in this and our previous advice letters.

We are also concerned that increasing building heights at the southern end of the site would conflict with your Council's own strategic policies as set out in the Barking Town Centre Area Action Plan (2011) which supports the potential for taller buildings towards London Road to the north. If approved, these proposals could lead to further tall building development in the vicinity of the Town Quay, resulting in incremental harm to the historic environment. As set out in Historic England's Tall Buildings advice note (December 2015), tall building development should follow a plan-led approach rather than a reaction to speculative development proposals to reflect the vision for an area and to minimise harm to the historic environment.

We therefore recommend that Block A is reduced further in height (and potentially redistributed elsewhere) so it appears consistent with the building heights of the emerging schemes along Abbey Road in views from Broadway across Abbey Green. The stark contrast in scale between Block A and the buildings along the Town Quay, in particular the Old Granary, would likely remain even if a reduction in height is secured and this would still likely cause harm to the Conservation Area in our view. In accordance with Paragraph 196 of the National Planning Policy Framework, this harm should be

weighed against the public benefits of the proposals in coming to a recommendation. As set out in the supplementary Planning Practice Guidance document, public benefits may include heritage benefits. These could include the proposed improvements to the public realm around the River Roding and the sense of reconnection between the river and Abbey Green. The proposed bridge is an interesting part of the scheme that has the potential to create new exciting views towards Abbey Green and the Grade II listed cast iron bridge to the north. Other heritage benefits could include a commitment of funding to enable the publication of results of previous archaeological investigations of Barking Abbey (within and without the scheduled area).	
Historic England (Archaeology) I am content that our understanding of the topography of the gravel cannot be said to raise the potential for bronze age remains as found just to the north. I am grateful for the applicant's efforts to reduce piling and look forward to further detail on this issue post-consent. In view of the development impact at the piling horizon requiring management, I recommend the imposition of a condition.	Condition 32 (protection of archaeological remains) is proposed to secure a detailed scheme showing the complete scope and arrangement of the foundation design and other below ground works.
London City Airport No objection subject to conditions relating to ensuring that landscaping/planting and green/brown roof proposals are unattractive to birds to reduce the risk of bird strikes to aircraft and the approval of details of any cranes or scaffolding.	These matters are secured by conditions 11 (hard and soft landscaping) and 22 (London City Airport safeguarding – details of cranes and scaffolding).
Designing Out Crime Officer I can confirm that I have met with the project architects to discuss their intention around security and Secured by Design for the proposed scheme and am reassured to see the police recommendations have found their way into the current design.	Condition 12 (measures to reduce the risk of crime and external lighting) is proposed to secure a scheme of crime prevention measures.
London Fire and Emergency Planning Authority No response.	The application was accompanied by a detailed Fire Assessment and

	this will also be updated at the detailed design stage as secured by condition 9. The Fire Brigade will be consulted again at that stage. The proposal is for a fully sprinklered development and all materials would be non-combustible.
London Fire Brigade – Water Team No objection subject to the installation of one fire hydrant.	An informative will be included on any planning permission to ensure this is provided.
Environmental Health Officer No objection subject to conditions relating to a scheme of acoustic protection of habitable rooms from ambient noise; a scheme of noise insulation of party construction; control of noise associated with non-residential uses, plant and structure borne noise; hours of use and delivery / collection associated with non-residential uses; ventilation scheme for the removal and treatment of cooking odours associated with any commercial kitchen; external lighting; controls relating to construction hours and activities; land quality assessment and remediation and piling.	These matters are to be secured by conditions 3 (groundwater and contaminated land), 4 (construction management plan and site waste management plan), 12 (measures to reduce risk of crime and external lighting), 14 (scheme of acoustic protection), 15 (noise insulation of party construction), 16 (noise from non-residential uses and plant and structure borne noise emissions), 17 (details of any commercial kitchen extract ventilation system), 26 (management of boreholes and no piling, deep foundations without consent) and 30 (hours of use of

	non-residential uses and delivery / collection of goods).
Transport Development Management Officer Vehicular access to the site will be achieved via a new entrance located off West Bank via Highbridge Road. The new site access will require localised alterations to the highway and the shared foot/cycle way that currently extends along the east side of West Bank requires improvements. It is not intended to adopt the internal road. The proposed internal road layout is in the form of a shared surface. A swept path analysis has been undertaken to demonstrate that the vehicles likely to be used for servicing the development can manoeuvre in and out of the site in a forward gear. The tracking shows that in the presence of refuse/large goods vehicles, a car will be able to pass freely, however, there would be difficulties if a similar large vehicle attempted to do so. To avoid these manoeuvres a system of traffic management would need to be implemented and would still then rely on the route being kept clear of any inconsiderate parking. It has not been fully made clear how this is to be achieved, maintained and managed but is likely to rely on a third party private management company. The site has a Public Transport Accessibility Level score of 1b which means that it is considered to offer poor accessibility by public transport. However, despite this rating, a number of high frequency local bus services are available from bus stops located within easy walking distance and it is suitably located so future residents and visitors can access the site via sustainable modes of travel. Also, some improvements are proposed to existing pedestrian and cycle linkages between the site, retail and neighbouring residential areas that will support future sustainable travel mode choices. Pedestrian and cycle access will be possible from the corner of West Bank and Highbridge Road and via a proposed new pedestrian/cycle bridge over the River Roding. It is proposed to provide a junction improvement scheme at the West Bank/Highbridge Road junction that will link the riverside walk through the	A S106 Agreement will secure 3 car club spaces on-site, two years' membership to a car club for residents, highway and public realm works / improvements; restrictions on CPZ parking and a contribution of £100,000 (index linked) towards two bus stops on Highbridge Road. Conditions 5 (construction logistics plan), 13 (refuse strategy), 18 (car parking, blue badge car parking and electric vehicle charging points), 19 (cycle parking) and 25 (delivery and servicing plan) are proposed to secure transport related matters.

application site with that on the emerging Fresh Wharf development site. These proposed works will create an improved environment for pedestrians and cyclists and thus accords with the Healthy Streets approach endorsed within the Mayor's Transport Strategy. A S106 Agreement should secure a scheme of highway works. Future occupiers of the development should not be granted a permit for any controlled parking zone (CPZ). Three car club spaces are proposed on-site. The developer should also commit to providing two years' membership for each dwelling to a car club scheme on request. A Construction Logistics Plan should be secured by condition. Due to the likely predicted increase in numbers of passengers that will use public transport services, we would suggest that the the developer considers making a financial contribution for the local bus services operating in this area in order to improve the frequency and current capacity levels so these services can continue to operate safely and efficiently. On the basis of the information that has been provided, it seems that there are no apparent adverse highway implications arising from the proposed development.	
Urban Design Officer Detailed comments provided on design during the application process and all points raised have now been satisfactorily addressed.	Noted.
Access Officers Detailed comments made which relate to minimum Part K and M (Building Regulations) requirements.	The developer has confirmed that these matters would be addressed at the detailed design stage and under Building Regulations. Condition 23 is also proposed to secure that the residential

	units meet the requirements of M4(2) or M4(3) of the Building Regulations as relevant.
Thames Water Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water therefore request a condition be secured. The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection.	Condition 33 (Thames Water – Network Upgrades) requires the developer to confirm prior to occupation that all wastewater network upgrades required to accommodate the additional flows from the development have been completed, or a Housing and Infrastructure Phasing Plan will need to be agreed with Thames Water to allow additional properties to be occupied.
School Investment, Organisation and Admissions The proposed development would result in a child yield of 268 children as follows: Pre–school - 65 pupils Primary age - 114 pupils Secondary age - 81 pupils 6th Form - 8 pupils. It is noted that there is no provision for education facilities in the locality and the cumulative effect of adjoining developments at Fresh Wharf and on the former Abbey Retail Park site will have a detrimental effect on the provision of education in the locality.	The Council receives Community Infrastructure Levy (CIL) payments for planning applications. The Council's Regulation 123 list includes a number of generic items for which CIL monies can be used and this includes Education Facilities. To avoid double dipping, Section 106 will only be sought for site-specific items where this is necessary to make the development acceptable in planning terms. In

	this case, officers do not consider that there is any justification for this development to provide a S106 contribution for school places.
Arboricultural Officer I agree with the independent tree survey opinion. The boundary trees north and south of the site are the ones to retain as much as possible. Any tree removals proposed should be replaced to keep a boundary screen. A landscape plan should be provided showing adequate replacements for any losses. Replacements on the boundary should match the existing species for continuity.	A landscaping plan is to be secured by condition 11 (hard and soft landscaping).
Natural England Port of London Authority (PLA) Essex and Suffolk Water Street Lighting Engineer No objection from the above consultees.	Noted.

5.0 LOCAL FINANCIAL CONSIDERATIONS

- 5.1 The developer would be liable for the Mayoral Community Infrastructure Levy (CIL) and the Borough's CIL. A discount for the affordable housing units within the development would be applicable subject to an acceptable application for social housing relief being submitted and approved prior to commencement of the development.

6.0 PLANNING DOCUMENTS AND GUIDANCE

National Planning Policy Guidance

National Planning Policy Framework (NPPF) (February 2019)
Planning Practice Guidance

The London Plan (March 2016)

Local Plan

Core Strategy (2010)
Borough Wide Development Policies Development Plan Document (2011)
Barking Town Centre Area Action Plan (BTCAAP) (2011)

Other

Draft London Plan – Consolidated Suggested Changes (July 2019)
London Riverside Opportunity Area Planning Framework (OAPF) (2015)
Technical Housing Standards – Nationally Described Space Standard (2015)
Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (2013)

Mayor of London's Supplementary Planning Guidance:

Shaping Neighbourhoods: Character and Context (2014)
Accessible London – Achieving an Inclusive Environment (2014)
Sustainable Design and Construction (2014)
Town Centres (2014)
Housing (2016)
Shaping Neighbourhoods: Play and Informal Recreation (2012)
Affordable Housing and Viability (2017)

7.0 ANALYSIS

7.1 Principle of Development

PROPOSED USE	FLOORSPACE (GIA)
Residential use	
514 units	
Non-residential uses	
Flexible retail/commercial floorspace (Use Classes A1-A3)	90 sqm

ASSESSMENT AGAINST KEY POLICIES

Residential Use

High-density residential use of this site within Barking Town Centre is supported in accordance with the London Riverside Opportunity Area Planning Framework (OAPF), the London Plan and the Local Plan. The site forms part of the Barking Town Centre Housing Zone and the proposal will contribute to the Borough's annual target of additional new homes per year.

(Local Plan policy CM1, London Plan policy 3.3 and draft policy H1 and London Riverside OAPF)

Non-residential Uses

The proposed 90 square metre flexible use retail/commercial unit (Use Classes A1-A3) is supported in principle as it will provide ground floor activity to the riverside and will be a complementary use for the residential development.

(Local Plan policies CM1, CM5, BE2, BE4, BTC1 and BTC5)

CONCLUSION

The principle of a residential-led development on the site is welcomed and supported.

7.2 Housing

Proposed Mix and Tenure

Unit Size	Private	Affordable	Total
Studio	48	62	110 (21%)
1-bedroom	154	30	184 (36%)
2-bedroom	102	52	154 (30%)
3-bedroom	30	36	66 (13%)
Total units	334 (65%)	180 (35%)	514 units
Total hr	782 (65%)	422 (35%)	1,204 hr

hr = habitable rooms

Proposed Affordable Housing Mix

Unit Size	London Affordable Rent	Shared Ownership	Discount Market Sale 80% of Open Market Value	Total Affordable
Studio	14 (14 hr)	24 (24 hr)	24 (24 hr)	62 (62 hr) (34%)
1-bedroom	10 (20 hr)	10 (20 hr)	10 (20 hr)	30 (60 hr) (17%)
2-bedroom	18 (54 hr)	17 (51 hr)	17 (51 hr)	52 (156 hr) (29%)
3-bedroom	10 (40 hr)	13 (52 hr)	13 (52 hr)	36 (144 hr) (20%)
Total units	52 (29%)	64 (35.5%)	64 (35.5%)	180 units
Total hr	128 (30%)	147 (35%)	147 (35%)	422 hr

ASSESSMENT AGAINST KEY POLICIES

Housing Mix

There is a 30% target for family housing on town centre sites, however policy recognises that not all sites are suitable for family housing. The site is not considered to be a suitable location for more traditional family housing due to space constraints and the inability to provide traditional private amenity space such as gardens. The proposed provision of 13% family housing in this case is considered to be an acceptable level of provision given the constraints of the town centre site. The proposal also conforms with the Council's Housing Zone strategy for the town centre of mainly 1 and 2-bedroom units. (*Local Plan policy CC1*)

Affordable Housing

The application was originally submitted as a Private Rented Sector (PRS) scheme with an affordable housing offer of 51 (10%) Discount Market Rent units at 80% of market rent or 29 (6%) London Living Rent

units. The developer's Financial Viability Assessment was independently assessed during the application process by Boyer Planning who generally supported the developer's conclusions, however, the GLA, Be First and the Council made it clear that the affordable housing offer was wholly unacceptable. Following detailed discussions, the developer has revised the proposal to a private for sale scheme with an acceptable affordable housing offer as detailed below.

The development will deliver 35% affordable housing on a habitable room basis with an acceptable tenure mix which is policy compliant and meets the Mayor of London's fast track viability route. No updated viability report was required to support the revised offer which is fully supported by officers.

Members should note that the affordable housing tenure mix of London Affordable Rent, Shared Ownership and Discount Market Sale at 80% of open market value reflects a very similar mix to the nearby former Abbey Retail Park scheme recommended for approval at Planning Committee on 3 June 2019.

The affordable housing will be tenure blind and residents will be able to use all of the facilities and services in the development in the same way as occupiers of the private units.

(London Plan policies 3.10 – 3.13 and draft policies H5, H6 and H7)

Space Standards

All units have been designed to meet London Plan space standards.
(London Plan policy 3.5 and draft policy D4)

Accessible Housing

10% of the residential units will be designed to meet M4 (3) of the Building Regulations 'wheelchair adaptable units' and 90% will be designed to meet M4 (2) 'accessible/adaptable units'. *(London Plan policy 3.8 and draft policy D5)*

Density

The high-density nature of the proposed development (494 units per hectare) exceeds the guidance ranges set out in the density matrix in the London Plan of 110 units per hectare for a central site with a PTAL of 1b. 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 quality of the proposal – the requirement being that housing should be of exemplar design quality.

It should be noted that the draft London Plan has moved away from using the density matrix and focuses instead on matters of design quality, public transport accessibility and surrounding infrastructure as informing the proposed density of developments.

The proposed density is considered to be justified by the exemplar

design quality of the proposal in terms of its built form and residential quality and its relatively close proximity to town centre amenities. The proposal is considered to optimise housing and affordable housing in the Barking Town Centre Opportunity Area as required by the London Riverside OAPF, the London Plan and the Local Plan. The density is further justified by transport mitigation in the form of £100,000 (index linked) to be secured by S106 Agreement towards two bus stops on Highbridge Road, coupled with a new pedestrian/cycle bridge to be provided by the developer that will improve connections to Abbey Green and the town centre.

(Local Plan policy CM1, London Riverside OAPF and London Plan policy 3.4 and draft policy D6)

CONCLUSION

The proposed housing mix, tenure, density and internal standard of design are considered to be acceptable. The affordable housing will be secured by S106 Agreement, including an early stage review mechanism. A condition will secure the provision of the M4 (2) and M4 (3) units.

7.3 Design and Heritage

- 7.3.1 At the pre-application stage, the scheme was reviewed by an independent Quality Review Panel. The Panel considered that improvements could be made to the landscaping and riverside walk proposals; further work was required on connectivity and permeability into and across the site, particularly the function and design of the proposed pedestrian/cycle bridge; the approach to and location of communal amenity space and car parking should be reconsidered, along with the architectural composition of the buildings. The design has evolved since the Quality Review Panel to address the issues raised.
- 7.3.2 The application was originally submitted in December 2018 and following receipt of consultation comments, revisions were submitted in April 2019. The revised scheme includes revisions to the massing of the development to create a clear hierarchy between Blocks A, C and D facing the river to avoid the proposal appearing as a wall of development; distinguishing Block A as a landmark building from the other blocks by the architectural articulation and materials proposed; introduction of a private amenity space for the residents of Block B on top of the cycle hub; separating the vehicle and pedestrian routes further to create clearly defined spaces; further glazing and an entrance to the cycle store within the ground floor of Block A; the patterned balconies proposed have been extended to cover the main body of Blocks C and D to create a local identity; reconsideration of the design of the walkways and balustrades on Block B and changes to the bridge design.
- 7.3.3 The proposed development is comprised of 5 principal buildings ranging in height between 9 and 23-storeys. In arriving at the location for the tallest building on the site, the developer explored the benefits and constraints of

four different options before identifying the south-west corner of the site as the preferred option.

- 7.3.4 As part of the revisions, the massing of the taller building elements were broken up by designing the buildings with a top height and a lower shoulder height. The overall building heights are as follows:

Block A – Part 23-storeys and part 14-storeys;
Block B1 – 9-storeys;
Block B2 – 9-storeys;
Block C – Part 17-storeys and part 14-storeys;
Block D – Part 19-storeys and part 14-storeys.

- 7.3.5 The core material element for the scheme will be brick and the composition of each block will have a tonal relationship to one another.

- 7.3.6 The 23-storey element of Block A would be characterised by a light brick tone referencing the historical limestone found in the Abbey Grounds, alongside an engineered glazed façade system proposed on the southern end of the block. The 14-storey element of Block A would comprise a light brown brick tone. Glazed balconies are proposed across Block A.

- 7.3.7 Block B is located to the west of the site and is a 9-storey single unit depth block due to the site constraints and matters of noise and outlook arising from the nearby A406 North Circular Road. Block B would be finished in a mid-brown brick tone on its western side in reference to the existing River Roding wharf buildings and a light brick tone to the eastern courtyard side.

- 7.3.8 The ground and first floor levels on the eastern side of Block B comprise 5 two-bedroom maisonette units. There is a small landscape defensible space to the front of these units with a car parking space, cycle and bin stores. Flats in Block B would be accessed from a single core on the eastern courtyard and then via external covered walkways on the western façade. An autumnal palette of materials is proposed to define each floor. The balcony design would comprise powder coated metal railings. A cycle hub which includes direct access to the foot/cycle way which runs adjacent to the western side of the site is also proposed on the western side of Block B at ground and first floor levels.

- 7.3.9 Blocks C and D are similar in form and footprint gradually rising up from 17 and 19-storeys in height to Block A at 23-storeys. The tallest element of each of these blocks (17 and 19-storeys) would have a light brown brick tone while the lower 14-storey elements of each block would have a mid-brown brick tone. The balcony design for these blocks comprises perforated metal with patterning drawing on local heritage by comprising patterns from the nearby Grade II listed London Road bridge.

- 7.3.10 The proposed buildings are set back from the riverside edge to provide a development-free 16 metre buffer as required by the Environment Agency and as a result new public realm and a riverside walk are proposed adjacent to the river.

- 7.3.11 The proposed new pedestrian and cycle bridge will have a 30-metre span across the river to clear the flood defences and the design will comprise folded metal perforated panels wrapping a steel truss structure. The bridge includes both stairs and lift access.
- 7.3.12 A reception area and concierge space, where residents' deliveries can be stored for later collection, is proposed at ground floor level within Block D. This space has good views towards the vehicular entrance, main public space and residents' lounge. In addition, there are supporting offices and stores for the general management and running of the development, as well as staff facilities.
- 7.3.13 A residents' lounge (130 sqm) is proposed at ground floor level in Block D and would accommodate internal seating, coffee making, small events and gatherings (potentially clubs).
- 7.3.14 All residents will have access to a gym facility (100 sqm) located at ground floor level in Block A and this will include light workout equipment and training spaces.
- 7.3.15 The proposed flexible use (A1-A3 uses) non-residential unit (90 sqm) is located at ground floor level in Block C, adjacent to the riverside walk and proposed bridge.
- 7.3.16 Residential roof terraces are provided in Blocks A, C and D on the 14th floor. These communal spaces benefit from views towards central London and towards Barking Town Centre and the river. The terraces for each of Blocks A and D are 220 sqm, while the terrace for Block C is 234 sqm. Residents of Block B will have access to a long terrace (130 sqm) on the second floor facing west. All of the terraces will comprise seating and planting.
- 7.3.17 The application proposes a managed refuse strategy with secondary refuse stores proposed within each building which would be moved by on-site management to a primary refuse store for collection. The exception to this relates to the 5 maisonettes which will have their own bin for collection.

ASSESSMENT AGAINST KEY POLICIES
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Height, Scale, Massing and Layout

Policy BTC17 of the Barking Town Centre Area Action Plan (BTCAAP) (2011) sets out locations in the AAP area that it considers as 'sensitive' but potentially suitable for tall buildings. This includes, amongst other sites, the northern end of the existing Tesco site at the junction of London Road and the A406. The policy states that elsewhere in the AAP area, tall buildings will be resisted unless particular proposals can demonstrate significant regeneration or townscape benefits and do not cause harm to the historic significance of Barking Town Centre and its component parts.

More recent policy, as set out in the London Riverside Opportunity Area Planning Framework (OAPF) (September 2015), identifies Barking Town Centre as a key development area and identifies the town centre as a

suitable location for high-density development including tall buildings, subject to exemplar design and housing quality and mitigation for social infrastructure, particularly children's playspace. The Tesco car park site is identified therein as a key site for development.

The OAPF identifies broad locations for higher-density developments and tall buildings in London Riverside and shows where there are emerging clusters of tall buildings in the opportunity area. With respect to Barking Town Centre, the OAPF identifies a cluster of tall buildings around Barking Station and a secondary cluster of tall buildings to the west of the town centre along the River Roding, on the axis from Barking Park to Canary Wharf. This includes the application site. The OAPF states that tall buildings around the Mill Pond (which is located to the south of the application site) will require careful consideration due to the impacts on heritage assets at Barking Abbey, Abbey Green and the Malthouse.

On the basis of this more recent policy set out in the OAPF, the siting of tall buildings on the southern part of the Tesco site is considered to be appropriate subject to detailed design.

The height, scale and massing of the proposed development has been revised during the application process to respond to comments from the Urban Design Officer and GLA Officers.

The redistribution and graduation of height on Blocks A, C and D in response to consultee comments helps to establish a clear hierarchy between blocks and provides a more interesting and distinctive skyline from east to west.

The opportunity for new housing and high-quality public realm, including a new pedestrian/cycle bridge to join up emerging riverside developments and to provide access to Abbey Green and the town centre, is welcomed.

The principle of setting back the blocks to create a public space fronting the river with a more enclosed private space at the centre of the site is supported.

The proposed development will contribute to the wider Barking Town Centre urban design objectives of developing a high-quality riverside environment and re-establishing links between the town centre and the River Roding.

All of the buildings are to be fitted with fire sprinklers and all external materials will be non-combustible. The application was accompanied by a Fire Assessment which will be updated at the detailed design stage and secured by condition.

Overall, the height, scale, massing and layout of the proposed development are generally supported by officers.

(Local Plan policies BP4, BP9, BP11, CP3, BTC16 and BTC17 and London Plan policies 7.4, 7.5, 7.6 and 7.7 and draft policies D2 and D8)

Appearance

The appearance of the proposed development has been revised during the application process to respond to comments from the Urban Design Officer and the GLA.

Three mixed tone brick types are proposed across the site. The strategy of using a mid-tone for the shoulder blocks and a lighter tone for the main body of Blocks C and D is supported. Introducing the lightest of the three tones to the east courtyard facing elevations on Blocks A and B is considered appropriate.

The re-consideration of site-specific architectural detailing is particularly welcomed; extending the bespoke balcony detailing to cover the main body of Blocks C and D helps to establish character and identity in relation to local context contributing to a stronger sense of place.

The re-design of Block A, which now includes a predominantly glazed southern facade and stepped 'top', creates a lighter more striking appearance. The clear differentiation from neighbouring blocks is welcomed and enables the tower to function more successfully as a landmark building with its own identity.

The varied balcony strategy across the development is supported in principle. A detailed balcony strategy is to be secured under the external materials condition.

The appearance of the proposed new pedestrian/cycle bridge is considered to be acceptable.

(Local Plan policies BP11, CP3 and BTC16 and London Plan policies 7.4 and 7.6 and draft policy D2)

Residential Quality

The residential quality of the units is considered to be acceptable with 54% of the units being dual aspect and 46% being single aspect east, south or west facing. Officers welcome that there are no north-facing single aspect units. *(London Plan policy 3.5 and draft policy D4)*

Refuse Arrangements

Whilst the Council's Refuse Team has not responded directly to the consultation process, a meeting was held between the Transport Development Management Officer and the Refuse Team to discuss the refuse collection arrangements for the site. To ensure the proposal is workable, a detailed Refuse Strategy is to be secured by condition. This would require, amongst other things, the safeguarding of an unobstructed access and egress to the refuse stores, details of the frequency of collections, a contingency plan in the event of a service unable to attend and management of the turning area. *(Local Plan policy BR10)*

Heritage

Paragraph 193 of the National Planning Policy Framework (NPPF) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

In this instance, Historic England considers that the proposed development would cause less than substantial harm to the historic environment, specifically to the setting of the Grade I listed Parish Church of St Margaret and to the character of the Abbey and Barking Town Centre Conservation Area, and as stated in paragraph 196 of the NPPF, this harm should be weighed against the public benefits of the proposals.

GLA Officers have also considered the historic environment in their assessment of the application. They have stated that the proposed buildings respond to the changing context of the area whilst referencing elements of neighbouring heritage assets in terms of materiality and design. In addition, they consider that the proposal results in an improvement on the existing environment. In most cases they consider that the proposal does not harm the setting of neighbouring heritage assets with the exception of View 16A which shows Block A of the proposed development behind the tower of the Grade I listed Parish Church of St Margaret. In this view, whilst the church would remain the dominant feature, the proposal would feature at a distance as a background addition. On this basis, GLA officers consider that the proposal would result in less than substantial harm to the Grade I Listed Parish Church of St Margaret which must be outweighed by the public benefits delivered by the scheme, including delivery of affordable housing.

Officers have considered the submitted Townscape, Heritage and Visual Assessment, as well as the comments of Historic England and GLA Officers and are of the opinion that the proposed development would result in less than substantial harm to the Abbey and Barking Town Centre Conservation Area and the Grade I listed Parish Church of St Margaret.

Officers have paid special attention to the desirability of preserving or enhancing the character or appearance of the adjacent Abbey and Barking Town Centre Conservation Area in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The proposed development would deliver a wide range of substantial public benefits, including new homes for local people of which 35% on a habitable room basis would comprise affordable housing; regeneration of an under-utilised car park and the creation of high-quality public realm and a riverside walk; provision of a new pedestrian/cycle bridge across the River Roding linking the site and surrounding area to Abbey Green and the town centre beyond; provision of a 90 sqm non-residential unit; a contribution towards local bus services; the creation of short and long-

term job opportunities; CIL contributions and New Homes Bonus.

It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Abbey and Barking Town Centre Conservation Area and the Grade I listed Parish Church of St Margaret. The proposal is therefore aligned with paragraph 196 of the NPPF.

The proposed development is not considered to significantly affect the setting of any heritage assets. 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.

(Local Plan policies CP2, BP2, BTC19 and London Plan policy 7.8 and draft policy HC1)

CONCLUSION

The proposed development is considered to be acceptable in design terms having regard to its height, scale, massing, layout and appearance and overall is considered to be of an exemplar design quality. Details of external materials and a balcony strategy are to be secured by condition.

The proposal is considered to result in less than substantial harm to the Abbey and Barking Town Centre Conservation Area and the Grade I listed Parish Church of St Margaret and in accordance with policy this harm has been weighed against the public benefits of the scheme. It is considered that the public benefits of the scheme are substantial and outweigh any harm to the Conservation Area and heritage assets.

7.4 Amenity Space, Public Realm and Playspace

- 7.4.1 All residential units have their own private balcony or terrace. The proposed development also incorporates the following type and quantum of outdoor spaces:

Type	Area (sqm)
Private communal space (podium level)	570
Public realm	5,285
Children's playspace	1,499
Private communal roof terraces (Blocks A, B, C, D)	Blocks A and D (220 sqm each), Block B (130 sqm) and Block C (234 sqm)

ASSESSMENT AGAINST KEY POLICIES

Private and Communal Amenity Space

All residential units have private amenity space comprising of a balcony or terrace designed in accordance with the Mayor's Housing SPG. An acceptable level of high-quality private communal amenity space will also provide attractive and useable outdoor space for the new residents to enjoy.

(Local Plan policies BP5, BP11 and CP3)

Public Realm (including new riverside walk and bridge across River Roding)

The proposed development provides new high-quality public realm adjacent to the River Roding, including a new riverside walk and pedestrian and cycle bridge over the River Roding. This provision is welcomed and supported.

(Local Plan policies BP11 and CP3 and London Plan draft policy D7)

Children's Playspace

The Greater London Authority's (GLA) children's playspace calculator has been updated post-submission of this planning application. At submission stage there was a requirement to provide 922 sqm of playspace. Subsequent changes to the GLA's playspace calculator mean that the current policy requirement would be a minimum of 1,961.2 sqm (this results in a shortfall of 462.2 sqm compared to the proposed provision of 1,499 sqm). The GLA have confirmed, however, that they do not expect the updated policy requirement to be applied to applications submitted prior to the changes made to the playspace calculator.

The provision of 1,499 sqm of children's playspace is therefore considered to be policy compliant having regard to the date when the application was submitted.

(Mayor's Shaping Neighbourhoods: Play and Informal Recreation' SPG and London Plan policies 3.6 and draft policy S4)

CONCLUSION

The external amenity space, public realm and playspace proposals are considered to be of a high-quality design and an acceptable quantum and will ensure that both residents and visitors to the site will have a variety and choice of outdoor spaces to enjoy. Details of the on-site playspace and hard and soft landscaping will be secured by condition. The proposed bridge design is considered to be acceptable and its detailed design will be secured by S106 Agreement.

7.5 Amenity Issues

Sunlight and Daylight

- 7.5.1 The Building Research Establishment (BRE) sets out guidance for new residential developments in the document 'Site Layout Planning for Daylight and Sunlight' (2011). In this regard, officers draw Members' attention to a recent appeal decision relating to the Whitechapel Estate development where the Inspector's decision letter stated "The BRE document offers guidance on generally acceptable standards of daylight and sunlight but advises that numerical values are not to be rigidly applied and recognises the importance of the specific circumstances of each case. Inner city development is one of the examples where a different approach might be

justified". The Mayor's 'Housing' SPG states that "an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time". Officers recommend that a similar flexible approach be adopted in this case due to the recent and emerging changes to the character and form of Barking Town Centre.

- 7.5.2 The application was accompanied by a Daylight and Sunlight Report prepared by Hodkinson Consultancy. The analysis was carried out in accordance with the methodologies contained in the BRE Guidelines.

ASSESSMENT AGAINST KEY POLICIES
Sunlight and Daylight <u>Sunlight and daylight assessment of proposed residential units and amenity space</u> In order to assess daylight to the proposed residential units within the development, a representative sample of low floor levels and typical upper floor levels, including all flat typologies across the development, were simulated against the Average Daylight Factor (ADF) metric. Overall, 90.4% of the 769 assessed habitable rooms met the BRE targets and therefore it was estimated that the majority of the development as a whole will receive internal daylight levels at or above the BRE targets. Some living/dining/kitchen spaces and studio flats that do not meet the 2% BRE target for kitchens will still receive a good daylight level. 93% of living/dining/kitchen spaces and studio flats across all proposed blocks will achieve ADF values of 1.5% or above and 100% will achieve above 1%. In respect of sunlight, the calculated Annual and Winter Probable Hours (APSH, WPSH) for south-facing habitable rooms are above BRE targets. The majority of the proposed amenity spaces taken as a whole (76%), including podium level and roof terrace level spaces, will receive at least two hours of sunlight on 21 March which is above the 50% BRE area target. Overall, it is concluded that good levels of sunlight/daylight will be achieved within the proposed development. <u>Sunlight and daylight assessment of surrounding buildings</u> The Daylight and Sunlight Report advises that as the site is currently

open, any new development at this location will inevitably result in some daylight/sunlight reduction for the existing and future surrounding buildings.

The surrounding existing hotels to the west of the site and adjacent to the A406 are separated from the application site by dense hedge with obstructed views. The BRE guidance prioritises the assessment of surrounding residential buildings and as such the adjacent hotels were not assessed.

Due to its orientation and location, Fresh Wharf is not expected to be impacted by the proposed development and therefore no further assessment was required.

Existing Development - Benedicts Wharf, Highbridge Road

The Daylight and Sunlight Report sets out details of the assessment of the proposed development on the 6-storey residential-led development at Benedicts Wharf which is located opposite the application site on the eastern side of the River Roding.

With respect to daylight (Vertical Sky Component - VSC), 22% of the assessed windows at Benedicts Wharf will maintain VSC values above the BRE target of 27% or at least 0.8 times their former value. The remainder fall below the BRE threshold, although many by only a small margin (ranging 0.4 – 0.7 times their former value), with the majority at 0.5 times their former value which is expected considering the urban character.

All the affected rooms have been assessed for Daylight Distribution. Internal daylight calculations for Benedicts Wharf through the Daylight Distribution Metric show that the majority (88%) of the assessed habitable rooms will present a daylight loss within acceptable BRE thresholds (0.8 times or more their former value).

With respect to sunlight, 34% of the assessed windows will have adequate sunlight levels throughout the year, with 91% of the assessed windows maintaining sunlight levels above the BRE target during winter months when sunlight is usually more appreciated.

Amenity spaces surrounding Benedict's Wharf will not be impacted at all.

Consented Development (under construction) – Barking Wharf Phase 1, Abbey Road (Ecoworld)

The Daylight and Sunlight Report sets out details of the assessment of the proposed development on the proposed 6 to 15-storey residential-led development known as Barking Wharf Phase 1 on Abbey Road (currently under construction). The site is located opposite the application site on the eastern side of the River Roding.

With respect to daylight (VSC), 53% of the assessed windows at the

Barking Wharf Phase 1 scheme on Abbey Road will maintain VSC values at or above the BRE target.

A small reduction in the Average Daylight Factor (ADF) values of the habitable rooms in Barking Wharf Phase 1 facing the proposal is expected. An assessment of 208 affected habitable rooms across two assessed Blocks (A and B) has shown that the number of compliant rooms will drop by 16% in Block A and by 12% in Block B; this small reduction indicates that the current proposal will have a relatively small impact upon the ADF compliance levels of the Barking Wharf Phase 1 scheme.

Windows at Barking Wharf Phase 1 were also assessed for sunlight availability (Probable Sunlight Hours) and demonstrated overall good sunlight levels on both an annual and winter basis.

A small sunlight loss of 18% is expected to the amenity space at Barking Wharf Phase 1 with the proposed development in place. The majority of the amenity area (88%) will still receive adequate sunlight on the 21 March exceeding the BRE recommended target.

Conclusion

Overall, it is acknowledged that there will be some impact on daylight and sunlight to the Benedicts Wharf and Barking Wharf Phase 1 developments. As set out above, flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts in opportunity areas such as Barking Town Centre which is undergoing significant change. On this basis, officers consider that the impact is inevitable and, on balance, acceptable in this urban changing environment.

(Local Plan policies BP8 and BP11)

Outlook and Privacy

The proposed development has been designed having regard to the consented Barking Wharf Phase 1 scheme and the existing Benedicts Wharf scheme, both on the eastern side of the River Roding. The closest building to Benedicts Wharf (Block D) is more than 50 metres away and the buildings are separated by amenity space, riverside walk and the River Roding. The tallest block (Block A) is a minimum of 65 metres away from Benedicts Wharf. The separation distance between Blocks C and D and Barking Wharf Phase 1 across the river is more than 45 metres. On this basis, it is not considered that the proposal will significantly affect the amenities of neighbouring properties having regard to matters of outlook and privacy. *(Local Plan policies BP8 and BP11)*

Noise

A satisfactory internal noise level for neighbouring properties and proposed residential occupiers can be achieved through the imposition of conditions. *(Local Plan policies BP8, BR13 and London Plan policy 7.15 and draft policy D13)*

Wind / Microclimate

A satisfactory pedestrian safety and comfort level can be achieved within the development through the implementation of landscaping and other wind mitigation measures. A condition is proposed to secure the submission of a detailed scheme of wind mitigation measures.

(Local Plan policies BP8 and BP11 and London Plan policies 7.1, 7.4 and 7.6 and draft policy D1)

CONCLUSION

There will be some impact on sunlight and daylight to neighbouring residential properties, however, on balance, this is considered to be acceptable having regard to the changing character and form of the town centre. An acceptable level of residential amenity can be achieved within the proposed development. Noise conditions are to be secured to ensure that appropriate noise levels are maintained at neighbouring properties and within the proposed residential units.

7.6 **Transport / Parking**

Proposed Car and Cycle Parking

Type	Proposal
Residential car parking spaces	51 spaces (0.1 ratio) including 16 blue badge spaces (3% of dwelling numbers)
Car club spaces	3 spaces on site
Electric vehicle charging points	20% active spaces and 80% passive spaces
Residential cycle parking	826 long stay spaces and 13 short stay spaces
Non-residential use cycle parking	2 short stay spaces

Vehicular Access and Highway Works/Improvements

- 7.6.1 Vehicular access to the site will be via a new entrance located off West Bank via Highbridge Road. This will provide access to a covered car park to be provided at the northern edge of the site, as well as providing servicing access to the development blocks.
- 7.6.2 Highway works/improvements are proposed on West Bank and Highbridge Road including traffic management measures, works associated with the new vehicular access on West Bank, the installation of a new table at the junction of West Bank and Highbridge Road to slow traffic and the installation of tactile paving. Improvements are also proposed to the shared

foot/cycle way that currently extends along the eastern side of West Bank. The existing pedestrian crossing on Highbridge Road will remain.

ASSESSMENT AGAINST KEY POLICIES

Vehicular Access and Car Parking

The proposed new vehicular from West Bank via Highbridge Road is supported by the Transport Development Management Officer and TfL.

The majority of the car parking spaces (44 spaces) will be provided under a podium which will incorporate amenity space above. A further 10 spaces will be provided externally (5 in front of Block B and 5 in front of Block D). Three of the 5 spaces to the front of Block D will be designated for car club vehicle parking. The proposed level of car parking is supported by the Transport Development Management Officer and TfL.

The proposed provision of blue badge car parking spaces meets the draft London Plan requirements for 3% provision on a dwelling basis at the outset. A Car Parking Management Plan to be secured by condition would require the developer to demonstrate how further blue badge parking could be provided if future demand arose.

The proposal exceeds London Plan standards for electric vehicle charging points and meets draft London Plan standards.

Two years' membership to a car club scheme would be made available to each residential unit (on their request).

Residents of the proposed development would not be entitled to a permit for any controlled parking zone (CPZ).

(Local Plan policies BR9 and BR10 and London Plan draft policies T6 and T6.1)

Cycle Parking

The proposed quantum of cycle parking spaces exceeds London Plan standards and meets draft London Plan standards. *(London Plan draft policy T5)*

Refuse Servicing

The scheme allows for on-site refuse servicing in line with policy and existing practices employed within the Borough. *(Local Plan policy BR10)*

Highway Works/Improvements

The proposed highway works/improvements are supported by the Transport Development Management Officer and TfL. *(Local Plan policy BR10)*

Public Transport Improvements

The developer has agreed to TfL's request for a financial contribution of £100,000 (index linked) to provide two bus stops on Highbridge Road to improve the connectivity of the site. *(Local Plan policy BR10)*

New Pedestrian/Cycle Bridge Over River Roding

The new pedestrian/cycle bridge across the River Roding which is proposed as part of the application will link into the Barking Wharf Phase 1 development which is also owned by Ecoworld and is currently under construction. The proposed bridge will provide improved pedestrian/cycle access from the western side of the River Roding to Abbey Road and Abbey Green and onwards to the town centre. This will reduce the need for occupiers of the proposed development, as well as other nearby developments such as Fresh Wharf, to use the full extent of Highbridge Road which is narrow. The proposed bridge enables a more enhanced walking/cycling experience alongside the river. (*Local Plan policy BR10*)

CONCLUSION

The proposal is supported in terms of transport and parking matters. Conditions will secure a Construction Logistics Plan, Delivery and Servicing Plan, Refuse Strategy, Car Parking Management Plan including the provision of blue badge parking and electric vehicle charging points. A S106 Agreement will secure a scheme of highway works/improvements and improvements to the shared foot/cycle way that currently extends along the eastern side of West Bank; three car club parking spaces on site; two years' membership to a car club for residents; restrictions on CPZ parking; a Travel Plan; the financial contribution towards bus stops; and details relating to the bridge, including maintenance and 24-hour access to the bridge, riverside walk and public realm.

7.7 Energy and Sustainability

- 7.7.1 The submitted Energy Strategy advises that the development would achieve an on-site carbon dioxide emissions reduction of 42% through a combination of energy efficiency measures, photovoltaic panels and a connection to the Barking Town Centre District Heating Network.

ASSESSMENT AGAINST KEY POLICIES

Energy

The Energy Strategy exceeds the London Plan policy requirement to provide a minimum 35% reduction in carbon dioxide emissions for the residential and non-residential uses through on-site provisions. A carbon offset contribution is to be secured to meet the overall zero-carbon target for residential development. (*London Plan policy 5.2 and draft policy SI2*)

Sustainability

The proposed development has been designed in line with the principles of sustainable development and the policy requirements of the National Planning Policy Framework, the Local Plan and the London Plan.

CONCLUSION

The proposal generally accords with the relevant energy policies and is considered to be acceptable in this respect. A condition is proposed to secure the submitted Energy Strategy and requiring the submission of

details of photovoltaics. S106 obligations will secure connection of the development to the Barking Town Centre District Heating Network and a carbon offset payment.

7.8 **Flood Risk and Drainage**

- 7.8.1 The majority of the site is located within Flood Zone 1 (low probability of flooding), however the eastern border of the site along the River Roding is located within Flood Zone 3 (high probability of flooding) and the western border of the site close to Highbridge Road is located within Flood Zone 2 (medium probability of flooding). The site, however, benefits from flood defences. The Environment Agency's flood modelling information shows that the site is not at risk in the scenario of a defence breach and the residual risk of flooding from groundwater is considered to be low.

ASSESSMENT AGAINST KEY POLICIES

Flood Risk and Drainage

There has been no objection to the proposed development on the grounds of flood risk.

The Environment Agency has requested that a condition be secured in respect of a strategy for maintaining and improving the flood defences and to demonstrate how the flood defences will be raised to 5.7 metres AOD by 2065 and 6.2 metres AOD by 2100 in line with the requirements of the Thames Estuary (TE2100) Plan.

The GLA has confirmed that matters relating to sustainable urban drainage have now been satisfactorily addressed.

(Local Plan policy BR4, London Plan policy 5.13 and draft policy SI13)

CONCLUSION

Conditions are proposed to secure a strategy for maintaining and improving flood defences and the submission of a detailed Surface Water Drainage Strategy.

7.9 **Biodiversity and Ecology**

- 7.9.1 The proposed development includes extensive new tree planting within the site and along the riverside edge of the site, as well as the retention of the majority of existing semi-mature and mature trees on the riverside. Shrub and ground cover species are also proposed. All low-value trees on the site are to be replaced on a 2:1 ratio with new larger species.
- 7.9.2 Enhancements incorporated into the development will include the installation of bat and bird boxes on buildings and green and brown roofs. New and diverse habitats will also be provided in the form of general landscape planting.

ASSESSMENT AGAINST KEY POLICIES

Biodiversity and Ecology

The proposed development will result in substantial biodiversity and ecological enhancements to the site in keeping with policy.

(Local Plan policy BR3 and London plan policies 5.10 and 5.11 and draft policies G5, G6 and G7)

CONCLUSION

The proposal will result in a substantial net gain of trees, planting and habitat which is welcomed and will enhance the biodiversity and ecology of the site and river's edge. Conditions will secure a landscaping scheme, as well as bird nesting and bat roosting bricks/boxes.

7.10 **S106 Developer Contributions**

- 7.10.1 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:

Affordable Housing

Secure 35% affordable housing (on a habitable room basis) on site comprising 30% London Affordable Rent, 35% Shared Ownership and 35% Discount Market Sale at 80% of open market value.

The Discount Market Sale (DMS) units are to be secured on the following basis:

- Marketed at 80% of open market value;
- Marketed to Borough residents and those working in the Borough in the first instance for 6 months, including those on the Council's housing list, in accordance with an agreed marketing strategy and after 6 months the geographical and Council's housing list restrictions would be removed;
- The maximum income for the household not to exceed £90,000 per annum, to be reviewed on an annual basis in accordance with available and relevant data;
- If the maximum income of a potential purchaser is exceeded, the developer can seek special dispensation from the Council, however the final decision rests with the Council; and
- Any buyer must not own another property after the purchase has occurred (i.e. they could be selling another property to move into this one but not buying as an investment).

Secure the benefits of the DMS units after the first sale.

Secure an early stage viability review mechanism to be triggered if an agreed level of progress on implementation has not been made. In accordance with the Mayor of London's Affordable Housing and Viability SPG, if 2 years passes and the agreed level of implementation has not

been reached, the trigger for the early viability review shall be when the agreed level of implementation is reached.

Marketing Strategy for Residential Units

Not to undertake any Marketing of the Residential Units until a Marketing Strategy has been submitted to the Council for approval and the Marketing Strategy has been approved in writing by the Council. Approval of the Marketing Strategy should be not be unreasonably delayed. The Strategy shall seek to maximise owner occupation, including a restriction on any individual or organisation buying more than one property for a period of six (6) months from the date of the sales launch.

Management of Buy to Let Units

To ensure that any individual or organisation purchasing more than one Residential Unit uses a Managing Agent registered with ARLA or NAEA. The Developer shall submit the name, address and contact details of the Managing Agent to the Council and seek the Council's approval of the Managing Agent in writing.

Appointment of Management Company

If the Developer does not intend to manage the development itself then the Developer, following agreement with the Council (acting reasonably), shall appoint a Management Company to be responsible for the overall day to day management of the Development. The Developer shall provide the Council with the name, address and contact details of the Management Company and approval shall not be unreasonably delayed.

Public Realm / Highway Works

Secure enhancements to the public realm and highway in the vicinity of the site, including improvements to the junction of Highbridge Road and West Bank and to the existing segregated cycle/footway adjacent to the site; and any traffic management measures (scheme to be agreed).

Implement all off-site highway works prior to first occupation of the development.

Secure 24-hour access to be provided to public realm areas, riverside walk and bridge.

Secure delivery of the bridge prior to first occupation of the second phase of the development, including future maintenance of bridge and associated lifts.

Fund repair of public roads damaged during construction.

Contribution for Buses

Secure a financial contribution of £100,000 (index linked) towards two bus stops on Highbridge Road to improve the site's connectivity.

Local Labour / Local Supply

Secure an Employment, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough.

Restrictions on Controlled Parking Zone (CPZ) Permits

Secure restrictions preventing residents from obtaining parking permits for any controlled parking zone (CPZ).

Car Club Spaces

Secure three on-site parking spaces designated as car club spaces. These shall be fitted with active electric vehicle charging points. An agreement with ZipCar or any other suitable alternative to be formalised and signed prior to occupation of the development.

Car Club Membership for Residents

Secure a commitment to provide two years' membership to the local car club scheme per residential unit (on their request).

Travel Plan

Secure the submission, implementation and monitoring of a Travel Plan for the development.

District Heating Network

Secure a commitment to connect the development to the Barking Town Centre District Heating Network via Barking Wharf Phase 1 or other suitable connection as discussed and agreed with the Local Planning Authority, subject to the infrastructure being in place to enable connection to the District Heating Network. It must also be demonstrated that connection to the District Heating Network represents a viable cost effective and reliable energy supply to residents.

Carbon Offset

The development shall achieve a minimum 35% reduction in carbon emissions over Part L of the Building Regulations 2013 through on-site provisions and the remaining carbon emissions to zero carbon should be offset through a monetary contribution to the Local Authority's carbon offset fund calculated on the basis of £60 per tonne over 30 years.

S106 Legal Fees

Pay the Council's reasonable professional fees associated with the preparation and completion of the S106 Agreement.

8.0 EQUALITIES

- 8.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, conditions are proposed to ensure that the residential units are accessible and adaptable, with 10% of residential units having a layout and size specifically enabling ease of use by a wheelchair user. The non-residential unit would also be fully accessible.

9.0 CONCLUSION

- 9.1 The proposed residential-led development would bring an under-utilised car parking area within Barking Town Centre into beneficial use by providing significant regeneration benefits for the Borough in the form of new affordable and private housing, a 90 square metre non-residential unit for retail, financial/professional services or food and beverage use and new high-quality public realm, including a riverside walk and new pedestrian/cycle bridge across the River Roding.
- 9.2 The proposal generally complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.
- 9.3 It is recommended that the Planning Committee grants planning permission subject to any direction from the Mayor of London, a S106 Agreement to secure the matters set out at section 7.10 of this report and the conditions listed at section 10 of this report (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London).

10.0 PLANNING CONDITIONS

Time Limit

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).

Plan Numbers

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

A-PL-01-000 Rev B - Existing Site Plan
A-PL-01-001 Rev B - Proposed Site Plan
A-PL-02-000 Rev B - Landscape Ground Floor Plan
A-PL-03-000 Rev B - Ground Floor Plan
A-PL-03-001 Rev B - First Floor Plan

A-PL-03-002 Rev B - Second-Third Floor Plan
 A-PL-03-003 Rev B - Fourth-Eighth Floor Plan
 A-PL-03-004 Rev B - Ninth-Thirteenth Floor Plan
 A-PL-03-005 Rev B - Fourteenth Floor Plan
 A-PL-03-006 Rev A - Fifteenth-Sixteenth Floor Plan
 A-PL-03-007 Rev B - Seventeenth-Eighteenth Floor Plan
 A-PL-03-008 Rev B - Nineteenth Floor-Twenty Second Floor Plan
 A-PL-03-009 Rev B - Roof Plan
 A-PL-03-30 Rev B - Apartment Type Plans Sheet 01
 A-PL-03-31 Rev B - Apartment Type Plans Sheet 02
 A-PL-03-32 Rev B - Apartment Type Plans Sheet 03
 A-PL-03-40 Rev B - Wheelchair Apartment Type Plans
 A-PL-04-000 Rev B - Short Section_ Block B, Podium & C
 A-PL-04-001 Rev B - Short Section_ Block B & D
 A-PL-04-002 Rev B - Short Section_ Block A
 A-PL-04-003 Rev B - Long Section_ Block C & D
 A-PL-04-004 Rev B - Long section_ Block A & B
 A-PL-05-000 Rev B - North East Elevation
 A-PL-05-001 Rev B - North West Elevation
 A-PL-05-002 Rev B - South West Elevation
 A-PL-05-003 Rev B - South East Elevation
 A-PL-05-004 Rev B - Block A & B North East Elevation
 A-PL-05-005 Rev B - Block C & D South West Elevation
 A-PL-05-006 Rev A - Block B & C South East Elevation
 A-PL-06-010 Rev B - Block A Typical Facade Bay
 A-PL-06-011 Rev B - Block B Typical Facade Bay
 A-PL-06-012 Rev B - Block C & D Typical Facade Bay
 A-PL-06-013 Rev A - Block A, C & D 'Backpack' Bay
 A-PL-07-000 Rev B - Cycle Store Detail Elevation
 A-PL-07-001 Rev B - Walkway Block B Detail Elevation
 A-PL-07-002 Rev B - Maisonettes Detail Elevation
 A-PL-07-003 Rev B - Typical Ground & First Floor Detail Elevation
 A-90-000 Rev B - Bridge GA Plan
 A-90-001 Rev B – Bridge South Elevation
 A-90-002 Rev B – Bridge Short Section AA
 A-90-003 Rev B – Bridge Short Section BB
 1133-SK0159 – Phasing Plan.

Reason: For the avoidance of doubt and in the interests of proper planning.

Groundwater and Contaminated Land

3. No development shall commence (with the exception of demolition to existing ground level only) until:

(a) an investigation and risk assessment 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 all receptors that may be affected including those off-site;
- (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'.

Minor amendments may be agreed from time to time in writing by the Local Planning Authority.

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

Minor amendments may be agreed from time to time in writing by the Local Planning Authority.

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

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

(d) No development shall commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority.

Minor amendments may be agreed from time to time in writing by the Local Planning Authority.

(e) 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 3(a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of 3(b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

Construction Environmental Management and Site Waste Management

4. 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.

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

borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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

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

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.

Construction Logistics Plan

5. 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.

Surface Water Drainage

6. a) No development shall commence, except any works of site clearance and demolition, until a Surface Water Drainage Scheme, based on the Flood Risk Assessment and SUDS Strategy dated 30 November 2018 (Ref: 31991) prepared by Curtins and sustainable drainage principles and an assessment of the hydrological and hydro geological 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. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

b) No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: Surface Water Drainage details are required prior to commencement of development in each Phase in order to reduce the risk of flooding and to protect

controlled waters and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

Flood Defences

7. No development shall commence until a strategy for maintaining and improving the flood defences has been submitted to and approved in writing by the Local Planning Authority. This strategy will include the following components:

(1) Intrusive ground investigations and a determination of the residual life of the flood defences.

(2) A scheme, based on the results of (1), to undertake any required improvements, repairs or replacement of the flood defences. The submitted scheme shall demonstrate how the flood defences will be raised to 5.7m AOD by 2065 and 6.2m AOD by 2100 in line with the requirements of the Thames Estuary (TE2100) Plan. The scheme shall also include a plan for any required long-term monitoring and maintenance.

The scheme shall be fully implemented and subsequently maintained in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason: The strategy is required prior to commencement of development in order to prevent flooding on site and elsewhere by ensuring that the tidal flood defences are in satisfactory condition which is commensurate with the lifetime of the development; to ensure the statutory defence level will be maintained and the TE2100 defence levels will not be precluded by the development; and in accordance with paragraphs 160 and 163 of the National Planning Policy Framework and policy SI12 of the draft London Plan.

External Materials

8. No above ground new development shall commence until full details of external facing materials, including a strategy for balcony designs, on-site sample boards, specifications, annotated plans and fire safety ratings, have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To protect or enhance the character and amenity of the area and to ensure an exemplar 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.

Fire Statement

9. No above ground new development shall commence until an update to the Fire Assessment dated 30 November 2018 prepared by BWC Fire Limited has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and

materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

Reason: In order to provide a safe and secure development in accordance with policy CP3 of the Core Strategy and policy D11 of the Draft London Plan.

Wind Mitigation Measures

10. No above ground new development shall commence until a detailed scheme of wind mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the development.

Reason: To ensure a safe pedestrian environment and to protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document, policies 7.1, 7.4 and 7.6 of the London Plan and policy D1 of the Draft London Plan.

Hard and Soft Landscaping

11. Prior to occupation of the development, full details of the hard and soft landscaping shall be 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) playspaces and any related play equipment;
- c) street furniture, including on-street cycle stands;
- d) boundary treatment, including to the riverside and roof terraces; and
- e) 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.

A detailed scheme for green and/or brown roofs, landscaping and an associated bird hazard management plan should be approved in writing by the Local Planning Authority in consultation with London City Airport. The bird hazard management plan must follow the template provided by London City Airport. All green/brown roofs and landscaping should be designed to make them unattractive to London City Airport's bird species of concern so as not to have an adverse effect on the safety of operations at London City Airport.

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: In the interests of design quality, visual amenity, residential amenity, walking, accessibility, public safety and safeguarding for London City Airport and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

Measures to Reduce the Risk of Crime and External Lighting

12. Prior to occupation of the development, a security management scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of security management measures including external lighting, location of CCTV and concierge services, door entry systems and car park security. The external lighting of the development is to be designed, installed and maintained with regard to 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. The scheme should seek to minimise upwards light and obtrusive light and avoid light spill onto trees, hedges, bird and bat boxes and green roofs. Lighting should be designed with regard to the Bat Conservation Trust's guidance 'Bats and Lighting in the UK' or their latest advice. The approved scheme shall be implemented prior to occupation of the development and maintained thereafter. Minor amendments may be agreed from time to time in writing by the Local Planning Authority.

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

Refuse Strategy

13. Prior to occupation of the development, a detailed residential and commercial Refuse Strategy shall be submitted to the Local Planning Authority in consultation with the Council's Refuse Team. The Strategy shall include, but not be limited to, details of the design and location of the refuse stores, the safeguarding of an unobstructed access and egress to the refuse stores, details of the frequency of collections, a contingency plan in the event that a service is unable to attend and management of the turning area. 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.

Scheme of Acoustic Protection

14. Prior to commencement of façade construction of residential units, full details of a scheme of acoustic protection of habitable rooms against ambient noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

- a. 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- b. 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) or 35dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended). 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.

Noise Insulation of Party Construction

15. No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the non-residential unit(s) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the non-residential / residential unit(s) to which it relates.

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

Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions

16. Noise from the non-residential uses hereby permitted, including, but not limited to, live and amplified music shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity of those uses. The initial test for compliance with the 'inaudibility' criterion will be that noise should be no more than barely audible outside those noise-sensitive premises. In the event there is disagreement as to whether such noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

- the LAeq (CUAN) shall not exceed LA90 (WCUAN); and
- the L10 (CUAN) shall not exceed L90 (WCUAN) in any 1/3 octave band between 40Hz and 160Hz.

CUAN = Commercial Use Activity Noise level, WCUAN = representative background noise level without Commercial Use Activity Noise, both measured 1 metre from the façade of the noise-sensitive premises.

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014.

Any machinery and equipment installed pursuant to this permission shall be designed and installed to ensure that structure borne (re-radiated) noise emissions shall not exceed 30 LAeq dB (5 min) when measured in any habitable room in adjoining residential premises.

Reason: To ensure that the proposed and surrounding residential properties and other noise-sensitive premises in the vicinity of site are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

Details of Any Commercial Kitchen Extract Ventilation System

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

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

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

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours and noise in accordance with policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Car Parking, Blue Badge Car Parking and Electric Vehicle Charging Points

18. Prior to occupation of the development, a Car Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan must include details of how car parking will be allocated, including blue badge car parking spaces. The proposed development shall not exceed a total of 54 car parking spaces, including blue badge and car club parking provision.

20% of all car parking spaces shall be installed with active electric vehicle charging points (EVCPs) and 80% shall be installed with passive EVCPs.

16 residential blue badge car parking spaces (3% provision) shall be constructed and marked out prior to the occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol). Further details should be submitted showing how further blue badge car parking spaces could be provided on site should future demand arise.

Reason: To ensure sufficient off-street parking, to encourage the use of electric cars in order to reduce carbon emissions and to promote easier access for disabled persons and 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.

Cycle Parking

19. Prior to occupation of the development, details of the cycle parking facilities, as shown on drawing Nos. A-PL-03-00 Rev B and A-PL-03-01 Rev B shall be 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.

Energy and Sustainability

20. The development hereby permitted shall be carried out in accordance with the submitted Energy Assessment & Overheating Risk Assessment: Revised Strategy dated 29 July 2019 (Edition 09) prepared by ERS Consultants Ltd. Minor amendments to the submitted Energy Assessment & Overheating Risk Assessment may be agreed in writing from time to time by the Local Planning Authority. The development shall not be occupied until details of the location and quantum of any photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority and the approved details have been implemented.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policy CR1 of the Core Strategy, 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.

Bird Nesting and Bat Roosting Bricks/Boxes

21. Prior to occupation of the development, details of bird nesting and bat roosting bricks/boxes shall be submitted to and approved in writing by the Local Planning Authority. The details shall have regard to 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. The development shall be carried out in accordance with the approved details.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

London City Airport Safeguarding – Details of Cranes and Scaffolding

22. No cranes or scaffolding shall be erected on the site unless, and until, construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the development have been submitted to and approved in writing by the Local Planning Authority in conjunction with London City Airport. The development shall be carried out in accordance with the approved details.

Reason: To ensure that construction activities will not adversely affect the operation of London City Airport.

Building Regulations M4 (2) and M4 (3)

23. No above ground new development shall commence until a plan showing the location of the M4 (3) 'wheelchair adaptable dwellings' has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

10% of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (3) 'wheelchair adaptable dwellings' and 90% of the residential units hereby permitted shall meet Building Regulations Approved Document M Volume 1 (2015 Edition) M4 (2) 'accessible and adaptable dwellings'. 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 policy BC2 of the Borough Wide Development Policies Development Plan Document and policy 3.8 of the London Plan.

Communal Television and Satellite System

24. Prior to occupation of the development, details of a communal television and satellite system shall be submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of the relevant block and be made available to each residential unit within the relevant block. 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 CP3 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.

Delivery and Servicing Plan

25. Prior to occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London. The Plan shall identify efficiencies and sustainability measures to be undertaken once the development is operational and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The approved Plan shall be implemented and adhered to thereafter.

Reason: In order to minimise the impact of the development on the local highway network and traffic congestion and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

Piling, Deep Foundations and Boreholes

26. a) No above ground new development shall commence until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained post-development for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the development.

b) Piling, investigation boreholes, tunnel shafts, ground source heating and cooling systems or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. A piling method statement shall be submitted for approval in writing detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out and should demonstrate that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

c) If piling or ground improvement work is undertaken pursuant to this permission, then the 5% level of vibration attributable to these activities shall not exceed a peak particle velocity of 1.5mm/sec when measured at the point of entry to any adjoining residential development. In the event of reasonable complaint of vibration nuisance and at the request of the Local Planning Authority monitoring to evaluate compliance with this condition is to be carried out and the results submitted to the Local Planning Authority.

Reason: To ensure that redundant boreholes are safe and secure and that piling activities do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection' and

in order to protect the amenities of neighbouring occupiers in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Water Efficiency

27. The development hereby permitted shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. 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 minimise the use of mains water in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.15 of the London Plan.

Inclusive and Unhindered Access

28. Prior to occupation of the development, details shall be submitted to the Local Planning Authority for approval in writing demonstrating that inclusive and unhindered access will be provided to all entrances safely, including details of levels, gradients, provision of accessible seating and widths of the paths. The development shall be carried out in accordance with the approved details.

Reason: To ensure inclusive and unhindered access for all within the development in accordance with policy 3.8 of the London Plan.

Flexible Uses

29. Following the first occupation of the flexible use non-residential unit hereby permitted, any further change of use to another use specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.

Reason: To provide flexibility of use between the approved uses in accordance with Class V, Part 3 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

Hours of Use of Non-Residential Uses and Delivery/Collection Hours

30. Other than with the prior written approval of the Local Planning Authority, the proposed non-residential uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

The delivery/collection of goods associated with the non-residential uses hereby permitted shall only be permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.

Reason: To 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.

Vegetation Clearance and Tree Works

31. There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified ecologist. If nests/nesting birds are present, the relevant works must be delayed until the nesting season is over and the fledglings have left the surrounding area.

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

Protection of Archaeological Remains

32. No development shall take place until a detailed scheme showing the complete scope and arrangement of the foundation design and other below ground works has been submitted to and approved in writing by the Local Planning Authority in consultation with Historic England. The scheme shall be implemented in accordance with the approved details.

Reason: Heritage assets of archaeological interest may survive on the site. The Local Planning Authority requires assurance that significant archaeological remains will not be significantly disturbed or damaged by foundation works.

Thames Water – Network Upgrades

33. The development hereby permitted shall not be occupied until confirmation has been provided to the Local Planning Authority in consultation with Thames Water that either all wastewater network upgrades required to accommodate the additional flows from the development have been completed, or a Housing and Infrastructure Phasing Plan has been agreed with Thames Water to allow additional properties to be occupied. Where a Housing and Infrastructure Phasing Plan is agreed no occupation shall take place other than in accordance with the agreed Housing and Infrastructure Phasing Plan.

Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development.

Installation of Internal Blinds

34. The development hereby permitted shall not be occupied until internal blinds have been installed in the residential units as required by the Energy Assessment & Overheating Risk Assessment: Revised Strategy dated 29 July 2019 (Edition 09) prepared by ERS Consultants Ltd.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policy 5.9 of the London Plan.