

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

PLANNING COMMITTEE MEETING: 11th January 2007

Planning Application for LTGDC's Determination

Report of the Director of Planning

CASE NUMBER: LTGDC-079-06 **DATE MADE VALID:** 13/07/2006

APPLICATION NO: 06/00675/FUL **TARGET DATE:** 12/10/2006

APPLICANT: Hampstead Homes Ltd

AGENT: JM Architects

PROPOSAL: Erection of 2 seven storey buildings comprising 32 one bedroom flats, 41 two bedroom flats and 7 three bedroom flats with associated landscaping, car parking

LOCATION: 98 - 100 Abbey Road, Barking

1. SUMMARY

1.1 This is an application by Hampstead Homes Ltd for the erection of two 7 storey buildings providing 80 flats on a former employment site close to the River Roding in Barking.

1.2 The proposal accords with relevant London Plan and UDP policies and would further the regeneration of the Roding Valley area and therefore the application is recommended for approval subject to conditions and the completion of a Section 106 agreement in respect of the provision of 26 affordable housing units, a requirement that a proportion of the car parking spaces be dedicated to these units and a contribution of £200,000 towards works to improve the public realm in the vicinity of the site and the implementation of East London Transit Phase 2.

2. SITE AND PROPOSAL

2.1 Description of Site & Surroundings

2.1.1 The application site is irregularly shaped and comprises 0.22 hectares of land on the west side of Abbey Road in Barking. The site was formerly occupied by a series of interconnected industrial sheds with ancillary office accommodation and was last used as a warehouse by a distribution company who have now moved their operations elsewhere. The buildings have now been demolished and the site is being temporarily used in connection with the redevelopment by Country and Metropolitan of the site to the south and west for 254 dwellings and a canoe club. The site rises approximately 2 metres from Abbey Road to the west of the site. The site is also known as 'Battery Wharf' although it does not have a direct river frontage, the land having previously formed part of a larger parcel of land with access to the river.

2.1.2 The adjacent site currently being developed by Country and Metropolitan comprises 6 new buildings varying in height from 4 to 9 storeys. Access roads are proposed to both the north and south of the application site and the application site has shared rights of access over the northern access road which serves one of the Country and Metropolitan apartment blocks and the canoe club. The road to the south is the main access to the Country and Metropolitan scheme and links to a new public space and riverside walk which is located alongside the Roding Barrage.

2.1.3 To the north of the site are industrial premises and to the east across Abbey Road are low and medium rise dwellings forming part of the extensive Gascoigne Estate.

2.2 Description of Proposal

2.2.1 The application proposes the redevelopment of the site to provide 2 seven storey buildings comprising 32 one bedroom flats, 41 two bedroom flats and 7 three bedroom flats with associated landscaping and car parking.

2.2.2 The development comprises 2 separate 7 storey blocks which are connected by a car park and communal gardens at ground and 'first floor' level. Block B is located parallel to Abbey Road and comprises 4 two bedroom flats on the ground floor, 5 two bedroom and 5 one bedroom flats on floors 1 to 4 and 3 one bedroom, 5 two bedroom and 2 three bedroom flats on level 5. The two and three bedroom units on level 5 are duplex flats with the living and kitchen areas on level 6. The top floor is set back significantly from all edges of the building to both reduce the mass of the building and to provide very large private terraced areas for residents. All the flats in this block would be for private sale. Two of the flats on level 1 are designed to be wheelchair accessible (comprising 1 and 2 bedroom flats) whilst one of the 1 bedroom flats on levels 2, 3 and 4 are also wheelchair accessible. Most of the flats have access to generous balconies/terraced areas. The flats are arranged off a central corridor and as such most of the flats are single aspect looking either south-west towards the Roding or north-east towards Abbey Road. The building would be clad externally with a dark blue brick which would be dressed with white balconies with grey glass balustrades which 'snake' their way up the building. The recessed 6th floor would be finished in an aluminium glazing system to give a light weight appearance to the top of the building. The ground floor of the building is raised 1.25 metres above street level which results in the windows fronting Abbey Road being set 2.35 metres above street level. Brick Planters (1.5 metres in depth) are located directly abutting the building to provide relief and to keep

pedestrians away from the building.

2.2.3 Block A is located slightly off perpendicular to Block B and comprises 6 floors of residential accommodation set above the basement car park. Access to the block is gained via the access road to the north of the site off which there is a spur road with separate pedestrian footpath which gently inclines into the development site. On level 1 there are 3 three bedroom wheelchair accessible flats, on level 2 there are 2 two bedroom and 2 three bedroom units, levels 3 and 4 comprise 4 two bedroom units on each floor, level 5 has 6 one bedroom units whilst level 6 has 3 one bedroom and 2 two bedroom units. All 26 flats within the block would be non-market housing comprising 7 social rented units (including the 3 wheelchair accessible units), and 19 shared ownership flats (14 of which would be made available to key workers). Externally the building would also share the same dark blue brick. The northern elevation would be enlivened through the use of coloured panels adjacent to the windows whilst the south elevation would feature a similar approach to block B with balconies finished with white render and grey glass panels snaking up the building. It is pointed out that the developer has agreed to the use of grey glass as an amendment to the submitted drawings which indicate the balconies being enclosed with vertical black painted railings. If permission is granted it will be necessary to impose a condition to ensure that the glass is used as agreed.

2.2.4 The ground level of building B would also accommodate a bicycle store for 28 cycles, refuse store, plant room and the access to the main car park comprising 30 parking spaces. This car park is accessed from Abbey Road and then ramps up by 0.5 metres internally and the rear section is located underneath the footprint of block A. Five of these spaces will be designated for wheelchair users. The car park is accessible by lift from both blocks. A separate car park for 8 vehicles including 3 spaces designated for wheelchair users is provided at level 1 off the access spur into the site from the northern access road. This is achievable by using the change in levels across the site. Block A accommodates bicycle storage in 2 separate areas on the ground floor whilst a further storage area is located externally adjacent to the main entrance.

2.2.5 The development would have a communal garden for all residents on land to the south of the site. The landscaping scheme, whilst not yet developed, promises to integrate with the proposals on adjacent land forming part of the Country and Metropolitan site to create a seamless area of soft landscaping. This would negate the need for intrusive boundary fencing and allow passive surveillance between the development and surrounding public spaces.

3. MAIN ISSUES

1. Land Use Principle
2. Height, Layout, Design, and Amenity Standards
3. Housing Mix and Tenure
4. Sustainability and Accessibility
5. Parking and Highway Matters
6. S106 Agreement

4. RELEVANT SITE HISTORY

77/00135/TP - Refurbishment of existing building to provide warehouse/storage (1853 sq m/19943 sq ft) office (688 sq m/7400 sq ft) and packing area (372 sq ft/4000 sq ft) accommodation in connection with use of former industrial premises for warehousing purposes. Approved.

75/00465/TP – Use of approximately 4 acres of land as a Sunday market. Refused March 1976.

75/00130/TP – Outline development of land for housing purposes and a community centre. Approved August 1975.

5. CONSULTATIONS/NOTIFICATIONS

London Borough of Barking and Dagenham

The Borough's comments aren't available at the time of writing, an update will be provided

English Heritage - Archaeology

The site is located within an archaeological priority area as specified in the LBB UDP, in an area near the River Roding where deep alluvial deposits are known to preserve evidence of prehistoric and later activity. Recent archaeological investigations on the adjacent site to the south west revealed Roman remains including a cremation burial and a medieval timber structure, probably a small bridge. Similarly important remains should be expected on this site. Archaeological investigations are therefore required to determine the degree to which archaeological material will be affected by redevelopment. However, EH do not consider that archaeological fieldwork need be undertaken prior to determination of the planning application, and recommend the imposition of a suitable condition.

London Fire and Emergency Planning Authority

Initially LFEPA were not satisfied with the proposals for Fire Brigade access under Section 18 of the Building Regulations in respect of the non-provision of fire fighting shafts within the buildings. These have now been included and the Brigade are satisfied.

Transport for London – Busway Transit Team

The site is immediately to the south of 96 Abbey Road through which it is proposed that the East London Transit (ELT) Phase 2 alignment will be routed. Although a decision on the final route alignment has yet to be taken, the proposed development will not have any direct impacts on the selected alignment and there are no objections to the principle of the development on the site. In terms of potential for traffic generation as a result of the proposed development, based on the number of residential units and car parking spaces it is not anticipated that the additional traffic would have a significantly adverse impact on the ELT route.

Given the close proximity of the development to the ELT Phase 2 route it is expected that the public transport accessibility of the site will improve markedly following the introduction of ELT services. A stop will be located within easy walking distance of this development site and residents would consequently benefit from being within a short distance of a high quality public transport service running north to Barking station and south to Woolwich and Abbey Wood via the proposed Thames Gateway Bridge.

It is therefore requested that a Section 106 agreement be negotiated that includes a contribution towards the implementation of the ELT. The quantum could be based on contributions secured within the London Borough of Greenwich which average out at £467 per unit. The suggested contribution could therefore be in the region of £37,360.

Essex and Suffolk Water

No comments.

Environment Agency

Initially objected to the development on the grounds that an inadequate flood risk assessment had been undertaken.

In response the development was amended so that the building floor level has been raised above the 1:200 years flood event. Subsequently the Agency has withdrawn its objection and does not require any conditions to be imposed should permission be granted.

Metropolitan Police Service - Crime Prevention Design Advisor

Detailed report received.

LBBB Area Regeneration

Reservations over the use of the very dark brick although this might work very well given the adjacent scheme by Furlong Homes (now Country and Metropolitan) is predominantly finished in a lighter render, against which this may provide some counterpoint. As ever the success of this type of scheme will depend on the quality of the detailing and the build quality.

Comment that they are satisfied with the amount and type of affordable housing provided.

LBBB Education – School Organisation Plans/Asset Management Plans

This development could generate an additional 15 pupils. In view of the pressure for school places in the Barking area (either by building new schools or extending existing schools) we would like to see a Section 106 contribution. The DfES guidelines on the cost of providing a school place per pupil is currently £17,591 (this equates to a request for £263,865).

LBBB Access Officer

A number of detailed recommendations have been made. All dwellings should be built to Lifetime Homes standards and 10% to wheelchair housing standards.

LBBB Strategic Transport

It is not demonstrated that service and maintenance vehicles can safely access the site. Parking levels are acceptable although the application does not give an indication of existing traffic levels along Abbey Road. It is anticipated that they are low but the route is a cul-de-sac and a number of industrial units are accessed from Abbey Road. This matter can be dealt with by condition.

LBBB Housing Strategy

Detailed comments including that the car parking should be allocated in a fair and

equitable basis so that the affordable units are not disadvantaged.

Detailed negotiations have been carried out with Southern Housing Group, the registered social landlord involved in providing the affordable units, and a draft affordability clause agreed for inclusion within a Section 106 agreement. This seeks to ensure that a minimum of 60% of the one bedroom shared ownership units are attainable for purchase/rent by households whose total gross annual income does not exceed £23,000 per annum; a minimum of 25% of the two bedroom 4 person shared ownership units are attainable for purchase/rent by households whose total gross annual income does not exceed £27,000 per annum and a maximum of 25% of the shared ownership units are attainable for purchase/rent by households whose total gross annual income exceeds £35,001.

LBB Environmental Sustainability

Welcome the inclusion of a green roof. The use of trellises on walls would enhance biodiversity and avoid heat loss/overheating.

LBB Environmental and Enforcement Services

Detailed comments received on the desk study and intrusive investigation report submitted with the application. Recommend imposition of standard contaminated land condition.

6. APPLICATION PUBLICITY

6.1 Site Notice Expiry: **15/08/2006**

6.2 Press Notice Expiry: **16/08/2006**

6.3 Neighbour Notification:

The occupiers of 90 neighbouring properties were consulted on 18 July 2006 and reconsulted following amendments to the scheme on 23 October 2006.

7. REPRESENTATIONS

No objections or comments have been received.

8. RELEVANT PLANNING POLICY

8.1 Planning Policy Guidance

PPS1 Delivering Sustainable Development
PPS3 Housing
PPS6 Planning for Town Centres
PPG13 Transport
PPG16 Archaeology and Planning
PPS22 Renewable Energy
PPS25 Development and Flood Risk

8.2 The London Plan (Feb 2004)

- 2A.1 Sustainability Criteria
- 2A.5 Town Centres
- 3A.1 Increasing London's Supply of Housing
- 3A.2 Borough Housing Targets
- 3A.4 Housing Choice
- 3A.5 Large Residential Developments
- 3A.7 Affordable Housing Targets
- 3C.22 Parking Strategy
- 3C.23 Parking in Town Centres
- 3D.1 Supporting Town Centres
- 4A.7 Energy Efficiency and Renewable Energy
- 4A.8 Energy Assessment
- 4A.9 Providing for Renewable Energy
- 4B.1 Design Principles for a Compact City
- 4B.3 Maximising the Potential of Sites
- 4B.5 Creating an Inclusive Environment
- 4C.7 Flood Defences

8.3 LB BARKING AND DAGENHAM UDP

- H.1 Housing Supply
- H.4 Low Cost Housing
- H.6 Housing for People with Disabilities
- H.13 New Residential Development
- H.14 Environmental Requirements
- H.15 Residential Amenity
- H.16 Internal Design
- H.17 Car Parking
- E.9 Upper Roding Valley Area: Environmental Requirements
- E.11 Upper Roding Valley Area: Lower Abbey Road
- G.28 Contaminated Land
- G.40 Energy
- DE.1 Urban Design
- DE.6 Safety and Security
- DE.7 High Buildings
- DE.36 Development on Sites of Archaeological Importance
- T.19 Provision for Cycling

8.4 Other Relevant Planning Policies & SPG's

Interim Parking Standards January 2002
Barking Town Centre Interim Planning Guidance 2004

9. ASSESSMENT OF MAIN ISSUES

9.1 Principle of the development

9.1.1 Policy E11 states that within the Abbey Road area of the Roding Valley the priority will be to create mixed use development incorporating residential and/or B1

uses.

9.1.2 The Interim Planning Guidance for Barking Town Centre (IPG) identifies the site as being located in the 'river edge strip'. It states that the area comprises a mix of uses that do not fully reflect nor respond to the unique characteristics of the area and encourages a mix of uses including residential.

9.1.3 The site was previously occupied by poor quality industrial buildings which detracted from the setting of the area. It is considered that the former use of this site for storage purposes was inappropriate and that the proposed development will assist the regeneration of the Roding Valley area. Accordingly there are no objections to the principle of residential use of the site which will provide benefits in terms of both the visual enhancement of the area and the provision of new private and affordable dwellings.

9.2 Height, layout and design

9.2.1 The site is located in an area of mixed building heights including medium rise housing blocks on the eastern side of Abbey Road forming part of the Gascoigne Estate and a range of building heights from 4 to 9 storeys on the Country and Metropolitan scheme currently under construction.

9.2.2 Policy E11 states that new development in the Lower Abbey Road area should be no higher than five storeys in height. However, it is considered that in the light of more recent policy advice, including the Barking Town Centre Interim Planning Guidance and the London Plan which seek to maximise the potential of sites, the height proposed is appropriate for this site and will not compromise the character of the area.

9.2.3 The buildings are designed in a contemporary fashion and should provide welcome contrast to the buildings on the adjacent site currently under construction. The most striking features are the white rendered and grey glass balconies which provide a stark contrast to the blue brickwork. The balconies also respond to the internal organisation of the building, for instance breaking where a stair rises and turning down to meet the ground at the main entrance to block B.

9.2.4 The raising of the floor level of block B to overcome Environment Agency concerns has, however, resulted in the frontage to Abbey Road somewhat lacking in articulation at street level. To partly address this the applicant has agreed to reduce the height of the planters in front of the building facing Abbey Road from 1.8 to 1.5 metres in order to provide more interest and relief from the dark blue brickwork.

9.2.5 The buildings have been designed to avoid direct overlooking between the blocks. In particular the living room windows in the east facing elevation of block B have been inclined on an angle to face south-east and away from the nearest west facing windows and terraces of block A. The overall design is considered to be satisfactory.

9.2.6 The dwellings comply with the Council's recommended minimum habitable floorspace requirements and in some instances are comfortably in excess of these standards.

9.2.7 With regard to private garden space the scheme will not meet the UDP guidelines

as to the overall amount of amenity space to be provided (20 square metres per one bedroom flat and 40 square metres per two bedroom flat). However, the IPG states that “given the proximity to the large open spaces available in the town centre and balancing the compact city objective, a relaxation of the UDP policies H14 and H15 relating to residential amenity space may be considered on merit.” In this instance 75 of the 80 flats proposed have direct access to external private amenity space in the form of projecting balconies or terraces. The sizes of these spaces vary but most are extremely generous particularly on the fifth floor of block B where the set back of the building affords large terraces for residents. The flats without direct access to balconies (2 two bedroom units in block B and 3 one bedroom units in block A) would still benefit from access to the communal gardens.

9.2.8 It is considered that the private amenity space provision in this instance is satisfactory and will provide good, usable space for residents.

9.2.9 The density of the site is very high at approximately 363 units per hectare, or 977 hr/Ha based on the net residential area. The IPG states that “higher density developments will be supported, particularly around the station, the High Street Network area and the River Roding.” This site is located within the River Edge Strip. The London Plan (Policy 4B.3) states that boroughs should “ensure that development proposals achieve the highest possible intensity of use compatible with local context”. It is considered that having regard to the proximity of the site to public transport links and its relationship to its surroundings that the proposed density is acceptable in this instance.

9.3 Housing mix and tenure

9.3.1 The scheme includes the provision of 26 affordable units comprising 7 social rented units (5 three bedroom units and 2 two bedroom units) and 19 shared ownership units (10 two bedroom units and 9 one bedroom units). This equates to 32.5% of the proposed units or 34.4% of the habitable rooms and is therefore slightly below the normal requirement as expressed in the Barking Town Centre Interim Planning Guidance (IPG) of 35%. London Plan policy seeks a target of 50% unless a lower level can be justified by provision of a viability appraisal.

9.3.2 The applicants have submitted a detailed viability study to justify the reduced provision. This reveals that there are abnormal costs in respect of the decontamination of the site and in respect of constructing the car park below the building. The IPG states that the level of affordable housing should take into account the nature of the proposal and the economics of provision. Having regard to the viability appraisal submitted the level and tenure split of the affordable housing is considered acceptable.

9.3.3 It is considered preferable that the car parking is provided to all tenures in the same proportions, however initially only the 3 disabled spaces were to be provided in connection with the affordable units. Following negotiations with the applicant it is now proposed that the 8 surface level car parking spaces (which include the 3 disabled spaces) be provided for the affordable units. This is a lower proportion than is provided for the market units (0.3 per unit rather than 0.55 per unit), but it means that all of the spaces are within an easily defined area, making it easier in terms of management for the RSL. It is considered that this offer is acceptable and the provision of these spaces

for the affordable housing will be secured by the S106 agreement.

9.4 Sustainability/Accessibility

9.4.1 The applicant has indicated that the development should achieve a BREEAM EcoHomes 'very good' rating (the Building Research Establishment's Environmental Assessment Method for buildings). With regard to renewable energy measures the scheme is expected to reduce carbon emissions above that required by Part L of the Building Regulations by 34% and provide 40% of the energy needs of the building through the installation of a biomass boiler. The scheme would also incorporate green 'sedum' roofs on both buildings with a total area of 642 square metres. This will be of benefit to the biodiversity of this riverside area and reduce surface water run-off.

9.4.2 The applicant has confirmed that the dwellings will be built to meet lifetime homes standards and that 8 dwellings (10%) will be built to wheelchair housing standards.

9.5 Parking and Highways matters

9.5.1 The site is located approximately 960 metres from Barking station 'as the crow flies' and 430 metres from the commercial edge of the centre but still benefits from a reasonably high PTAL (public transport accessibility level) rating with a score of 4/5. This accessibility should improve further if the East London Transit Phase 2 is routed to the north of the site. The scheme proposes to provide 38 parking spaces giving a ratio of 0.48 spaces per flat overall, which splits down to 0.3 spaces per flat for the affordable units and 0.55 spaces per flat for the market units.

9.5.2 The Interim Parking Standards advocate that parking should be provided at a maximum of 1 space per unit but state that each proposal will be considered on its merits having regard to the characteristics of the surrounding area. In this instance the site is within walking distance of the Town Centre and in easy reach of a wide range of shopping, employment and leisure facilities together with excellent public transport links.

9.5.3 In this instance it is considered that the provision of 48% parking is acceptable for this scheme of principally 1 and 2 bedroom units in an accessible location.

9.5.4 Cycle provision for 28 spaces is provided within block B and approximately a further 27 spaces are available for block A representing 69% provision which exceeds the minimum requirement in the IPG of 50%.

9.5.5 A refuse storage area for residents in block A is provided adjacent to the pedestrian path leading up to the entrance to the building. A refuse store for residents of block B is located within the building adjacent to the entrance to the car park and is accessible without the need to pass through the car park. These storage areas are considered to be satisfactorily sited for refuse collection purposes.

9.5.6 Details of how servicing of the biomass boiler plant room will be carried out have not been submitted, although it is likely to take place from the access road to the north of the site. If permission is granted it is suggested that a condition be imposed so that details can be submitted and agreed.

9.6 Section 106 Agreement

9.6.1 An agreement is necessary to ensure that the affordable housing is provided and that an equitable proportion of the car parking spaces are made available to the affordable housing units. In addition the developer has agreed to make a contribution of £200,000 which, it is considered, should be made available for works to the public realm in the vicinity of the site and towards the implementation of ELT Phase 2.

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The scheme provides a significant opportunity to improve the physical environment of Abbey Road and is a logical continuation of the redevelopment being undertaken by Country and Metropolitan which encompasses the application site on three sides.

10.2 The proposal would make a contribution to housing provision in the area and widen the choice of tenures in the Town Centre and the proposed development is considered to be well designed and environmentally friendly.

RECOMMENDATION

That the application be delegated to the Director of Planning to approve following the completion of the S106 agreement and subject to the conditions set out below.

Conditions and Reasons:

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 S.51 of the Planning and Compulsory Purchase Act 2004).

2. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained as well as details of proposed treatment to the boundaries of the site.

Reason: To safeguard and improve the appearance of the area in accordance with policy H13 of the Unitary Development Plan and in order to comply with Section 197 of the Town and Country Planning Act 1990.

3. The landscaping scheme as approved in accordance with condition No. 2 shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy H13 of the Unitary

Development Plan.

4. No development shall take place until a scheme showing those areas to be hard landscaped and the details and samples of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority in writing. The scheme as approved shall be carried out prior to the occupation of the development.

Reason: To ensure the development is satisfactorily landscaped in order to improve the visual appearance of the area and in accordance with policy H13 of the Unitary Development Plan.

5. The car parking areas indicated on drawing numbers P(0)002 Rev. B and P(0)003 Rev. B shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic on the adjoining highway and in accordance with Policy T.13 of the Unitary Development Plan.

6. Prior to the commencement of development details of the cycle parking areas as shown on drawing numbers P(0)002 Rev. B and P(0)003 Rev. B shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the building and thereafter retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with Policy T.19 of the Unitary Development Plan.

7. No external construction works, deliveries, external running of plant and equipment or internal works audible outside the site boundary shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with Policy G.36 of the Unitary Development Plan.

8. No development shall take place until a scheme specifying the provisions to be made to control noise emanating from the site during construction works has been submitted to, and approved by, the Local Planning Authority. This scheme should include details of the construction methods to be employed, for example piling, the duration of such activities, the equipment to be used and the proposed hours of operation. All construction activities associated with the development shall be carried out in accordance with the recommendations contained in British Standard 5228, Parts 1 and 2, 1984 and Part 4, 1986.

Reason: To ensure that the proposed construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with Policy G.36 of the Unitary Development Plan.

9. The refuse storage areas indicated on drawing numbers P(0)002 Rev. B and P(0)003 Rev. B shall be constructed in accordance with the approved plans and thereafter permanently retained for the use of the occupiers of the premises.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality and in accordance with policies H13 and S8 of the Unitary Development Plan.

10. No development shall take place until details and samples of all external materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority and no external materials shall be used except those so approved.

Reason: To safeguard the appearance of the development and in accordance with policy DE1 of the Unitary Development Plan.

11. The disabled parking bays indicated on drawing numbers P(0)002 Rev. B and P(0)003 Rev. B shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure and promote easier access for disabled persons to the approved buildings in accordance with Policy C15 of the Unitary Development Plan.

12. No development shall take place until a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the Local Planning Authority for its written approval:

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. No investigations shall commence until the strategy has been approved in writing by the Local Planning Authority.

b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to and agreed in writing by the Local Planning Authority. No remediation works shall be carried out unless in accordance with the approved strategy. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.

d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and

an appropriate remediation scheme previously agreed with the Local Planning Authority.

e) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved in writing by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To prevent pollution of the water environment and in order to quantify any hazards already existing on the site in accordance with Policy G28 of the Unitary Development Plan.

13. No development shall take place until a written scheme and programme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority, and the development shall not be carried out except consistently with and in conformity with such approved scheme and programme.

Reason: To safeguard the heritage of the Borough by providing an adequate opportunity to investigate and excavate archaeological remains on the site before development is carried out in accordance with Policy DE 36 and 37 of the Unitary Development Plan.

14. Prior to the commencement of the development hereby approved a scheme showing the provisions to be made for external lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the building and shall be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of enhancing security and safety and in accordance with policy DE6 of the Unitary Development Plan.

15. Prior to the commencement of the development hereby approved details of the proposed sedum roofs together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority. Each sedum roof shall be constructed prior to the first occupation of the building on which it is sited in accordance with the approved details and thereafter maintained in accordance with the approved maintenance schedule.

Reason: In the interests of biodiversity and in accordance with policy G46 of the Unitary Development Plan.

16. Prior to the commencement of the development hereby approved details of the biomass-fired boiler system, including servicing arrangements and means of delivering fuel, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the buildings and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting renewable energy in accordance with policy G40 of the Unitary Development Plan and policy 4A.9 of the London Plan.

17. All residential units hereby approved are to comply with Lifetime Homes standards, as defined in the Joseph Rowntree Foundation publication "Achieving Part M and Lifetime Home standards" and the joint collaboration of JRF, Mayor of London, GML Architects and Habinteg HA in the publication 'Lifetime Homes' and as referred to in the GLA Accessible London SPG (Appendix 4), unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that accessible housing is provided in accordance with Policies H6 and H13 of the LB Barking and Dagenham's adopted UDP and Policy 3A.4 of the London Plan.

18. No development shall take place until the applicant has provided to the Local Planning Authority for its written approval an independently verified EcoHomes 2006 report that achieves at least a 'very good' rating with certification. The development shall not take place unless in accordance with these details. A certificated EcoHomes 2006 Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason: To ensure that the proposed residential units are designed in an environmentally sustainable manner and in accordance with policy 2A.1 of the London Plan.

19. Eight of the proposed dwellings, as indicated on drawing numbers P(003) rev B, P(004) Rev B and P(005) Rev B, shall be constructed to be easily adaptable to residents who are wheelchair users in accordance with the publication 'Wheelchair housing design guide second edition produced by Stephen Thorpe and Habinteg Housing Association'.

Reason: To ensure that accessible housing is provided in accordance with Policies H6 and H13 of the LB Barking and Dagenham's adopted UDP and Policy 3A.4 of the London Plan.

20. Prior to the commencement of development a Construction Management Plan to incorporate details of the sourcing of materials and waste management shall be submitted to and approved in writing by the Local Planning Authority, once approved this plan shall be adhered to throughout the construction period.

Reason:

In the interests of ensuring sustainable construction practices and in accordance with policies G31 of the Unitary Development Plan and 2A.1 of the London Plan.

21. Notwithstanding the details shown on drawing number P(0)009 Rev C the planter fronting Abbey Road shall not exceed a height of 1.5 metres. No development shall commence until a revised drawing showing this amendment has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the building and streetscape along

Abbey Road and in accordance with policy H13 of the Unitary Development Plan.

22. Notwithstanding the details shown on drawing numbers P(0)011 Rev A and P(0)012 the balconies on block A shall be enclosed with grey glass to match that used on block B. No development shall commence until a revised drawing showing this amendment has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the building and in accordance with policy H13 of the Unitary Development Plan.

23. No development shall take place until details of the proposed means of irrigation of the planters located on the Abbey Road frontage have been submitted to and approved in writing by the Local Planning Authority.

Reason: To secure the retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy H13 of the Unitary Development Plan.

24. No development shall take place until details of the siting of post boxes and utility meters and the means of controlling access to and within the buildings have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of enhancing security and safety and in accordance with policy DE6 of the Unitary Development Plan.

Informatives:

None

CASE OFFICER: Sara Purvis

Appendices:

Appendix 1 – Site Location

Appendix 2 – Ground floor layout

Appendix 3 – Typical Residential Layout

Appendix 4 - Elevations

