

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

PLANNING COMMITTEE MEETING: 10th May 2007

Planning Application for LTGDC's Determination

Report of the Director of Planning

CASE NUMBER: LTGDC-06-155-PP

DATE MADE VALID: 13/12/2006

APPLICATION NO: 06/01249/REM

TARGET DATE: 14/03/2007

APPLICANT:	Redrow Regeneration (Barking) Ltd
AGENT:	Hepher Dixon
PROPOSAL:	Submission for approval of reserved matters: siting, design and external appearance, means of access and landscaping for Phase 2 of mixed use development for Barking Town Square including five blocks with commercial floorspace of 4505 sq metres (Use Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), B1 (business), and 272 residential units and an extensive public realm area together with parking and servicing areas including 50 public car parking spaces.
LOCATION:	Town Square, Clockhouse Avenue/Ripple Road/Axe Street, Barking

1. SUMMARY

1.1 This is a submission of reserved matters by Redrow Regeneration (Barking) Ltd for the second phase of the redevelopment of the 'Town Square' area of Barking Town Centre. The main considerations relate to the scale and design of the proposed 5 new buildings, the level of affordable housing provision, provision of public car parking and revisions to the existing Section 106 agreement.

1.2 The proposal represents a significant mixed used regeneration project on a brownfield site within the town centre of Barking. The application is recommended for approval subject to conditions and the conclusion of a variation to the existing Section 106 agreement to reflect the alternative affordable housing offer, the need to ensure the appropriate phasing of the development, the carrying out of highway works in Clockhouse Avenue, and provision of renewable energy.

2. SITE AND PROPOSAL

2.1 Description of Site & Surroundings/Background

2.11 An outline planning application for the redevelopment of the Town Square area of Barking for a mixed use development of up to 35,000 square metres was submitted in September 2002 (Ref:02/00653/OUT). The scheme included new residential, office, retail and leisure uses and the refurbishment and extension to the Central Library to form a Lifelong Learning Centre together with ancillary car parking and servicing.

The application site comprises approximately 1.6 hectares of land within the heart of Barking Town Centre. The site incorporated the existing town square to the front of the Town Hall, Central Library, the Members' and Town Hall overspill car parks, the Axe Street electricity sub-station, the public car park to the rear of the Magistrates' Court, the 'Town Yard', the Liberal and Labour Club on Ripple Road and the adjoining parade of shops comprising numbers 10-26 Ripple Road. The site is bounded by a variety of retail, office, civic and community uses. The site is adjacent to but is outside the boundary of the Abbey and Barking Town Centre Conservation Area and in close proximity to the Magistrates' Court which is a grade 2 listed building. Outline planning permission was granted in December 2003 following the conclusion of a legal agreement under Section 106 of the Town and Country Planning Act 1990. The agreement required that 30% of the overall number of housing units (although none in the initial stage) would be provided to key workers at a discount price of 10% less than the open market value. It also required that public art and open space strategies be submitted to and approved by the Council prior to the occupation of any market units

2.12 Subsequently, a reserved matters application was submitted for the first phase of the development in December 2003, which sought to finalise the siting and means of access to all the buildings and to agree the design and external appearance of the initial stage of the scheme. The first phase of the development was to comprise the construction of a Lifelong Learning Centre (LLC) as an extension to the Central Library together with the erection of 112 flats above known as the 'garden housing'. This application was approved on 2 March 2004.

2.13 A further revised reserved matters application for the first phase of development was submitted in August 2004 (Ref:04/00770/REM). The changes to the scheme were partly to address issues arising from the evolving brief for the Lifelong Learning Centre (LLC) and to allow more light to penetrate into the flats, LLC and external garden spaces and partly in respect of a reassessment of the financial viability of the development. As a consequence the number of residential units in the garden housing increased from 112 to 206. This application was approved in February 2005 subject to a variation to the legal agreement to revise the affordable housing threshold and ratio at which it should be provided thereafter.

2.14 Finally a second revised reserved matters submission for the first phase of the development was submitted in March 2006 (Ref:06/00231/REM). This scheme involved various design changes and increased the number of proposed dwellings to 246. The application was agreed by the Planning Committee of LTGDC on 11 May 2006 subject to conditions and the completion of an amended legal agreement. The Reserved Matters approval was granted on 5th June following the completion of the S106 agreement, and this phase of the development is now nearing completion.

2.2 Description of Proposal

2.21 This application is a reserved matters submission relating to the second and final phase of the project. The development will involve the demolition and clearance of the remaining buildings on site (the Liberal and Labour Club in Ripple Road and the shops comprising 10-26 Ripple Road) and the construction of 5 new buildings providing 272 residential units and commercial floorspace of 4,505 square metres. The proposed buildings comprise the following:

Building 1

2.22 Building 1 has a frontage onto Ripple Road and is located to the south-east of the police station. It is 4 storeys in height and comprises 616 square metres of ground floor space (use classes A1, A2, A3 and A4) together with 3 floors of class B1 office space above. The building borders the south-east boundary of the police station and completes the 'urban block' formed by the police station and the Clock House office building in Clockhouse Avenue.

2.23 On the Ripple Road frontage the building is set away from the police station and located at an angle to the road to provide a break between the traditional red brick façade of the police station and the contemporary style of the proposed building. The external surfaces are formed of a facade skin composed of clear glass, coloured glass and solid opening light panels which give a variegated appearance to the building. The skin opens up to Ripple Road providing a prominent glazed façade. The building has a sedum green roof.

Building 2

2.24 Building 2 is located at the rear of the Magistrates' Court and faces directly towards the phase 1 development. It is 9 storeys in height (similar to the height of the phase 1 development) and comprises 527 square metres of ground floor space (use classes A1, A2, A3 and A4) together with 96 flats above comprising 72 one bedroom and 24 two bedroom units.

2.25 The upper floors project out over the ground floor on 3 sides but are recessed from the north-west boundary (adjacent to Clockhouse Avenue) permitting the formation of a large communal terraced area. The building is clad in profiled brick with open ends incorporating recessed balconies. The profiled brick provides a textured background for projecting coloured balconies similar in style but different in colour to those on phase 1. The building also has a green sedum roof.

Building 3

2.26 Building 3 is located on the Ripple Road frontage immediately opposite the service entrance to the Vicarage Field shopping centre. The building is 18 storeys in height and comprises approximately 508 square metres of ground floor space (use classes A1, A2, A3 and A4) together with 136 flats above comprising 68 one bedroom and 68 two bedroom units.

2.27 The tower is clad in smooth brick which is punctured to form coloured balcony recesses. The building has ground floor portal frame projections to front and back which maximise the amount of retail space and help deflect wind generated by the tall building.

Building 4

2.28 Building 4 is located on Axe Street to the rear of the phase 1 development .The building is 8 storeys in height and wholly residential in nature providing 40 flats comprising 18 one bedroom, 4 two bedroom and 18 three bedroom units. It is proposed that this building be finished in render and be articulated with lightweight perforated metal panel balconies. The 3 ground floor flats have direct access to private gardens. This building has 4 car parking spaces for the benefit of disabled drivers and passengers to the rear of the building and also has a sedum roof.

2.29 The design of the building has been amended during consideration of the application to provide 50 public car parking spaces within a two level basement under the building. This has been done in order to comply with a condition of the outline permission, which requires the re-provision of car parking within the scheme.

2.30 Vehicular ramped access to the car park is indicated at the rear of the building where there would also need to be a separate pedestrian entrance to provide a secondary means of escape. A further pedestrian entrance would be located at the front of the building adjacent to the main entrance to the building.

Building 5

2. 31 Building 5 also has a frontage to Ripple Road and is located immediately adjacent to the shop unit at number 32 Ripple Road. This building is 2 storeys in height and comprises 193 square metres of ground floor space (use classes A1, A2, A3 and A4) together with a central bicycle store on the upper floor accommodating approximately 234 bikes and ancillary plant equipment. It is proposed that the cycle store is clad with a lightweight EFTE cladding system (a similar material to that used on the Eden project) to allow a level of translucency and legibility to the building.

Public Realm

2.32 The Town Square is conceived as two contrasting and interlocked spaces. Firstly, a hard landscaped formal 'civic' foreground to the Town Hall and Learning Centre. This is joined to a second space, an urban arboretum of carefully selected trees, that sits between the Learning Centre and buildings 1, 2 and 3. This space provides a link between Ripple Road and the Town Hall. Where the two spaces meet, a large seating element of sandstone that can also be used as a performance space is proposed.

2.33 The public realm comprises a simple palette of materials comprising pink granite for the civic foreground in front of the Town Hall and terrazzo 'chequerboard' tiles for the floorscape of the arcade in front of the phase 1 development. These elements have already been implemented. In addition it is proposed to use silver grey granite to form a pathway through the scheme adjacent to the retail units and two types of permeable resin bound gravel within the arboretum.

Phasing

2.34 It is understood that buildings 2 and 4 would be built out first, followed by buildings 1, 3 and 5 which are dependant on the timescales involved with the compulsory purchase of properties on Ripple Road, which could take up to another 18 months to 2 years.

Environmental Impact Assessment

2.35 The proposal is considered to comprise a Schedule 2 development under the provisions of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as it comprises an "urban development project" where the area of the development exceeds 0.5 hectare. In these circumstances the Local Planning Authority are required to adopt an opinion (a screening opinion) as to whether an Environmental Impact Statement (an EIA) is required to be submitted. A screening opinion was issued prior to the reserved matters application being submitted, and it concluded that when the scheme is assessed against the selection criteria in the Regulations and it can be concluded that the proposals would not be likely to have significant effects on the environment. In addition the outline application was screened and it was determined that EIA was not required at that time. As such it has been determined that an EIA is not required for this application.

3. MAIN ISSUES

1. Principle of Development
- 2 Design and Layout
3. Housing Mix and Tenure
4. Sustainability/Accessibility
5. Highways and Parking
6. Amenity Space
7. Other Matters
8. S106 Agreement

4. RELEVANT SITE HISTORY

06/01251/FUL – Section 73 application relating to the removal of condition 4 of outline planning permission number 02/00653/OUT dated 22 December 2003 relating to the reprovision within the scheme of 50 public car parking spaces (pending consideration)

06/01250/REM – Duplicate application to 06/01249/REM (the subject of this report). This application is being held in abeyance pending the outcome of the application currently under consideration.

06/00231/REM – Revised application for approval of reserved matters: siting, design, external appearance, means of access and landscaping of initial stage (Barking Life Long Learning Centre and Garden Housing) of mixed use development for Barking Town Square (replacement of previous approval 04/00770/REM, increasing number of dwellings from 206 to 246). Approved 05.06.06

04/00770/REM - Revised application for approval of reserved matters: Design of Initial Stage (Barking Life Long Learning Centre and Garden Housing) of mixed use development for Barking Town Square. Approved 17.02.05.

03/01001/REM - Application for approval of reserved matters: (Siting and means of access to whole development/design of initial stage) - Mixed use development to provide new residential, office and retail uses together with refurbishment and extension to existing library to form Life Long Learning Centre and ancillary car parking and servicing. Approved 02.03.04.

02/00653/OUT - Outline application: Mixed use development to provide new residential, office, retail and leisure uses together with refurbishment and extension to existing library to form life Long Learning Centre together with ancillary car parking and servicing. Approved 22.12.03

5. CONSULTATIONS/NOTIFICATIONS

a) London Borough of Barking and Dagenham

No formal comments are available at the time of writing, as the application has not yet been reported to LBB's development control board.

b) English Heritage – Greater London Archaeology Advisory Service

Method statement for an archaeological evaluation accords with English Heritage guidelines and fulfils requirement (as imposed by condition on the outline planning permission) for a written scheme of investigation.

c) Thames Water

Has identified an inability of the existing waste water infrastructure to accommodate the needs of this proposal. Requests the imposition of a condition requiring the submission of details of a drainage strategy for the site.

d) EDF Energy Networks

The company occupies a main sub-station within the area to be developed. Developers to contact the company to discuss requirements.

e) London City Airport

No objection.

f) Environment Agency

No objection in respect of the proposed drainage and surface water matters.

g) London Fire and Emergency Planning Authority

Satisfied.

h) English Heritage – Historic Buildings

Consider that the impact of the proposals on the setting of the Grade 2 listed Magistrates' Court is neutral. The Court fronts onto East Street and the rear of the building facing Clockhouse Avenue has been substantially altered. It is however unfortunate that Clockhouse Avenue will act as a service road and that the proposed ground floor treatment of building 2 is poor.

The application will affect the setting of the town centre conservation area. The positioning of the tower at the back of pavement line exacerbates the disparity in scale between it and the existing buildings fronting Ripple Road, some of which are only 2/3 storeys in height (rising to 3/4 storey scale further to the north-west. Consider that the tower's blocky square outline lacks finesse. In both form and plan it appears to have been designed to relate more to the new square than to the existing urban fabric.

The junction between building 1 and the adjoining fine Edwardian police station is important. The chimney stack on the police station should be retained and be visually legible.

The impact of the scheme is unfortunate with regard to the setting of the Town Hall which, whilst not statutorily listed, is a very impressive civic building. The almost complete phase 1 has undoubtedly diminished the impact of the Town Hall. It is unfortunate that the opportunity was not taken to create a square which, in overall size and form, benefited the architecture of the Town Hall.

The proposed landscape treatment is interesting. It is vital that the commitment to quality is carried through to the implementation and monitoring of the scheme.

i) Metropolitan Police Service - Crime Prevention Design Advisor
Detailed report received. Main concerns relate to:

1. The design of the northern elevation of block 2 which will not encourage regular pedestrian activity and will suffer a lack of natural surveillance opportunities as a result.
2. The need to locate all mail boxes and utility meters on the ground floor either in a secure foyer or externally. If utility meters are located on individual floors this encourages casual intrusion and provides offenders with both an excuse and opportunity to enter the building.
3. Concern that the central cycle provision will be a 'honey pot' for offenders.
4. Recommends a change in road surface colour or texture to denote the private parking spaces at the rear of building 4.

With respect to the amended drawings showing the provision of basement car parking below building 4 has made the following points:

1. The Axe Street pedestrian entrance could result in people gathering in this area and creating a noise disturbance which could impact on the residents. It could also give offenders an excuse to loiter outside the main entrance to the flats where they could then tailgate their way into the residential area.
2. The adjacent wall and fence to the entrance could create a climbing frame by which offenders could access the adjacent garden area and the first floor balcony above the entrance.
3. The drawings do not illustrate a roof on top of the pedestrian access points. If

a roof is used this could also create potential climbing access to the adjacent flats.

4. The rear pedestrian access will encourage casual intrusion around the rear of the residential development and could hinder the security.
5. Users of the rear entrance will pass the refuse area to access the car park. Rubbish can provide useful ammunition or tools for offenders to use to damage or break into parked vehicles or the residential property.
6. The cycle store is adjacent to the car park entrance and consequently offenders have been provided with an excuse to be in this area and could target the cycles.
7. Recommend that the rear entrance and refuse area should be moved around. This would allow users to go directly to the car park entrance and not have to pass the refuse area or loiter around the cycle parking.
8. Recommend that the location of the Axe Street pedestrian entrance be reconsidered. Recommend moving it to the west end of the Axe Street elevation away from the main entrance to the private area. There are also no balconies above this area which could help to reduce the climbing opportunities although care would still need to be taken to avoid creating climbing aids to adjacent windows.
9. Consider replacing the combined wall topped with railings with 1.8m high climb resistant open metal railings only. If the wall and railings must be used I recommend that the railings should be fitted flush to the front of the wall and be spaced close enough together to restrict creating potential foot holds/climbing aids.
10. The vehicle ingress is illustrated at the rear of the rear of the residential block. I am concerned that this encourages casual intrusion to the rear of the development and could result in people parking in the delivery bay when the car park is full or obstructing access to the delivery area by parking in the access road.
11. Appropriate signage must be used to restrict unlawful parking within the access road and adjacent areas. Consider locating an electronic sign/notice within Axe Street detailing when the car park is full to avoid potential customers entering the site with nowhere to park.

j) Transport for London

It is proposed that East London Transit (ELT) Phase 1a (Ilford to Dagenham Dock), Phase 1b (Barking to Dagenham Dock via Barking Riverside) and potentially Phase 2 (Barking to Woolwich and Abbey Wood via the proposed Thames Gateway Bridge) will be routed along Ripple Road in the future. Consequently a high frequency of transit services will operate along Ripple Road and ensuring that a safe and reliable passage is maintained is therefore of key importance.

Overall TfL is of the opinion that the development could be adequately serviced with the new controls that will be implemented along Ripple Road as part of the ELT Phase 1a scheme and agree to ensure that sufficient space is provided in close proximity to the new development for loading a rigid vehicle. No objections subject to the following points being adequately addressed.

1. As part of ELT Phase 1a the existing pedestrianised zone is being extended south to a point just north of the junction with Vicarage Drive. This means that vehicles loading directly outside the new development will be subject to the

loading restrictions proposed as part of the scheme. TfL would like a condition attached to any permission to this effect.

2. As loading vehicles need to enter the restricted zone when loading there is no longer a need for these vehicles to turn around and exit towards the Lidl gyratory. Loading vehicles should therefore exit via Station Parade and again a condition should be imposed to this effect.
3. Construction of the development will overlap with the works required in connection with ELT Phase 1a. The developer and TfL will therefore need to liaise regarding the timing of these works.

k) Commission for Architecture and the Built Environment (CABE)

Continue to offer full support for this project. Treating what was formerly known as the Arc building as 2 separate buildings (buildings 1 and 2) improves the grain of the proposal (each building completes the existing urban blocks) making it fit into the existing urban structure and helps define separate areas within the new library square. The sequence of spaces and routes into this civic centre are now working well.

Support the approach of creating a tower with a single form and think the articulation of the façade and the use of materials are well considered. Overall we think this is a high quality proposal and we are happy to support it in the round subject to the local authority being satisfied with view studies.

Our one detailed point concerns the base of the tower. We think the nature of the aluminium frame and its relationship with the rest of the building seems unresolved. The detailing of this relationship will be crucial and the local authority should condition this.

l) Design For London (part of the GLA)

Whilst we would like to offer strong overall support for this well-designed, high quality scheme which we believe to be appropriate for this location in Barking, we have a number of more detailed concerns. We enthusiastically support a tower in the location, with the architectural design proposed.

Building 2 should be reviewed to ensure that it is compatible with future courtyard additions to the back of the Magistrates Court building, with the access road reduced to a minimum width. We have some concern about the ratio of single aspect flats, a large numbers of north facing only, whilst we accept that these are now an inevitable part of the scheme, we would urge a further reduction in number.

Concentration of secure cycle parking in one prominent location and its celebration (architecturally) is bold and appropriate. This should significantly help encouragement of cycling by residents.

We would welcome increased balcony sizes. We believe the massing and exterior design strategies are mutually supportive and work well. However to be successful the material specification is very significant and should be tightly controlled through condition. The scheme would be less satisfactory if materials were downgraded. We applaud the choice of high quality dark brick cladding.

We consider the public realm and landscape approach to be equally successful. The

relationship between the built form and the two distinct types of space, one open and civic with no assigned sub function, the other densely planted (trees) varied with more prescribed activities, is central to this success. Particularly important will be the density and maturity of the tree planting. As should the undulating nature of the arboretum surface plain, which is extremely important in addressing the microclimate including wind and to introduce variety and play value into the square.

LBB Internal Consultees

m) Area Regeneration

Building 1 – No objections to the scale, massing, form or materials. Setting the Ripple Road frontage back from the main building line and chamfering the elevation towards Town Square will encourage greater pedestrian movement into the new public squares created as part of the overall development. The use of a glass façade treatment will provide an interesting counterpoint to the existing, much heavier, brick façade of the police station to which it directly abuts. Turning the corner and locating the entrances to the upper floor offices on the same frontage as the Clock House office building has the potential of enlivening the proposed route between East Street and the Arboretum (which forms the central part of the public realm proposals for the Town Square development), while maintaining the greatest retail frontage to the primary pedestrian circulation routes.

Building 2 – Some concerns regarding the height of this building and the impact this may have on the setting of the Magistrates' Court.

Building 3 – No objections to the scale, massing or form of this building. Some reservations about the use of brick as a cladding material on a residential tower.

Building 4 – No comments on the scale, mass or form of this building. Other concerns regarding the layout of the building have resulted in the submission of revised drawings which have addressed these issues.

Following the submission of amended drawings indicating a basement car park has commented that the scheme layout appears inefficient with a good deal of circulation space above and below ground. Also has concerns about encouraging the public to use the access road to the rear of the Learning Centre as this may create a management problem with illegal parking in this area.

Building 5 – This has the potential to be one of the more interesting buildings in the group although have real concerns regarding how the first floor cycle storage area is to be managed and whether the facility will ever be used.

n) Environmental Sustainability

Require scheme to connect to the Borough's proposed district heating network. Detailed comments concerning the sustainable use of building materials, water saving devices, the need for a site waste management plan and request that a condition be imposed certifying that the scheme achieves a 'very good' EcoHomes rating.

o) Highways

One parking space should be provided for each wheelchair housing unit. Building 4 contains 18 three bedroom wheelchair accessible apartments but only 4 spaces have

been provided.
 Cycle parking should also be provided for visitors and workers.
 Further comments on the recent revision to include the car park are still awaited, and it is expected these will be reported to the meeting on 10th May.

p) Access Officer
 The balconies are not accessible. There is a clashing of doors throughout. With regard to the public car park this will be require a minimum of 5% of the bays to be accessible, and lift access.

q) Environmental Protection
 Recommend the imposition of conditions limiting construction noise, requiring the insulation of the residential units from noise and vibration and restricting the time that shop fittings/refurbishments and any amplified music within the commercial units can take place.

6. APPLICATION PUBLICITY

6.1 Site Notice Expiry: revised proposal including car parking	24/01/2007 10/05/2007 (Readvertisement)
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6.2 Press Notice Expiry: revised proposal including car parking	17/01/2007 16/05/2007 (Readvertisement)
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6.3 Neighbour Notification:
 The occupiers of 318 neighbouring residential and commercial properties were notified of the application on 2 January 2007.

7. REPRESENTATIONS

A response was received from King Sturge on behalf of Her Majesty’s Court Services (HMCS), owner of Barking Magistrates’ Court.

Comment	Response to Comment
<p>7.1 The nature of our client’s business is often highly sensitive in terms of noise and views into the Court building and curtilage of the site. We are concerned that the development of a tall residential led, mixed use block in close proximity to the Court building will lead to conflict and would undermine HMCS’s ability to operate the Court building.</p> <p>7.2 Due to the height, orientation and scale of the proposed development, the majority of the building will overlook the Court site. It is contended that the close proximity and overlooking from the</p>	<p>Both the prisoner entrance to the side of the building and the witness entrance at the rear are currently open to view from the public highway and from occupiers of the office building known as the Clock</p>

<p>proposed development would impact upon the human rights of prisoners and potentially vulnerable witnesses entering and exiting the building. Furthermore the noise levels during construction are a serious cause for concern, as they could disturb the functioning of the Court and prevent cases being heard satisfactorily.</p> <p>7.3 It is suggested that a number of conditions be imposed on any permission restricting construction noise and vibration and requiring acoustic remediation measures and means of ventilation to the Court building which is currently naturally ventilated.</p> <p>7.4 The construction of a further large scale development in close proximity to the Court will undoubtedly increase pressure on the surrounding highway network. Court vehicles and prison vans need free flow of traffic and un-interrupted access into and out of the Court site. Passengers in these vehicles can be highly vulnerable or dangerous to the general public. Any increase in road activity in the area may impinge on the safety and speedy access and exit to and from the Court site.</p>	<p>House. Whilst it is potentially conceivable that occupiers of the flats in building 2 could 'stake out' movements to the Court it is considered that this is unlikely and would, in any case, result in a negligible increased risk to prison and Court staff and to vulnerable witnesses.</p> <p>A condition restricting construction working hours was imposed on the grant of outline planning permission. If permission is granted for this proposal it is considered that further conditions are required restricting noise levels at specified times during the day and monitoring noise levels.</p> <p>The construction of any large development can potentially result in some highway congestion from vehicles delivering to the site although this will obviously be managed by the contractor to minimise disruption.</p> <p>As part of the Section 106 agreement it is proposed to widen a small section of carriageway between the Court and the Clock House office building in order to improve manoeuvrability of vehicles.</p>
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8. RELEVANT PLANNING POLICY

- 8.1 Planning Policy Guidance**
- PPS1 - Delivering Sustainable Development
 - PPG3 - Housing
 - PPS6 - Planning for Town Centres
 - PPG13 - Transport
 - PPS22 - Renewable Energy
 - PPG15 – Planning and the Historic Environment
 - PPG16 Archaeology and Planning
 - PPG24 – Planning and Noise

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
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.2 Promoting World-Class Architecture and Design
4B.3 Maximising the Potential of Sites
4B.4 Enhancing the Quality of the Public Realm
4B.5 Creating an Inclusive Environment

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
Strategic policy H (Barking Town Centre)
BTC.1 Town Centre
BTC.12 Environmental Improvements
BTC.13 Design
BTC.21 Town Square Site
DE.1 Urban Design
DE.6 Safety and Security
DE.7 High Buildings
DE.16 Hard Landscape
DE.34 Locally Listed Buildings
DE.36 Development on Sites of Archaeological Importance
G.32 Litter and Flytipping
G.36 Noise and Vibration
G.40 Energy
G.46 New Developments (Nature Conservation)
C.15 Access
T.19 Provision for Cycling
T.32 Service Areas

8.4 Other Relevant Planning Policies & SPG's

Interim Parking Standards January 2002

9. ASSESSMENT OF MAIN ISSUES

9.1 Principle of the Development

9.11 This is a reserved matters application following the grant of outline planning permission and, as such, the principle of the development has already been agreed. This application seeks to discharge all reserved matters relating to the development of Phase 2 of the Town Square redevelopment.

9.12 The site is identified within the UDP (policy BTC.21) to be redeveloped for shopping purposes with consideration also being given to the provision of leisure/community facilities. The Interim Planning Guidance for Barking Town Centre brings the vision for the town centre up to date and identifies the site within the 'High Street Network'. It states that the redevelopment of this area "is an essential part of revitalising the whole of the town centre and drawing together the spaces, buildings and uses around its edges". It further comments that new development should increase the urban nature and mix of uses in the town centre and include ground floor active street frontages. It concludes that the Town Square development is a key opportunity area and that its redevelopment will create a new mixed use heart for Barking and that it should improve pedestrian routes through the area and to the rest of the town centre.

9.13 Accordingly no objections are raised to the proposed mix of uses which provide active ground floor frontages with residential and office uses on upper floors. The application as submitted did, however, refer to the possibility of Class B1, D1 and D2 uses at ground floor level. This would allow some of the space to be taken up by for example a health club. It is not however considered appropriate to agree uses other than those within use classes A1-A4 at this stage as it is considered imperative that every effort be made to encourage retail shops/cafes/restaurants which will genuinely provide active frontages and contribute to the vitality of the town centre. It is therefore proposed to amend the description of development to omit reference to D1 & D2 uses, and, if permission is granted, to impose a condition to limit B1 uses to upper floors only. This would not preclude a separate application being made in the future for a D1 or D2 use somewhere within the development, which would be considered on its merits at the time. .

9.2 Design and layout

Building 1

9.21 This building broadly respects the scale of other buildings in Ripple Road and is well designed. It is sited to give a little 'breathing space' to the neighbouring police station and has an angled frontage to Ripple Road to encourage pedestrian movement into the new town square. The breaking up of the previously proposed 'Arc' building, which extended from Ripple Road to the rear of the Magistrates' Court, has had the benefit of improving permeability. In particular the link between East Street and Town Square is more visible and will encourage pedestrian movement. The north-western rendered flank wall of the building has, however, a rather blank appearance. As the wall is to be constructed on the boundary with the police station yard there are limitations

under the Building Regulations as to the amount of glazing that can be used. However, it is considered that additional design work is needed to break up the mass of this wall and that, if permission is granted, a condition be imposed requiring the submission of further details.

Building 2

9.22 Concern has been raised about the impact of this building on the appearance of the Magistrates' Court by Area Regeneration although English Heritage does not consider that the scheme will have any adverse affect in this regard. In coming to this conclusion it was noted that the principal elevation of the Magistrates' Court is the front facing East Street and that the rear is less impressive and has suffered from several poorly designed additions. It is also necessary to consider the impact upon the new public spaces to be created. The building is sited 22 metres from the phase 1 building and is approximately 27.8 metres in height, an almost identical height to that of the phase 1 building. There is the possibility that these buildings may appear over dominant for people within the proposed arboretum. However, as the building is located to the north-west of the arboretum it will have very little impact upon the amount of sunlight entering this space. On balance it is considered that the height of the building is acceptable.

9.23 Concerns had also been raised by consultees regarding the lack of articulation to the ground floor of the building facing towards Clockhouse Avenue. This had originally been shown as a 6.2 metre high wall finished in a glazed terracotta tile cladding system and had openings only to service the retail units and to provide a means of escape in an emergency. This would have presented a somewhat monolithic appearance and could have provided a 'backcloth' for anti-social behaviour. Subsequently amended drawings have been submitted indicating significant glazed areas to the retail units which are now considered to be satisfactory.

9.24 There is also some concern regarding the relationship of the building with building 1 which is located only 5.5 metres away at its closest point. This results in the end 2 units on the lower floors facing towards building 1 being in close proximity to the office building and would result in some loss of privacy. The architects have attempted to reduce this impact through a rearrangement of the internal layout but the balcony areas will undoubtedly be overlooked during office hours. Whilst not ideal, only 2 units are affected, and it is considered that high density urban living sometimes results in the close juxtaposition of different buildings and uses and that this would not result in unacceptable living conditions.

9.24 The proposed roof garden to Building 2 will provide valuable additional communal amenity space for residents and a condition is proposed to ensure that the detailed design, including measures to protect the privacy of units facing onto the garden, is acceptable.

9.24 In other respects there are no objections to the detailed design of the building which it is considered will complement the phase 1 building.

Building 3

9.25 The outline permission had identified that there would be a tall building on the

Ripple Road frontage in the approximate location of building 3 although initially it was proposed that this would be 11 storeys in height. As such the principle of a tall building has generally been accepted and, whilst noting English Heritage's comments about the scheme relating more to the new Town Square than the existing streetscape along Ripple Road, it is considered that a building of this height is acceptable and will be a further positive sign that the regeneration of the town centre is gathering pace.

9.26 CABE support the proposal and consider it to be of a high quality but are unconvinced by the ground floor treatment which includes projecting portal frames to the front and rear. These have been introduced to articulate the residential entrance (which fronts onto the new square), provide a prominent retail façade and mitigation to the wind movement at the base of the tower. Although the details have yet to be fully worked up it is considered that this approach is reasonable and no objection is raised to the inclusion of these projecting elements, subject to the detailed design being acceptable. This can be controlled through condition and a condition to this effect is proposed (condition number 19)

9.27 English Heritage also raises concern about the blocky square outline of the building which they consider lacks finesse. In this respect it is noted that the top of the tower would have a castellated appearance and the building would be punctured to form balcony recesses which serve to articulate and break up the solid shape. The composition of the windows and balcony recesses, which will incorporate autumnal colours, also provides a vertical and dynamic emphasis to the building. Slits have been introduced to the corner balconies to add further articulation and detail to the corners of the building. Subject to careful choice of facing materials, and in particular the colour of the brick, it is considered that the building is well designed and should provide an impressive backdrop to the public square.

Building 4

9.28 The scheme has been amended to provide access through the building which will provide a more direct and safer approach to the parking bays for disabled people and the cycle and refuse stores. The layout now provides direct access from 3 of the three bedroom units to ground floor private garden areas. The units generally benefit from larger balconies than those on phase 1 and building 2 whilst the seventh floor is recessed from the Axe Street frontage to provide a large terraced area for the use of the 2 of the top floor flats.

9.29 The building would be finished in brick at ground floor with render above. The simple design is acceptable relying upon an unusual fenestration pattern for interest.

9.291 The provision of the basement public car park would provide useful additional spaces for the benefit of the Town Centre at a time when, following the recent redevelopment of 3 public car parks and until the proposed multi-storey car park in Axe Street is built, public car parking is somewhat at a premium.

9.292 A number of concerns have, however, been expressed as part of the consultation exercise. The Crime Prevention Design Advisor has commented that the rear entrance to the car park will provide an opportunity for people to be in an area which would otherwise be private and could compromise security (the rear entrance however would be an emergency exit only) It is considered that most security issues concerning the car

park itself could be dealt with by condition, for example to ensure that it is well lit and secure. It would not be possible to move the rear entrance closer to the service road at the rear of the Learning Centre as this would interfere with the ramps within the car park. Similarly moving the front entrance to the western boundary of the site would have an unacceptable impact upon one of the 3 bedroom units. The choice of boundary treatment and possible inclusion of a roof above the pedestrian entrances would need to be carefully considered but it is considered that this could be satisfactorily dealt with by way of appropriately worded conditions.

9.293 The concerns of the Access Officer are noted although it is necessary to consider whether the additional costs of providing lift access to the car park are proportionate to the provision of 2 or 3 accessible parking bays. It may be argued that other accessible bays are being provided within the Town Centre, such as adjacent to the Town Hall and the new health facility, which are more appropriately sited for the benefit of disabled users. Further clarification has been sought from LBBB on the availability of disabled spaces both existing and proposed in the vicinity of the development.

9.294 Concerns regarding illegal parking could be dealt with by the imposition of parking restrictions on the access road which would need to be adopted by the Council if the public car park is built, and could be eased by the use of appropriate signage to avoid car park users turning into the entrance if the car park is full.

9.295 There is also a concern regarding the appearance of the proposed pedestrian entrances. The submitted drawings simply indicate a gated area providing access to an uncovered set of stairs leading down to the car park. It is considered that such an approach would be unacceptable for a public car park which would need to be clearly indicated to be available for public use. It would therefore be necessary for the entrances to be redesigned to give them greater prominence including the use of appropriate signage. It is therefore proposed to condition the submission of further details concerning the design of the public car park. It will also be necessary to secure through the S106 agreement the completion and transfer of the car park to the Council, and a satisfactory management scheme.

9.296 At the time of writing no comments from LBBB Highways officers have been received in respect of the addition of the public car park to the proposal. It is expected that these comments will be available to report to the meeting.

Building 5

9.291 This building is similar in scale to the terrace of shops to which it abuts. There are no objections to its appearance and it is considered that the use of EFTE as a material is interesting and will provide light and transparency to the building, and will make the building an interesting feature within the development. The use of the first floor as a central cycle store for the scheme (with the exception of phase 1 and building 4) is novel and, if properly managed, is considered to be acceptable. The timing of the availability of the cycle store for use and the management of it can be secured through the S106 agreement.

Conclusion

9.292 The buildings each have an individual character as expressed in their form and

choice of materials providing variety within the urban fabric of the town centre. The scheme is unified by the approach to the public realm which should provide high quality public spaces within which the buildings are set. In response to the concerns regarding the size of the public spaces provided the architects state that the public realm areas are comparable in size to Trafalgar Square. It is hoped that these spaces will be well used and provide a vibrant meeting place for town centre users, and residents alike.

9.3 Housing Mix and Tenure

9.31 The scheme comprises 158 one bedroom flats, 96 two bedroom flats and 18 three bedroom flats. The developer states that demand for open market 3 bedroom units is very limited, partly because the town centre location is not a typical family living environment and partly because there are many family houses already in close proximity to the town centre in private ownership at prices well below the market values that the scheme would need to achieve to be viable.

9.32 A reasonable number of two bedroom units are being provided in this instance and, whilst the Borough would wish to see additional larger units across the town centre as a whole, it is accepted that this scheme may not be the most appropriate location to provide significant numbers of family dwellings.

9.33 The Section 106 agreement attached to the outline planning permission and subsequent reserved matters applications required that 30% of the overall number of residential units in all the phases of the development would be made available to key workers at 10% discount from open market value. It was, however, accepted at that time that there would be no key worker housing in the first phase as this is the stage at which substantial costs are incurred by the developer in the construction of the lifelong learning centre.

9.34 Subsequently concerns have been expressed as to how this discount could be monitored and enforced and the practicality of providing 155 units to the key worker market in a relatively short period. In addition there were concerns about the genuine affordability of these units in the light of increasing house prices locally. Moreover, the Borough has identified a requirement for 3 bedroom social rented affordable units and the application therefore proposes that the discounted housing be substituted by 18 three bedroom social rented family units to be provided within block 4. The developer has provided viability information suggesting that this would be financially equivalent to the previous affordable housing offer, this information is still being reviewed by the Corporation and discussions are continuing with the applicant over whether 18 units does in fact represent an equivalent offer, an update on the latest position will be available for the meeting.

9.4 Sustainability/Accessibility

9.41 The scheme incorporates a biomass boiler plant within the basement of building 2 which is sized to provide 10% of the energy needs of the whole development. The remaining buildings are provided with wet heating systems heated by gas fired boilers. Buildings 1, 2, 3 and 5 would have interlinking pipework to enable the sharing of the biomass boiler facility and also permit future connection to the Borough's district heating system. In addition it is proposed that 4 roof mounted 1.5kW wind turbines producing an additional 2% of carbon emission savings be installed on building 4. The

provision of renewables can be secured by condition and through the S106 agreement.

9.42 In respect of other matters a preliminary assessment indicates that the scheme will meet EcoHomes 'very good'. The scheme will source building materials locally wherever feasible and will aim to use recycled materials. A site waste management plan will be submitted prior to construction. Aerated showers, spray taps and dual flush toilets will be incorporated throughout the scheme to save water. Three of the buildings are proposed to have green sedum roofs which will assist in reducing surface water run off.

9.43 The housing units will meet the requirements of Lifetime Homes as developed by the Joseph Roundtree Foundation with the exception of those matters relating to car parking as the scheme is virtually car free. The applicant has also confirmed that balconies will be accessible.

9.44 All 18 of the 3 bedroom units within building 4 will be designed to wheelchair housing standards. As previously noted only 4 car parking spaces are, however, available for these units. Whilst this is not ideal it is not always possible to provide 1 to 1 car parking on high density town centre schemes and car parking spaces are land hungry. The Borough's Access Officer has accepted that this is acceptable on car free schemes as he does not consider that disabled people are unfairly prejudiced in these circumstances. The provision of 18 wheelchair accessible units equates to just 6.6% of the number of units within phase 2, although considered on a habitable room basis this rises to 10.7%. Although ideally these units would span a range of different housing types and tenures to maximise choice for disabled people it is considered that the overall offer is broadly acceptable. Conditions are proposed to ensure that the EcoHomes "very good", Lifetime Homes standards are met and that 18 wheelchair accessible units are provided.

9.5 Parking and Highways Matters

9.51 The site is within the 400 metre 'buffer zone' around Barking Station indicated in the Interim Parking Standards within which car free developments are encouraged and has a very high PTAL (public transport accessibility level) rating. It is considered that the site is generally acceptable for a car free scheme although, as previously stated 4 disabled driver bays are proposed to serve the designated wheelchair accessible dwellings. The residents of the proposed scheme would not be eligible for controlled parking zone permits in view of the car free nature of the development.

9.52 The provision of 50 public car parking spaces within the scheme is a requirement of the outline planning permission and was considered necessary as the scheme required the closure of a 50 space public car park in Clockhouse Avenue. The proposed location of the public parking is broadly similar to that indicated on the drawings accompanying the outline planning permission. The reserved matters application did not initially include any public parking spaces as the applicants have also submitted an application under Section 73 of the Town and Country Planning Act 1990 to carry out the development without compliance with condition 4 of the outline permission, which is the condition requiring the re-provision within the scheme of 50 public car parking spaces. However, in order to bring the reserved matters submission within the scope of the original outline application the reserved matters submission was amended to include the public car parking. It is considered that a scheme without car

parking could only be agreed subject to a S106 for the payment of a commuted sum towards the re-provision of the spaces off site.

9.53 Secure bicycle storage has been made within a central cycle facility on the first floor of building 5. This can provide accommodation for 234 bicycles which slightly exceeds a 1:1 provision for all the residential units in phase 2 less those in building 4 which has its own separate provision. It is suggested that some of these spaces could be made available to the commercial elements of the scheme. In addition a separate cycle store is to be provided at the rear of building 4 accessed through the communal garden. Visitor cycle parking is provided adjacent to the life long learning centre in phase 1 of the development.

9.54 With regard to the Crime Prevention Design Advisor's comments concerning security it is proposed that access to the central cycle store will be restricted by a card reader and limited to those who have an allocated space. CCTV linked to the reception in phase 1 will also be included. A management plan for the communal cycle store will be required through the S106 agreement..

9.55 With regard to refuse all the blocks are served by communal refuse stores located within the buildings at ground floor level with the exception of building 4 which has a communal storage area at the rear of the building.

9.56 Following detailed discussions with TfL a satisfactory means has been achieved to service buildings 3 and 5 which front Ripple Road subject to detailed management procedures being implemented. Service vehicles to building 4 can turn in the service yard area provided for the phase 1 development. Adequate space will be available between buildings 1 and 2 to facilitate turning movements for service vehicles. However, it is considered that there is a need to widen the carriageway on the section of Clockhouse Avenue between the Magistrates' Court and the Clock House office building. This is the area where prison vans tend to park whilst court cases are being heard and accordingly highway space is often at a premium. This matter would need to form part of the Section 106 agreement if permission is granted.

9.6 Amenity Space

9.61 The flats all comply with the Council's internal space requirements.

9.62 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. 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."

9.63 In this instance, with regard to building 2 there is a large communal garden on the podium deck at first floor level which is accessible to all of the residents within that building. All flats have access to either good sized terraces (the 32 units at either end of the building) or small but usable balconies similar in size to those on the phase 1 development. All 136 flats within the tower building have access to private recessed balconies of moderate but usable size. It is considered that the provision of recessed balconies is the most appropriate approach to amenity space provision on a tall building owing to the likelihood of wind turbulence. With regard to building 4 the 3 ground floor

units have direct access to private garden spaces, 35 of the units on the upper floors have access to slightly larger balconies of 4 square metres and 2 of the top floor flats have access to extensive terraces. As such every unit in this building has direct access to private amenity space. In addition there are communal gardens at the front and rear of the block.

9.64 Overall it is considered that the amenity space provision is satisfactory and will provide a range of usable space for residents in this town centre location.

9.7 Other Matters

9.71 With regard to the Crime Prevention Design Advisor's comments concerning utility meters and mail, the applicant has confirmed that all letter boxes will be located within ground floor lobbies. With regard to electricity meters these are to be located in a cupboard outside the individual residential units in respect of building 2 and located centrally on each residential floor with regard to building 3. With regard to building 4 they will be located in a central meter room on the ground floor. This is not the ideal approach to the housing of utility meters and potentially offers bogus officials an excuse to venture into the buildings. However, the applicant is considering the possibility of providing a concierge for buildings 2 and 3 which, in conjunction with the provision of CCTV, will assist in the prevention of crime. It is also accepted that the provision of all meters at ground level would correspondingly reduce the amount of commercial space that could be provided. A condition is proposed to ensure adequate security for buildings is provided by a combination of CCTV and concierge services.

9.72 A microclimate assessment has also been submitted in respect of the application. This concludes that the construction of building 3, which is significantly higher than its surroundings, will be likely to bring strong winds from high level down to street level. Most of the wind effects will be contained within the boundaries of the site although building 3 will also affect conditions in Ripple Road. Wind funnelling in the passages around building 3 will result especially during prevalent westerly, south-westerly and north-easterly winds. Mitigation has, however, been designed into the scheme with the projecting portal frames at ground level on the tower which will deflect wind outwards, and the incorporation of semi-mature trees within the main plaza and 'sculptural mounds' beneath the tree canopy which will aid in reducing wind turbulence. In conclusion, whilst building 3 is likely to cause 'downwash' and accelerated wind speeds at ground level, it is considered that this is to some extent inevitable with the construction of high buildings and the mitigation measures proposed will help to provide more comfortable condition at ground level.

9.8 Section 106 Agreement

9.81 The existing Section 106 agreement will need to be varied to reflect the alternative affordable housing offer and provisions included to ensure the appropriate phasing of the development. Essentially it will be necessary to ensure that building 4, which incorporates all the affordable housing provision and wheelchair housing units, and public car parking is built out at an agreed time in order to ensure that the scheme delivers what it promises in a timely fashion. In addition building 5 incorporates the majority of the cycle provision and this should also be built out relatively early in the programme, subject to the limitations of the compulsory purchase order process, to ensure that occupants have access to and get in the habit of using the centralised cycle

store. The S106 will also secure management plans for both the public car park and the central cycle store.

9.82 With regard to highways matters it is recommended that the developer be obliged to include conditions when granting leases to commercial operators occupying buildings 3 and 5 which require them and their suppliers to abide by the terms of the loading restrictions which apply to this part of Ripple Road and to ensure that servicing vehicles exit the area via Station Parade (or any other route to be agreed by the Local Planning Authority) in order to avoid vehicles making turning movements within Ripple Road.

9.83 It will also be necessary to ensure that section of Clockhouse Avenue between the Magistrates' Court and the Clock House office building be widened to improve vehicle manoeuvrability and that the cost of associated traffic orders is met.

9.84 Additionally the provision of the renewable energy within the development, and provision for a future link into the Borough's proposed district heating system in the future will be secured through the S106 agreement.

10. CONCLUSION AND REASONS FOR APPROVAL

In conclusion it is considered that the scheme provides for a mix of retail, office and residential uses which have the potential to significantly add to the attraction of the town centre. The scheme, including the provision of substantial areas of public space, is well designed, will improve the urban fabric and provide a further highly visible sign of confidence in the town centre which will act as a catalyst for attracting further development.

RECOMMENDATION:

That the application be delegated to the Director of Planning to Approve subject to the conditions listed below and:

- i) completion of a variation to the S106 agreement for the development to secure the provision of (at least) 18, 3 bedroom social rented affordable homes, off site highway works, phasing of development, management of car park and cycle store, and renewable energy provision.**
- ii) To allow for the expiration of the period of readvertisement**

Conditions & Reasons:

1. Details/samples of all facing materials to be used in the development shall be submitted and approved in writing by the Local Planning Authority prior to the installation of the said facing material and no facing 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.

2. Details of the proposed sedum roofs to be installed on buildings 1, 2 and 4 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 retained and 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.

3. A scheme showing the provisions to be made for CCTV camera coverage, and concierge services within the development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of any part of the development 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.

4. A scheme showing the provisions to be made for external lighting shall be submitted to and approved by the Local Planning Authority in writing. 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.

5. The proposed biomass boiler shall be installed in the basement of building 2, wind turbines shall be installed on the roof of building 4 and buildings 1, 2, 3 and 5 linked through interconnecting pipework in order to facilitate the connection to the proposed district heating system in accordance with details to be submitted to and approved in writing by the Local Planning Authority. No development shall commence until the renewable energy details have been submitted and approved in writing by the local planning authority. No building shall be occupied until the part of the approved scheme that relates to that building has been installed.

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.

6. Details of the hard and soft landscape works to the public realm (with the exception of the areas in front of the Town Hall and beneath the arcade of phase 1 which have already received approval) shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in accordance with a schedule of works which shall have been previously agreed by the Local Planning Authority. 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 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.

7. Development shall not commence until a drainage strategy detailing any on and/or

off site drainage works has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding and to ensure that sufficient capacity is made available to cope with the new development.

8. No development shall take place until there has been provided to the Local Planning Authority for approval an independently verified EcoHomes 2006 report that achieves a 'very good' rating with certification. The approved scheme shall then be provided 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.

9. The eighteen proposed 3 bedroom dwellings within building 4 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' unless otherwise agreed in writing 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.

10. Prior to the commencement of development of any building hereby approved a Construction Management Plan incorporating 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.

11. 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.

12. Notwithstanding the details on the submitted drawings revised details of the 4 disabled driver and passenger parking bays located at the rear of building 4 shall be submitted to and approved by the Local Planning Authority. The revised drawings shall indicate a clear space of 600mm to the rear of the bays and a wider footway to the rear of the building to provide better access to the refuse area. The approved scheme shall be implemented prior to occupation of the building and the bays shall be 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 building 4 in accordance with Policy C15 of the Unitary Development Plan.

13. Works from the construction site shall not exceed the following noise levels at the times detailed, as measured at the noise monitoring sites mentioned below:

Monday – Friday Between the hours of 8am – 10am, noon – 2pm and 4pm – 6pm noise levels shall not exceed 75dB LAeq (2 hour) and between 10am – noon and 2pm – 4pm noise levels shall not exceed 65dB LAeq (2 hour).

Saturday Between the hours of 8am – 10am and noon – 1pm noise levels shall not exceed 75dB LAeq (2 hour and 1 hour respectively) and between 10am – noon noise levels shall not exceed 65dB LAeq (2 hour).

Monitoring sites:

- a) On the façade of the Lifelong learning centre facing building 2, at between 2nd and 4th floor levels.
- b) On the rear façade of the Magistrates' Court facing building 2, at between 2nd and 3rd floor levels. This site is subject to the approval of the Court, if this is not forthcoming, another site deemed suitable due to its similar location and distance from the site shall be chosen by the Local Planning Authority.

Reason: To ensure the proposed development does not prejudice the use of any noise sensitive premises in the vicinity including the Magistrates Court, Lifelong Learning Centre and Library and in accordance with policy G36 of the Unitary Development Plan.

14. Construction noise levels as measured at the sites specified in condition 13 shall be constantly monitored and the results made available to the Local Planning Authority on request throughout the period of the construction of the development.

Reason: To ensure the proposed development does not prejudice the use of any noise sensitive premises in the vicinity including the Magistrates Court, Lifelong Learning Centre and Library and in accordance with policy G36 of the Unitary Development Plan.

15. Details of the means of access to the communal roof garden on building 2, together with details of measures to protect the privacy of units directly facing onto the garden and the treatment of this space shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development of this building. The approved details shall be implemented prior to the occupation of any residential unit within this building.

Reason: To ensure that the roof garden is accessible to all residents, provides valuable amenity space and is designed to protect the privacy of adjoining residential units in

accordance with policies H13 and H15 of the Unitary Development Plan.

16. Notwithstanding the details submitted on drawing number A604 AP (0400) 005 revision A, no approval is hereby given to the design and finish of the north-west facing flank wall of building 1 which is to be built adjacent to the access to the police station. Revised details of this wall shall be submitted for approval to the Local Planning Authority prior to commencement of the development of this building and thereafter implemented in accordance with these details.

Reason: The wall lacks detail and would benefit from further articulation and in accordance with policies H13 and DE1 of the Unitary Development Plan.

17. Details of the hard and soft landscape treatment to the communal garden areas, footways and car parking bays serving building 4 shall be submitted to and approved by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to occupation of any unit within the building. The approved soft landscaping scheme shall be carried out in the first planting and seeding seasons following occupation or completion of the building, 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 the interests of enhancing security and safety and in order to comply with Section 197 of the Town and Country Planning Act 1990 and policies H13 and DE6 of the Unitary Development Plan.

18. Notwithstanding the details on the application submission, none of the ground floor commercial units shall be used for purposes within Classes B1, D1 and D2 as defined by the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason: To ensure that the scheme enhances the vitality and viability of the town centre and to avoid the introduction of 'dead' frontages within this key area.

19. Notwithstanding the details on the application submission no approval is hereby given to the design of the ground floor commercial units. Revised details of these frontages indicating the detailed design and the materials used in the external surfaces shall be submitted for approval to the Local Planning Authority prior to the commencement of development of the buildings to which they relate and thereafter implemented in accordance with these details, prior to the occupation of the building to which they relate.

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

20. Notwithstanding the details on the submitted drawings the proposed car park below building 4 shall be constructed in accordance with a detailed design which has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. This shall include a redesign of the pedestrian entrances, including the associated boundary treatment, to give them greater

prominence so that members of the public understand that they are entrances to a public facility. The scheme shall also give details of the measures provided to maintain security to and within the car park.

Reason: In the interests of enhancing security and safety in accordance with policy DE6 of the Unitary Development Plan and to ensure that this public facility is designed appropriately and is legible to members of the public.

CASE OFFICER: Sara Purvis

Appendix 1: Site Location Plan

Appendix 2: Presentational Drawings of Scheme