

**PLANNING COMMITTEE MEETING: 12 March 2009**

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC  
REPORT OF THE DIRECTOR OF PLANNING**

<b>UDC CASE NUMBER:</b>	LTGDC-08-170-FUL	<b>DATE MADE VALID:</b>	08/12/2008
<b>APPLICATION NUMBER:</b>	08/01431/REG3/LBBD	<b>TARGET DATE:</b>	09/03/2009

<b>APPLICANT:</b>	London Borough of Barking and Dagenham Housing Strategy and Property Services
<b>AGENT:</b>	Halcrow
<b>PROPOSAL:</b>	Erection of part 4 / part 20 storey building comprising offices (4,856m <sup>2</sup> ) (Class B1), cafe (Class A3), and 96 one and two bedroom flats (Class C3) together with a three storey building to provide six 4-bedroom terrace houses.
<b>LOCATION:</b>	Former site of the Lintons, Linton Road, Barking, Essex

**1. SUMMARY**

- 1.1 The proposed application was submitted by London Borough of Barking and Dagenham Housing Strategy and Property Services on behalf of the embryonic Barking and Dagenham Local Housing Company.
- 1.2 The proposal is for the redevelopment of the southern part of the former Lintons Estate, now described as the 'William Street Quarter', to provide a mixed-use development comprising use classes B1 (business), A3 (café) and C3 (residential). This is the first phase of the redevelopment of the former Lintons Estate. The second phase, which will be the subject of a later application, proposes a larger housing development.
- 1.3 The application proposes two buildings. The first will be part 4 / part 20 storeys in height and will provide a 110 square metre café on the ground floor, a Business Centre with a total of 4,856 square metres gross of B1 (business) floor space at ground level through to the 3rd floor, and 96 one and two bedroom flats on the 4th to 20th floors. The second building will be 3 storeys in height and will provide six 4-bedroom terrace houses.
- 1.4 The main considerations are the principle of the uses, housing, density and design, children's play space provision / amenity space, residential habitable floor areas, noise, environmental sustainability, energy, inclusive access, transport matters,

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and Section 106 / planning obligations.

- 1.5 The proposal is considered to comply generally with the London Borough of Barking and Dagenham Unitary Development Plan (1996) policies, emerging London Borough of Barking and Dagenham Local Development Framework (2008) policies, and those of the London Plan (2008). Accordingly, the application is recommended for approval subject to conditions, any direction from the Mayor of London, and a S106 Agreement as detailed in Sections 11 and 12 of this report.

## **2. SITE AND PROPOSAL**

### **2.1 Description of Site & Surroundings**

- 2.1.1 The application site comprises a 0.42 hectare 'L' shaped section of land on the south-east of the former Lintons Estate. The main part of the site is made up of a part of the central green space that was provided to the south of the former Lintons Estate, while the arm of the 'L' projects to the north-east into an area originally occupied by the former Abbey Works industrial buildings.
- 2.1.2 The site is bounded by the 4-storey Hapag-Lloyd office building which is to the south, east and north-east - lying as it does in the crook of the 'L'. Cambridge Road is to the south-east, Linton Road is to the west, and the former Lintons Estate is to the north. Further to the north is the Northern Relief Road by-pass which is raised at this point in order to clear the railway lines which run north-south and pass beyond the eastern-most boundary of the site.
- 2.1.3 A landscape strip fronts Cambridge Road and two diagonal footpaths cross the site providing access to the station and town centre. These are permissive routes following pedestrian desire lines which the public may use, however the route is not vital as other suitable alternative routes are available.
- 2.1.4 The site is highly accessible by public transport. The Lintons is a 5-10 minute walk away from Barking Station. The station provides C2C and London Overground train services, as well as access to the District and Hammersmith & City London Underground Lines.
- 2.1.5 To the front of Barking Station are a number of bus stops providing convenient linkages between road and rail transport.
- 2.1.6 To the south-east of the site on Cambridge Road is a terrace of former dwellings. The majority of these are now vacant although numbers 42-44 are still in use as a primary school (the temporary planning permission for this use has expired and a new application for the continuance of use of the premises was received on 27 January 2009 but at the time of writing has not been determined).
- 2.1.7 To the south-east of the site on the opposite side of Cambridge Road is a public car park that is also used 4 times a week for trader's vehicles for stallholders at Barking market. A 15-storey office building, Crown House, is located further south-east of the site between Cambridge Road and Linton Road.
- 2.1.8 To the south of the site on the opposite side of the Cambridge Road / Linton Road junction is the 6-storey office building, Roycraft House.

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2.1.9 To the south-west of the site is the Catholic Church of St Mary and St Ethelburga.

2.1.10 Cambridge Road is a busy bus route and is also used by heavy goods vehicles accessing one of the service yards for the Vicarage Field shopping centre (including the main food operator Asda). Parking is prohibited by double yellow lines throughout. There is a mini-roundabout adjacent to the south-east of the site frontage.

2.1.11 The proposed development falls within Barking's 'Station Quarter' area which is currently being masterplanned by the Development Corporation and LBBB. It is expected that this area will become a lively urban interchange, with new, high density, high-quality development surrounding the station.

## **2.2 Description of Proposal**

2.2.1 The proposal is for the redevelopment of the southern part of the former Lintons Estate to provide a mixed-use development comprising use classes B1 (business), A3 (café) and C3 (residential). This is the first phase of the redevelopment of the former Estate. The second phase which will be the subject of a later application proposes a large housing development.

2.2.2 The application proposes two new buildings. The first will be part 4 / part 20 storeys in height and will provide a 110 square metre café on the ground floor, a Business Centre with a total of 4,856 square metres gross of B1 (business) floor space at ground level through to the 3rd floor, and 96 one and two bedroom flats on the 4th to 20th floors. The second building will be 3 storeys in height and will provide six 4-bedroom terrace houses.

2.2.3 The application provides 96 intermediate tenure housing units comprising 64 one-bedroom flats and 32 two-bedroom flats above the proposed Business Centre, and 6 social rented 4-bedroom terrace houses in the three storey building.

2.2.4 The B1 floor space has been designed particularly to support business start-ups. Space will be allocated on a short-lease basis and will provide serviced accommodation with additional provision for reception and communal facilities including meeting rooms, break-out areas, and a café.

2.2.5 Within the business space the individual units are proposed to be between 10 square metres and 30 square metres with the ability to combine and deliver flexible space as needs change.

2.2.6 The proposed business accommodation has been designed to meet BREEAM 'Excellent' rating while the residential units meet the requirements of level 4 of the Code for Sustainable Homes.

2.2.7 The ground floor of the part 4 /part 20 storey building houses a gas fired Combined Heat and Power (CHP) generator. This will provide heating and electricity for the development and will eventually provide energy to the wider William Street Quarter when it has been built out. In addition, as part of the development, if feasible, a connection will be made directly to Roycraft House to improve the energy efficiency of that building.

2.2.8 The application proposes 40 cycle parking spaces for the Business Centre, 96

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cycle parking spaces for the residential units above the Business Centre, and 12 cycle parking spaces for the terrace housing.

2.2.9 Except for Blue Badge parking bays, no car parking spaces are provided for the Business Centre or the residential units above it due to the excellent public transport accessibility of the site. One car parking space is provided for each of the 6 terrace houses, with the closest space to the houses being wheelchair accessible.

2.2.10 The proposed redevelopment of the remainder of the former Lintons Estate will be submitted as a separate planning application in approximately September 2009.

### **3. MAIN ISSUES**

- Principle of Uses
- Housing
- Density and Design
- Children's Play Space Provision / Amenity Space
- Residential Habitable Floor Areas
- Noise
- Environmental Sustainability
- Energy
- Inclusive Access
- Transport Matters
- Section 106 / Planning Obligations

### **4. RELEVANT SITE HISTORY**

4.1 Application No. 57/00043/BAR in respect of 'Layout for mixed developments' at the Lintons, George Street and Cambridge Road Development Area. No information on the status of this application has been obtained. However, this is not material to the present application.

4.2 Application No. 07/01359/REG3/LBBD was an earlier iteration of the current proposal. The application was for the 'Erection of a 4/5/18 storey building plus basement comprising offices (Class B1), café (Class A3) and 70 one and two bedroom flats (Class C3)'. Planning permission was granted in March 2008, however the proposal proved to be financially unviable and as a result was not implemented.

### **5. CONSULTATIONS / NOTIFICATIONS**

#### **EXTERNAL CONSULTEES**

##### **5.1 Thames Water**

Thames Water requests that the applicant should incorporate within their proposal protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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General guidance provided in respect of surface water drainage with a recommendation that storm flows are attenuated or regulated into the receiving public network through on or off-site storage.

**NOTE:** Attenuation of storm flows in phase 1 is planned to be achieved by the provision of green roofs. Proposals for phase 2 include a swale in the central green strip of the development and the introduction of a buried attenuation tank.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. They further recommend, in line with best practice for the disposal of fats, oils, and grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio-diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

## **5.2 London City Airport**

No safeguarding objection.

## **5.3 Essex & Suffolk Water**

No comments or observations regarding the application.

## **5.4 English Heritage (Buildings)**

We would advise that the choice of materials is finalised before the application is determined.

## **5.5 London Fire & Emergency Planning Authority**

The proposals would be considered acceptable subject to confirmation that satisfactory access can be achieved, i.e. that a pump appliance can approach to within 45 metres of all points within all dwellings, and that the turning facilities are clearly marked "NO PARKING – FIRE BRIGADE ACCESS ONLY".

**NOTE:** See proposed Condition 22.

The applicant must be reminded that satisfactory access to the inlet to any fire main should comply with the recommendations of Section 16, 16.6/16.7 of ADB Volume 2 of the Building Regulations 2000.

**NOTE:** This is a Building Control issue, the resolution of which is not essential to the determination of this application.

## **5.6 Greater London Authority**

The Stage One report concluded that the application does not accord with London Plan policies and guidance in relation to tenure split, housing mix, energy efficiency and cooling, disabled car parking, cycle parking, pedestrian and cycle linkages and

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children's play space. Suggestions were made as to how these points could be addressed.

The comment was also made that the design of the tower should be reconsidered as it was considered to be bland, overly repetitive and lacks warmth and variety in its elevations. The pedestrian route along Linton Road should be reconsidered to provide a high quality pedestrian environment - the proposal does not compensate for the lost public route into the site (through the building) elsewhere in the plan. The submitted design and access statement suggests active frontages are delivered on Linton Road, however the bin storage areas open directly onto the pavement and the blue badge parking bays diminish the pedestrian walkway by two-thirds.

The applicants have met with the GLA and agreed various actions to respond to the Stage One report. They have agreed the following:

- A legal agreement will be entered into prior to the occupation of the first phase stating that the overall scheme (Phase 1 and 2) will provide a tenure split and housing mix which accord with policy. A condition requiring the submission of an affordable housing scheme for the development (see proposed Condition 33).
- A legal agreement will be entered into to secure the delivery of the 210m<sup>2</sup> play area on the other side of the Northern by-pass Road to the north of the site.
- A condition requiring the provision of 4 blue badge parking spaces in Linton Road to provide parking for the Business Centre and the residential tower without unreasonably diminishing the width of the footpath (see proposed Condition 23).
- A condition requiring the provision of 10 cycle parking spaces on the forecourt outside the Business Centre as a part of a landscaping scheme (see proposed Condition 25).

Also the applicant has submitted to the GLA: a statement which sets out the principles for the tower design with some proposed amendments; further information in response to their sustainability and energy comments; a revised site layout comprising the reconfiguration of Linton Road to provide 4 disabled car parking bays and an improved public realm scheme. The GLA's responses are currently awaited.

The GLA has requested that conditions be imposed requiring a construction management plan (see proposed Condition 15); delivery and servicing plan (see proposed Condition 28), and final travel plan (see Section 106 Agreement).

### **5.7 Environment Agency**

No objection in principle to the proposed development provided conditions are imposed which ensure that no infiltration of surface water drainage into the ground is permitted and that piling using penetrative methods is not permitted (see proposed Conditions 29 and 30).

### **5.8 Commission for Architecture and the Built Environment (CABE)**

The application was presented to a CABE internal design review meeting on 11 February 2009 and the formal comments have been received. The summary of their comments in the letter are –

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“We support the development of a masterplan for the wider Linton’s site prior to the development of individual sites in this significant area near Barking Town Centre, The Barking Business Centre occupies a logical position within the masterplan and the wider town centre area, especially in relation to the main station. We support the overall aspirations of the proposed scheme and think that the design shows promise to be of good quality. However, we feel that the overall organization of functions and the massing distribution require some further consideration; in particular, the location of the affordable family houses and the exact position of the tower in relation to the open green space could be improved. The reductive nature of the architecture is appealing but we think that some aspects of detail could be improved.”

With regard to the location of the family houses and the tower in relation to the open space it is considered that the implementation of the second phase of the development of the overall site will create a better relationship and that there is not sufficient justification for rearranging those layouts. With regard to the detailing of the tower it is accepted that some amendments are justified especially to subtly differentiate between the business space and the flats, along with changes to the ground floor elevations and entrances and it is expected that such details will be available at the Committee meeting.

## 5.9 Network Rail

Advised on 20/01/09 that no objections were envisaged, however no formal response has been received to date.

## 5.10 English Heritage (Archaeology)

The evaluation of the site and the subsequent excavation has been completed in accordance with the approved Written Scheme of Investigation. No further archaeological work is necessary on the site and therefore no planning condition is required.

## 5.11 Transport for London

### Public Transport Accessibility Level (PTAL):

The Transport Assessment (TA) report states a PTAL of 5 (night time) to six (day time) on a scale of 1 to 6. There are a number of discrepancies regarding the frequency of bus services, which might affect the PTAL assessment, which should therefore be reviewed and confirmed.

**NOTE:** The PTAL has been updated as requested and has resulted in the overall totals being higher but not changing either the daytime or evening PTAL values which would remain at 6 and 5 respectively.

### Car and Cycle Parking:

TfL welcomes the proposal for zero car parking for both the office and residential accommodation above the Business Centre, given the site’s high PTAL and proximity to a major town centre.

The provision of six car parking spaces for the six terrace style houses is within London

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Plan standards and is therefore considered acceptable. To support the car-free nature of this development and the low parking provision proposed for phase 2, TfL recommends that the applicant enter into an agreement with the borough to restrict the occupiers of the development from being eligible for on-street parking permits.

**NOTE:** A S106 agreement will prevent residents from applying for parking permits.

TfL notes the provision of two disabled car parking spaces on Linton Road for the Business Centre. However, given that over 400 people are expected to live and work in the phase 1 development and that no disabled car parking spaces are provided for the residential units, TfL request that additional disabled car parking spaces be provided, the designation of which should be secured through condition.

**NOTE:** Linton Road has been reconfigured to provide 4 disabled car parking bays.

TfL welcomes the proposed 108 cycle parking spaces for the residential element of the development which are in line with TfL cycle parking standards. Whilst the proposed 40 cycle parking spaces for the office element are acceptable within TfL cycle parking standards, TfL request clarification as to why cycle parking spaces were reduced from 50 to 40 spaces compared to the original application. TfL would welcome the provision of 50 cycle parking spaces for the office element in support of London Plan Policy 3C.22 (*Improving conditions for cycling*). Moreover, TfL requests the provision of cycle parking spaces at street level for cafe customers and visitors/couriers to the office elements in accordance with TfL cycle parking standards.

**NOTE:** 5 cycle parking spaces will be provided outside the front of the café as the pavement will be of sufficient width to accommodate both these spaces and pedestrian activity.

In addition, the cycle parking spaces will be overlooked by the café increasing security.

An additional five cycle parking spaces will be provided outside the main entrance to the Business Centre for use by visitors and couriers travelling to the development.

As with the main Business Centre cycle parking, the demand for these spaces will be periodically reviewed as part of the travel planning procedures and the scope for additional spaces determined.

#### Walking and Cycling:

Further information is requested on the walking environment around the site, including footways and pedestrian crossings which should meet BV165 standards.

The development should also ensure appropriate street illumination and wayfinding/signage with a focus on facilitating access to Barking station.

The development proposals do not include any plans to implement measures off-site to enhance the cycle accessibility of the site. TfL however requests further information on the quality of the cycling environment around the site, including the existence of advanced stop lines for cyclists, to ensure appropriate and safe conditions for cyclists are in place.

#### Public Transport:

TfL accepts that the trip generation from this phase of development is unlikely to have a

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significant effect on the public transport network. However, the overall redevelopment of the former Lintons Estate is likely to create a significant impact on the network, and S106 contributions towards transport improvements will be expected as part of future planning applications for the rest of the site and related measures arising from ongoing Barking station interchange masterplan work. TfL also request the operation of the bus network in the vicinity of the site to be retained, to avoid any future delays or disruptions.

#### Traffic Impacts:

TfL seeks clarification on a number of points relating to the trip generation and junction assessment work outlined in the TA, including evidence that the base models have been validated in accordance with TfL guidelines.

A Construction Management Plan and Delivery and Servicing Plan should be secured through condition.

**NOTE:** See proposed Conditions 15 and 28.

Due to the proximity of the River Roding and the railway, water and rail based freight movements should be considered during the construction stage, as well as environmentally sustainable firms be procured.

#### Travel Plan:

A travel plan has been submitted as part of the application, which is welcomed by TfL. However, the plan should include objectives that are specific to this development and the surrounding area as well as detail on how the travel plan will be funded. Furthermore, the plan should ensure a firm commitment to, and effective delivery of, the proposed measures, including a comprehensive marketing strategy. In order to ensure that the travel plan is suitable, it is requested that a condition requiring TfL's approval of the travel plan 6 months prior to expected first occupation on the site be attached to any planning approval, and that the travel plan be secured, enforced, monitored and reviewed through a Section 106 agreement.

**NOTE:** The proposed S106 agreement will secure the submission and implementation of the Travel Plan.

In conclusion, the development is acceptable in principle subject to the review of disabled car and cycle parking and the travel plan in particular.

## **LBB INTERNAL CONSULTEES**

### **5.12 Planning Policy**

The application has been assessed in terms of its policy implications and no objections are raised. The proposed uses and the proposed height of the building are in line with the provisions of the emerging Barking Town Centre Area Action Plan.

### **5.13 Transport and Waste Services**

The bin areas for the Business Centre, café, terraced houses and flats are accessible

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for refuse collection.

#### **5.14 Crime Prevention Design Advisor**

Incidents of burglary, robbery and vehicle crime in the area are above both the Borough and Metropolitan Police Service average. It is important that this development does not generate future crime and that where possible it contributes positively to reducing the incidents of recorded crime.

Recommends that electronic locking with an automated proximity reader and a voice and video access control system should be used at the main entrances to the residential units. A secure foyer should be included within the main entrance with a secure inner door to restrict ingress to the lifts and stairs. The inner door should also include electronic locking and an automated proximity reader. It is preferable that the inner door also includes a voice and video transfer system but consideration could be given to including a time delay to allow visitors to pass through both outer and inner doors.

Recommends that secure doors are included on each residential landing to restrict ingress to properties on each of the floors. There are frequently incidents of burglary that are committed by residents within tower blocks who can escape back to their respective flats with the stolen goods before the police arrive.

Recommends reducing the number of public entrances to the café. The drawings illustrate the intention to include three (3) entrances and there is a risk that offenders can observe potential victims from outside the development and then enter via one door, walk past their victim/property and pick up a bag left on a chair or under a table and then exit via another door.

Unisex toilets are not recommended. There is a risk that offenders can loiter in the toilet area and observe other users or commit more violent crime.

The drawings illustrate that the cycle parking is located externally at the rear of the development. This is a suitable option for employees and visitors to the commercial properties as the cycles will be parked for relatively short periods of time, but it is important to maximise the natural surveillance over the parking. It is recommended that resident's cycles should be stored within the building as they could be parked for extended periods of time, potentially months without being used or even checked. The parking should be accessed from within the secure foyer to restrict intrusion and the theft of unattended cycles.

It is recommended that the rear external refuse store is moved so that it abuts the road. This will negate the need for the rubbish to be collected from within the cycle parking area.

**NOTE:** The above comments have not been addressed to date, however refer to proposed Condition 8.

#### **5.15 Education**

No objection. Suggest that when calculating the school places that will be required it may be advisable to calculate a pupil yield based on the whole development rather than on a piecemeal basis and look for S106 contributions accordingly as part of the phase 2

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### **5.16 Access Officer**

Raised various building control matters. While it would be useful to have these resolved at the planning stage, this is not essential.

### **5.17 Environmental Protection**

Advises various conditions relating to site activities during construction, noise insulation of the development, and contaminated land.

**NOTE:** Refer to proposed Conditions 3, 4, 7, and 17.

### **5.18 Town Planning**

Provision of a communal TV aerial and satellite dish would prevent a plethora of such protrusions being mounted on the outside of the building.

**NOTE:** The applicant has confirmed that a communal satellite system will be provided. Refer to proposed Condition 31.

### **5.19 Transportation and Traffic**

Clarification of the areas which are proposed to become public highways is required.

It appears that the kerb radius for service and refuse vehicles entering or exiting the road for the home zone area will over run the footway.

Implementing the disabled parking bays shown on the plan will create a non-compliant width adjacent to the lay-by for an adoptable footway.

A minimum 1.8 metre footway width is required.

The on-street parking bay for service vehicles is too close to the traffic signal junction - there must be a minimum of 3 clear car spaces between the stop line and the parking bay.

The proposal does not fully comply with policy set out in the Barking Town Centre Area Action Plan (July 2008) and Policy BR9 of the Borough Wide Development Policies (November 2008) which require the developer to demonstrate how on-street parking is to be managed as a result of the increase in volume of residential and business vehicles in the area of the development.

**NOTE:** The applicant and Transportation and Traffic have agreed that the issues described above can be successfully addressed by the imposition of a condition requiring the submission of a detailed report on the areas proposed for adoption and the management of on-street parking including how the costs of implementing the appropriate traffic orders are met (refer to proposed Condition 34). Further conditions would require the submission of detailed plans showing how a minimum of 4 on-street blue badge parking bays are to be provided, adequate kerb radii, and the parking bay

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for service vehicles in an acceptable location (refer to proposed Conditions 23, 24, and 28).

## **5.20 Economic Development / Sustainable Development / Area Regeneration**

No comments received.

## **5.21 London Borough of Barking and Dagenham Development Control Board**

The application was presented to London Borough of Barking and Dagenham Control Board on 18 February 2009 as an information item.

Council Members generally expressed support for the scheme but were of the opinion that the tower should have more visual impact and expressed an interest in seeing the colour and texture of the materials to be used.

A visiting Member who is not on the Development Control Board raised concerns that refuse collection from the residential part of the tower would involve refuse movement across the pavement outside the tower which he felt could conflict with pedestrian access to the main Lintons site, and also the low level of parking provision for the residential units including parking for disabled persons.

## **6. APPLICATION PUBLICITY**

**6.1 Site Notice Expiry:** 29/12/2008

**6.2 Press Notice Expiry:** 7/01/2009

### **6.3 Neighbour Notification:**

The occupiers of 194 neighbouring properties were directly notified of the application on 8 December 2008 and 9 site notices were posted in the neighbourhood on the same day.

## **7. REPRESENTATIONS**

7.1 A letter of objection was received from Hapag-Lloyd (UK) Ltd who occupy office premises at 48A Cambridge Road. An e-mail objecting to the proposal was also received from the occupant of 39 Equinox House, Wakering Road which is a residential development on the other side of the Northern Relief Road and to the north of the proposal.

### **Comment:**

#### Hapag-Lloyd:

"The height and immediate proximity of this development will completely overshadow our building, severely restricting natural light to our offices. This development and others we know to be

### **Response to Comment:**

Hapag-Lloyd UK Ltd occupies a 4 storey office building to the north-east of the proposed 4/20 storey building and to the south-east of the proposed terrace of houses. The nearest part of the proposed 4/20 storey building to Hapag-Lloyd is 8

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pending will dwarf our premises, we urge  
you to reject it".

metres away and 4 storeys in height with a similar overall height to the Hapag-Lloyd building, the tower element of the scheme would be sited approximately 24.5 metres away from Hapag-Lloyd at its nearest point. The nearest part of the terrace of houses to Hapag-Lloyd is 9.5 metres, however this is a corner to corner distance – the rear façade of the terrace would be separated from the north-west elevation of Hapag-Lloyd by approximately 19 metres. The main (longer) elevations of Hapag-Lloyd, which contain the larger open plan offices, face south-east and north-west and the principal elevations affected would be the flank wall facing south-west towards the development. This elevation contains individual offices. The north-west elevation would face towards the rear of the terrace of houses and therefore also be affected to some degree.

The proposed buildings will clearly impact on the outlook from Hapag-Lloyd and the 4/20 storey building will have some impact on daylight and sunlight particularly later in the day. The existing offices are, however, considered to be well lit naturally and, whilst some diminution in light to some offices would be expected, it is not considered that this would be likely to result in unacceptable working conditions. Indeed it is noted that on sunny days the majority of offices facing the proposed scheme require the use of blinds to shield them from the sun. Similarly whilst the outlook from the south-west and north-west facing offices would be affected it is not considered that this would produce unacceptable working conditions and is not untypical within a densely built town centre environment.

While the proposed tower would be considerably higher than the Hapag-Lloyd building, it is considered that the four storey component, which forms a base to the north-east of the tower and is of a similar height to the Hapag-Lloyd building, will smooth the transition from four storeys on Cambridge Road to 20 storeys on Linton Road which already houses several tall buildings.

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39 Equinox House:

Concerns about the impact on parking in the area. Would prefer a park in this location.

The London Plan seeks to reduce the use of the motor car in London and to encourage the use of public transport. To this end the Plan states that on-site parking at new developments should be the minimum necessary and there should be no over-provision that could undermine the use of more sustainable non-car modes. Given the high Public Transport Accessibility Level (PTAL) of the development it is considered that the parking provided is adequate.

With regard to the provision of a park on the site, it should be noted that Equinox House is within 5 minutes walk of the 30 hectare Barking Park and is thus well provided for in terms of outdoor recreational facilities. The William Street Quarter Masterplan proposes a sizable central green and play-spaces for children of all ages as a part of phase 2 of the new development and it is considered that this provision of green space strikes an acceptable balance with the proposed level of urban development on the site.

## **8. RELEVANT PLANNING POLICY**

### **8.1 National Planning Policy Guidance**

PPS1 - Delivering Sustainable Development  
PPS3 - Housing  
PPG4 - Industrial, Commercial Development and Small Firms  
PPS6 - Planning for Town Centres  
PPG13 - Transport  
PPG16 - Archaeology and Planning  
PPS22 - Renewable Energy  
PPS23 - Planning and Pollution Control  
PPG24 - Planning and Noise

### **8.2 The London Plan (adopted February 2008)**

Policy 2A.1 - Sustainability Criteria  
Policy 2A.7 - Areas for Regeneration  
Policy 2A.8 - Town Centres  
Policy 3A.1 - Increasing London's Supply of Housing  
Policy 3A.2 - Borough Housing Targets  
Policy 3A.5 - Housing Choice  
Policy 3A.7 - Large Residential Developments  
Policy 3A.8 - Definition of Affordable Housing  
Policy 3A.9 - Affordable Housing Targets  
Policy 3A.10 - Negotiating Affordable Housing in Individual Private Residential and

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Mixed-Use Schemes

Policy 3A.18 - Protection and Enhancement of Social Infrastructure and Community Facilities

Policy 3B.1 - Developing London's Economy

Policy 3B.2 - Office Demand and Supply

Policy 3B.11 - Improving Employment Opportunities for Londoners

Policy 3C.1 - Integrating Transport and Development

Policy 3C.3 - Sustainable Transport in London

Policy 3C.21 - Improving Conditions for Walking

Policy 3C.22 - Improving Conditions for Cycling

Policy 3C.23 - Parking Strategy

Policy 3C.24 - Parking in Town Centres

Policy 3D.1 - Supporting Town Centres

Policy 3D.2 - Town Centre Development

Policy 4A.1 - Tackling Climate Change

Policy 4A.3 - Sustainable Design and Construction

Policy 4A.4 - Energy Assessment

Policy 4A.5 – Provision of Heating and Cooling Networks

Policy 4A.6 - Decentralised Energy: Heating, Cooling and Power

Policy 4A.7 - Renewable Energy

Policy 4A.14 - Sustainable Drainage

Policy 4A.16 - Water Supplies and Resources

Policy 4A.17 - Water Quality

Policy 4A.18 - Water and Sewerage Infrastructure

Policy 4A.19 - Improving Air Quality

Policy 4A.20 - Reducing Noise and Enhancing Soundscapes

Policy 4B.1 - Design Principles for a Compact City

Policy 4B.2 - Promoting World-Class Architecture and Design

Policy 4B.3 - Enhancing the Quality of the Public Realm

Policy 4B.5 - Creating an Inclusive Environment

Policy 4B.6 – Safety, Security and Fire Prevention and Protection

Policy 4B.8 - Respect Local Context and Communities

Policy 4B.9 - Tall Buildings - Location

Policy 4B.10 - Large Scale Buildings – Design and Impact

Policy 4B.15 - Archaeology

Policy 4C.2 - Context for Sustainable Growth

Policy 5C.1 - The Strategic Priorities for North East London

### **8.3 London Borough of Barking and Dagenham UDP (1996) (saved from 27<sup>th</sup> September 2007 in accordance with the direction from the Secretary of State)**

Strategic Policy B - Housing

Strategic Policy E - Employment

Strategic Policy F - Employment

Strategic Policy Y - Transportation and Movement

Policy H8 - Dwelling Mix

Policy H14 - Environmental Requirements

Policy H15 - Residential Amenity

Policy H16 - Internal Designs

Policy H18 - Amenity Open Space

Policy H19 - Noise Attenuation

Policy E4 - Access For People With Disabilities

Policy E6 - Employment Promotion

Policy S8 - Food and Drink Uses

Policy BTC1 - Town Centre

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Policy BTC9 - Office Development  
Policy BTC12 - Environmental Improvement  
Policy G28 – Contaminated Land  
Policy G31 – Waste Re-Use and Recycling  
Policy G32 - Litter and Flytipping  
Policy G34 - Flooding  
Policy G36 - Noise and Vibration  
Policy G37 - Light and Dust Pollution  
Policy G38 - Water Pollution  
Policy G39 - Air Pollution  
Policy G46 - New Developments  
Policy G47 - Trees in the Urban Area  
Policy DE1 - Urban Design  
Policy DE6 - Safety and Security  
Policy DE7 - High Buildings  
Policy DE9 - Energy Conservation  
Policy DE16 - Hard Landscape  
Policy DE17 - Soft Landscape  
Policy DE36 - Development on Sites of Archaeological Significance  
Policy DE37 - Protection of Archaeological Sites  
Policy C2 - Premises for Facilities for the Community  
Policy C5 - Facilities Incorporated in New Developments  
Policy C15 - Access  
Policy C16 - Safety and Security  
Policy C17 - Planning Obligations/Community Benefit  
Policy T10 - Land Use and Public Transport  
Policy T12 - Pedestrian Accessibility  
Policy T17 - Accessible Developments  
Policy T19 - Provision for Cycling  
Policy T32 - Service Areas

#### **8.4 London Borough of Barking and Dagenham Core Strategy Pre-Submission Report (November 2008)**

Policy CM1 - General Principles of Development  
Policy CM2 - Managing Housing Growth  
Policy CM3 - Green Belt and Public Open Spaces  
Policy CM4 - Strategic Transport Links  
Policy CM5 - Town Centre Hierarchy  
Policy CR1 - Climate Change and Environmental Management  
Policy CR3 - Sustainable Waste Management  
Policy CC1 - Affordable Housing  
Policy CC2 - Family Housing  
Policy CC3 - Social Infrastructure to Meet Community Needs  
Policy CC4 - Achieving Community Benefits Through Developer Contributions  
Policy CE1 - Vibrant and Prosperous Town Centres  
Policy CE2 - Location of Office Development

#### **8.5 London Borough of Barking and Dagenham Borough Wide Development Policies Pre-Submission Report (November 2008)**

Policy BR1 - Environmental Building Standards  
Policy BR2 - Energy and On-Site Renewables  
Policy BR3 - Greening the Urban Environment  
Policy BR4 - Water Resource Management

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Policy BR5 - Contaminated Land  
Policy BR9 - Parking  
Policy BR10 - Sustainable Transport  
Policy BR11 - Walking and Cycling  
Policy BR15 - Sustainable Waste Management  
Policy BC1 - Delivering Affordable Housing  
Policy BC2 - Accessible and Adaptable Housing  
Policy BC7 - Crime Prevention  
Policy BC8 - Mixed Use Development  
Policy BC11 - Utilities  
Policy BE2 - Environmental Building Standards  
Policy BE4 - Managing the Evening Economy  
Policy BE5 - Offices – Design and Change of Use  
Policy BP2 - Conservation Areas and Listed Buildings  
Policy BP3 - Archaeology  
Policy BP4 - Tall Buildings  
Policy BP5 - External Amenity Space  
Policy BP6 - Internal Space Standards  
Policy BP8 - Protecting Residential Amenity  
Policy BP10 - Housing Density  
Policy BP11 - Urban Design

## **8.6 Other Relevant Planning Policies & SPGs**

Barking Town Centre Area Action Plan (AAP) – Preferred Options Report (June 2008)

CABE and English Heritage “Guidance on Tall Buildings” (July 2007)

### Mayor of London SPGs:

Housing (November 2005)

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Providing for Children and Young People’s Play and Informal Recreation (March 2008)

## **9. ASSESSMENT OF MAIN ISSUES**

### **9.1 Principle of Uses**

9.1.1 The application site is located within the Barking Town Centre Commercial Area Boundary.

9.1.2 The application site was allocated in the London Borough of Barking and Dagenham Unitary Development Plan (1996) as an area to be redeveloped for offices (Policy BTC.32 – Site to the west of 50 Cambridge Road). However, the proposal was not saved by the Secretary of State and therefore this policy expired on 27 September 2007.

9.1.3 Policy BTC9 (Office Development) of the London Borough of Barking and Dagenham Unitary Development Plan (1996) states that “The Council will encourage office development within the town centre”.

9.1.4 Policy CE2 (Location of Office Development) of the London Borough of Barking

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and Dagenham Local Development Framework (2008) states that proposals for new office accommodation in Barking and Dagenham will be tested against a sequential approach. Barking Town Centre is listed as the preferred location when applying this sequential approach.

- 9.1.5 Policy E6 (Employment Promotion) of the London Borough of Barking and Dagenham Unitary Development Plan (1996) states that “The Council will promote employment and seek to ensure conditions for business enterprise to succeed in the borough by supporting metropolitan, East London and local initiatives, public and private, to promote business enterprise and employment consistent with community interests, and particularly those disadvantaged in the job market”.
- 9.1.6 Policy 3B.1 of the London Plan (2008) states that the Mayor will “seek a range of workspaces of different types, sizes and costs to meet the needs of different sectors of the economy”. It further states that the Mayor will “facilitate social enterprise and community development”.
- 9.1.7 Policy 3B.2 of the London Plan (2008) states that the Mayor will “seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium sized enterprises.
- 9.1.8 The proposals will provide a significant increase in local business enterprise and employment within Barking through the provision of 178 small business spaces specifically designed to cater for the needs of new local businesses. The building will comprise managed business space providing short lease, serviced accommodation designed particularly to support business start-ups. The units will include semi-furnished offices, studios in a range of sizes (including adjustable walls for flexibility), a range of support services, meeting rooms, break-out areas and broadband/IT services.
- 9.1.9 It is considered that the proposal for office use is in keeping with the relevant policies for the area and will contribute towards the generation of a more successful local economy and a more sustainable community.
- 9.1.10 Planning Policy Statement 3 (Housing) promotes housing development which is easily accessible and well-connected to public transport and community facilities and services.
- 9.1.11 Planning Policy Statement 6 (Planning for Town Centres) recognises that housing will be an important element in most mixed-use, multi-storey developments within town centres.
- 9.1.12 Planning Policy Guidance Note 13 (Transport) encourages more sustainable forms of development including accommodating housing principally within existing urban areas and planning for increased intensity of development for housing at locations which are highly accessible by public transport, walking and cycling.
- 9.1.13 Policy 3A.7 (Large Residential Developments) of the London Plan (2008) states that “Boroughs should encourage proposals for large residential developments in areas of high public transport accessibility”.
- 9.1.14 Policy 3C.1 (Integrating Transport and Development) of the London Plan (2008) states that the Mayor will support high trip generating development only at

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locations with both high levels of public transport accessibility and capacity.

- 9.1.15 Policy T10 (Land Use and Public Transport) of the London Borough of Barking and Dagenham Unitary Development Plan (1996) states that “The Council will assess all development proposals against the present and potential availability and accessibility of public transport services and its capacity to meet increased demand”.
- 9.1.16 The application site has an excellent Public Transport Accessibility Level (PTAL) of 6 (decreasing to 5 in the evening) and is within 5-10 minutes walking distance of Barking Station. The main high street shopping area in Barking is also a 5 – 10 minute walk away. Public transport accessibility is likely to be further enhanced by phase 1 of the planned East London Transit system which is a new bus service running from Ilford, through Barking Town Centre to Dagenham Dock.
- 9.1.17 It is considered that the principle of housing in this area is acceptable and meets the policy objectives as discussed above.
- 9.1.18 The proposed café will provide an active frontage to Cambridge Road and will enhance the uses within the building, as well as contributing to the vitality of the town centre. It is considered that the café is an acceptable use in this location in association with the proposed office and residential development.
- 9.1.19 While the proposed development is to be built on open space, this was primarily used by the former estate. The loss of this space is not such as to justify refusal. The William Street Quarter Masterplan shows that phase 2 of the proposal will deliver several well-defined public and semi-public open spaces - a central green being the main public open space with an area of approximately 1,300 square metres, and two smaller public open spaces each with an area of approximately 500 square metres.

## 9.2 Housing

- 9.2.1 The proposed development will provide 64 x 1-bedroom flats, 32 x 2-bedroom flats and 6 x 4-bedroom houses as shown below:

UNIT SIZE	INTERMEDIATE	SOCIAL RENT	TOTAL
1-bed	64		64
2-bed	32		32
4-bed		6	6
<b>TOTAL</b>	<b>96 (94%)</b>	<b>6 (6%)</b>	<b>102</b>

*Table 1 – Phase 1 Housing Provision*

- 9.2.2 The flats will be located within the top 16 floors of a 20-storey tower and opportunities for direct access to private open amenity space will be limited in phase 1 to a 210m<sup>2</sup> interim play area to the north of the site accessed through a pedestrian subway under the Northern Relief Road. The public communal areas

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of the development will be available when phase 2 has been completed. Accordingly, the tower is not considered an appropriate location for family housing.

9.2.3 Family housing will however be delivered in the terrace of houses and also as a significant part of the William Street Quarter Masterplan. Therefore the overall scheme should be considered when assessing this application in terms of housing provision.

9.2.4 The approximate overall housing mix of the wider William Street Quarter Masterplan (including the 102 flats proposed in the current application) is shown below:

UNIT SIZE	TOTALS	%
1-bed	185	41%
2-bed	154	34%
3-bed	64	14%
4-bed	49	11%
<b>TOTAL UNITS</b>	<b>452</b>	<b>100%</b>

*Table 2 – Overall Housing Mix*

9.2.5 The strategic target for affordable housing in the London Plan (2008) is for 50% of new housing to be affordable, and within that for 70% to be social housing and 30% to be intermediate provision. The Barking and Dagenham Local Development Framework Core Strategy Pre-submission Report Policy CC1 confirms that these targets apply to affordable housing provision in Barking and Dagenham.

9.2.6 All of the housing provided by the current application will be affordable and will comprise 6% social rented and 94% intermediate units. This should be considered as a contribution towards the tenure mix of the wider William Street Quarter Masterplan area which is shown below:

TENURE TYPE	TOTALS	%
Social rented	181	40%
Intermediate	117	26%
Market sale	154	34%
<b>TOTAL UNITS</b>	<b>452</b>	<b>100%</b>

*Table 3 – Overall Tenure Provision*

9.2.7 The overall masterplan would deliver 66% affordable units and 34% private units with a 61:39 social rent to intermediate split. While the social rent to intermediate

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split does not comply with the 70:30 aspirations of the London Plan, the Barking Town Centre Area Action Plan Preferred Options Report sets a target that 60% of new affordable housing should be socially rented and 40% should be in intermediate tenures. This approach reflects the recognition by the GLA in their latest affordable housing SPG of the need for flexibility in setting these targets and recognises the current high proportion of socially rented housing in the area relative to the rest of the Borough and the objective of creating more balanced communities and providing greater housing choice.

9.2.8 London Plan Policy seeks to prevent the loss of affordable housing when existing estates are regenerated. Paragraph 3.75 states that: “Where redevelopment of affordable housing is proposed, it should not be permitted unless it is replaced by better quality accommodation, providing at least an equivalent floorspace”. The London Plan Supplementary Planning Guidance on housing emphasises that in redeveloping affordable housing there should be no net loss. Particular concern is raised with regard to the loss of social rented housing in estate renewal. The social housing provision in the former Lintons Estate and the provision proposed in the William Street Quarter Masterplan are given below.

UNIT TYPE	FORMER SOCIAL RENTED PROVISION	PROPOSED SOCIAL RENTED PROVISION
1-bed	115 (49%)	74 (41%)
2-bed		61 (34%)
3-bed	118 (51%)	26 (14%)
4-bed		20 (11%)
<b>TOTAL</b>	<b>233</b>	<b>181</b>

Table 4 – Former and Proposed Provision of Social Rented Housing

9.2.9 The GLA expressed concern that the William Street Quarter Masterplan housing mix provides 46 social rented family units compared to 118 social rented family units in the former estate and that this represents a loss of 72 family units. In response the Council provided additional information illustrating that the former three-bed units were substantially smaller than those being provided and did not provide adequate living accommodation for families. Furthermore, a number of the units were not occupied by families. The size of the former provision and the proposed provision are given below.

	FORMER ESTATE	MASTERPLAN	+/-
3-bed	56.78m <sup>2</sup>	91m <sup>2</sup>	+34.22m <sup>2</sup>
4-bed	0	115m <sup>2</sup>	+115m <sup>2</sup>

Table 5 – Former and Proposed Family Housing Unit Sizes

9.2.10 The above tables show that while there is a drop in unit numbers, the replacement family units provide a significant improvement in space standards. The overall masterplan also includes 20 four bedroom units. The GLA has

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agreed that the overall masterplan housing mix is appropriate and acceptable providing a Grampian-style condition is imposed securing the delivery of the affordable housing element as part of the masterplan. The applicant has agreed to a clause in the S106 Legal Agreement to secure that the overall scheme will provide a tenure split and housing mix which accord with policy and this will be entered into prior to occupation of the first phase. The applicant has also agreed to a condition requiring the submission of a scheme for this phase of the development (refer to proposed Condition 33).

### **9.3 Density and Design**

- 9.3.1 London Plan Policies 3A.2 (Borough Housing Targets) and 4B.1 (Design Principles for a Compact City) outline the need for development proposals to achieve the highest possible intensity of use compatible with local context, the design principles of the compact city and Public Transport Accessibility Levels (PTAL).
- 9.3.2 The proposed application site has a PTAL of 6 (dropping to 5 in the evening) and is within an urban setting. Table 3A.2 of the London Plan provides a guidance range of 200-700 habitable rooms per hectare, or 70-260 units per hectare for a development with these attributes.
- 9.3.3 The proposed development has 2.5 habitable rooms per unit with a density of 243 units per hectare which is within the density range stated in the London Plan. The proposed masterplan has 2.95 habitable rooms per unit with a density of 181.5 units per hectare which is also within the density range stated in the London Plan. In the context of both the current application and the wider masterplan the proposal is considered to be acceptable with regard to density.
- 9.3.4 London Plan Policy 4B.1 (Design Principles for a Compact City) states that “The Mayor will ...seek to ensure that developments should: maximise the potential of sites; promote high quality inclusive design and create or enhance the public realm; contribute to adaptation to, and mitigation of, the effects of climate change; respect local context, history, built heritage, character and communities; provide for or enhance a mix of uses; be accessible, usable and permeable for all users; be sustainable, durable and adaptable in terms of design, construction and use; address security issues and provide safe, secure and sustainable environments; be practical and legible; be attractive to look at and, where appropriate, inspire, excite and delight; respect the natural environment and biodiversity, and enhance green networks and the Blue Ribbon Network; address health inequalities”.
- 9.3.5 Policy DE7 of the London Borough of Barking and Dagenham Unitary Development Plan (1996) states that the Council will consider high buildings in Barking Town Centre where they make a significant townscape contribution and where they meet appropriate design guidance as set out under this policy. Policy BP4 of the Local Development Framework Pre-submission Report (2008) states that for tall buildings to be considered acceptable they should be located in areas of high public transport accessibility; tall buildings are expected to be of the highest quality, design and layout, they should make a positive contribution to the character and amenity of the surrounding area and contribute to sustainable development.
- 9.3.6 The proposed Business Centre and residential tower have been designed to be

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read as a single entity, with the residential element comprising a tower rising from a four storey horizontal component, and continuing the articulation of this plinth vertically without interruption. The massing and alignment of the building takes its cues from the existing site lines and the building lines of the proposed William Street Quarter Masterplan.

- 9.3.7 The GLA has expressed concerns that the design of the tower is bland, overly repetitive and lacks warmth and variety in its elevations. It is accepted that the GLA may not have had all the relevant details on which to base their comments. Whilst, in overall design terms, tower developments can be repetitive this does not preclude visual interest of such development; warmth and variety will be achieved by the careful selection and use of materials. Further details have been provided since the Stage One report (also refer to proposed Condition 6).
- 9.3.8 The proposed terrace of new houses will have the character of a mews. The houses will have a strong connection to the street from front doors and kitchen corner windows. The terrace lines up with the Business Centre to the west, stepping down the scale from the podium level of the Business Centre.
- 9.3.9 The architectural design of the buildings has been informed and influenced by the environmental requirements of delivering a development with a BREEAM “excellent” rating and a Code for Sustainable Homes Level 4.
- 9.3.10 It is proposed that all of the residential units will be designed to meet Lifetime Homes Standards.
- 9.3.11 The proposed development has also been designed to ensure that it is accessible to people with disabilities and older people.
- 9.3.12 Each residential floor level of the residential tower has a mix of one and two bed units and each lobby serves six units.
- 9.3.13 Each of the proposed residential units in the tower benefits from a recessed balcony and the size of the balconies range from 4.4 square metres to 5.9 square metres. Each of the six terrace houses has a private garden with an area of approximately 35 square metres.
- 9.3.14 CABE and English Heritage’s Guidance on Tall Buildings (July 2007) states that applicants seeking planning permission for tall buildings should ensure that the following criteria are fully addressed: the relationship to the context (including natural topography, scale, height, urban grain, streetscape and built form), the effect on the historic context, the relationship to transport infrastructure, the architectural quality of the building, the sustainable design and construction of the proposal, the credibility of the design, the contribution to public space and facilities (both internal and external), the effect on the local environment, the contribution made to the permeability of the site and the wider area, and the provision of a well-designed environment (both internal and external). It is considered that the Business Centre complies with these criteria.
- 9.3.15 The proposed development is considered to be in keeping with the emerging Masterplan proposals for the Station Quarter. In particular, the proposed development will provide a high-density, high-quality low-car development which will make the most of the excellent public transport access and location in relation to shops and services.

#### **9.4 Children's Play Space Provision / Amenity Space**

9.4.1 The Mayor of London has produced Supplementary Planning Guidance "Providing for Children and Young People's Play and Informal Recreation", which provides guidance on providing for the play and recreation needs of children and young people under the age of 18 and the use of benchmark standards. This SPG highlights the need to provide adequate children's play space in new residential developments.

9.4.2 Based on the calculations provided in the SPG the applicant calculates that the development will have an approximate child yield of approximately 28 children with the following age breakdown:

<b>AGE</b>	<b>NUMBER OF CHILDREN</b>
0-4	11
5-10	10
11-15	7

*Table 6 – Phase 1 Child Yield*

9.4.3 As part of the wider Masterplan it is proposed that the play space provision for 0-4 and 5-10 year olds will be met on site.

9.4.4 Barking Park is located within walking distance (approximately 0.5 miles) and in February 2008 secured funding from the 'Heritage Lottery Fund Public Parks Initiative' for a number of improvements. The applicant suggests that given the scale and nature of improvements happening in Barking Park, the park will provide more suitable play space for the 11+ age group than that which could be provided on site. A contribution towards improving the walking route from the William Street Quarter to the park is proposed by the applicant under the Phase 2 planning application.

9.4.5 The Mayor's SPG 'Providing for Children and Young People's Play and Recreation' sets a benchmark standard of a minimum of 10m<sup>2</sup> of play space per child. On this basis, 210 square metres of dedicated playspace will be required on site for the age range 0-10.

9.4.6 Prior to the wider Masterplan play space being made available, an interim play strategy has been developed to provide space for the 0-10 year olds. There is very little space available around the Barking Business Centre, so a temporary route to an existing play space in the area north of the Northern Relief Road has been proposed. This park is approximately 2,400 square metres and the Masterplan proposes that 210 square metres of high quality play space will be provided here. This would be accessed via the existing subway through a safeguarded route. The applicant suggests that a condition is imposed relating to interim play provision, however as the proposed play area is outside the site boundary a S106 Legal Agreement is more appropriate.

9.4.7 Policy H15 of the London Borough of Barking and Dagenham Unitary Development Plan (1996) and Policy BP5 of the Local Development Framework Pre-submission Report (2008) seek to provide specific levels of amenity space

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based on the size of homes. Both policies require the provision of 20 square metres of amenity space for a one bedroom flat, 40 square metres of amenity space for a two bedroom flat, and 75 square metres for a 4 bedroom house. While Policy H15 refers to private amenity space, Policy BP5 refers to private and/or communal amenity space. Policy BP5 also states that where town centre and strategic regeneration sites are not able to provide external amenity space on site, suitable alternatives such as useable roof terraces, roof gardens and balconies should be considered.

9.4.8 Each of the proposed residential units in the tower is provided with a recessed balcony, the size of which ranges from 4.4 square metres to 5.9 square metres. Each of the proposed six terrace houses has a private garden with an area of approximately 35 square metres. This phase of the development includes a communal play area with an area of 210 square metres, although it should be noted that this play area will be off-site being situated on the other side of the Northern Relief Road and accessed by a subway. The Masterplan shows that Phase 2 of the development will include centrally located landscaped amenity areas with an overall area of approximately 2,300 square metres. It is considered that the provision of amenity space is acceptable given the central, urban location of the development.

## 9.5 Habitable Floor Area

9.5.1 Policy H16 of the London Borough of Barking and Dagenham Unitary Development Plan (1996) sets out minimum space standards. The policy requires the provision of 28.5 square metres of habitable floor area for a one bedroom flat and 40 square metres of habitable floor area for a two bedroom flat (habitable rooms are defined in the UDP as the living room, dining room and bedrooms; utility spaces such as bathrooms, kitchen and lobbies are not considered to be habitable rooms). While the policy requires the provision of 49 square metres of habitable floor area for a 3-bedroom house there is no specific figure given for the provision of habitable floor area for a 4-bedroom house.

9.5.2 The following habitable floor areas are provided by the proposal:

UNIT SIZE	NUMBER OF UNITS	HABITABLE AREA REQUIRED (SQM)	HABITABLE AREA PROVIDED (SQM)
1-bed	64	28.5	31.25
2-bed	32	40	48.75
4-bed	6	-	73.5

*Table 7 – Phase 1 Habitable Floor Areas*

9.5.3 The one and two bedroom flats are provided with significantly more habitable floor area than is required by policy. While Policy H16 provides no figure for the habitable floor area required by a 4-bedroom house, the 4-bedroom houses proposed supply almost 50% more habitable floor area than that required for a 3-bedroom house and this is considered to be acceptable.

9.5.4 Policy BP6 of the London Borough of Barking and Dagenham Local Development Framework Pre-submission Report (2008) also sets out minimum

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internal space standards. It requires 22 square metres of cooking, eating and living (CEL) area for a two person bed-space flat, 27 square metres for a 4-bedroom bed-space flat, and 36 square metres for a 7-person bed-space house. Policy BP6 also requires that aggregate bedroom areas should be no less than 7 square metres per single bedroom and 12 square metres per double bedroom and that each bedroom should have a minimum internal floor area of 6.5 square metres for a 1 person bedroom and 10 square metres for a 2 person bedroom.

9.5.5 All of the bedrooms comply with the minimum floor areas set out in Policy BP6.

9.5.6 The following CEL and aggregate bed-space areas are provided by the proposal:

UNIT SIZE	NUMBER OF UNITS	CEL AREA REQUIRED (SQM)	CEL AREA PROVIDED (SQM)	AGGREGATE BED AREA REQUIRED (SQM)	AGGREGATE BED AREA PROVIDED (SQM)
1 Bed 2P	32	22	24.8	12	11.5
1 Bed 2P	32	22	25.8	12	11.3
2 Bed 4P	32	27	29.8	24	25.6
4 Bed 7P	6	36	43.6	43	44.2

*Table 8 – Phase 1 CEL and Aggregate Bed Space*

9.5.7 While the aggregate bedroom areas of all of the one-bedroom flats is slightly below the minimum required by Policy BP6, the CEL areas provided are substantially greater than those required by policy and it is considered that this compensates for the shortfall in the bedroom areas.

## 9.6 Noise

9.6.1 A Noise Assessment was submitted with the application. A baseline noise survey was carried out at 2 locations (one close to the Northern Relief Road and one close to the railway corridor) to establish noise levels representative of the prevailing noise conditions at the site. It is pointed out that neither of these locations is within, or particularly close to, the application site but they were chosen as representative of where the highest ambient noise measurements were likely to be.

9.6.2 The report concludes that the dominant noise source at the measuring points is characterised by a mixture of road and rail noise.

9.6.3 Relating the noise levels to the noise exposure categories (NEC) set out in PPG 24 (Planning and Noise) the report states that, the worst affected boundary of the application site will fall within NEC 'C'. PPG 24 advises that in these circumstances planning permission should not normally be granted but, where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

9.6.4 The Noise Assessment states that when applying distance correction to the noise

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survey data to obtain predicted levels at the south-east boundary of the application site, the noise levels are likely to fall within NEC 'B'. PPG 24 advises that in these circumstances noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise. Based on experience from similar sites the report states that it is anticipated that with appropriate mitigation measures, in the form of double glazed windows and ventilation units, internal noise levels will not have an adverse affect on future occupants.

- 9.6.5 In the circumstances it is recommended that an appropriate condition is imposed on any planning permission granted to ensure that the internal noise environment is acceptable. This will require more detailed survey work in order to accurately predict future noise levels, particularly on the top floors of the tower. This is partly because the Northern Relief Road is rising on a bridge adjacent to the William Street Quarter Masterplan area and contains a parapet wall which shields traffic noise. Accordingly, noise propagation predictions at higher floors becomes complicated. Further information should also be sought in respect of noise levels from road traffic using Cambridge Road, which is a busy bus route. Refer to proposed Condition 17 for further details.
- 9.6.6 Construction activities have been indicated in the sustainability statement as the main source of noise associated with the development. Measures will be taken to minimise noise including the use of bored piles rather than driven piles. In addition the construction contractor will be required to adhere to the Considerate Contractor Scheme. Construction noise, including the hours of working on the site, can be controlled by the imposition of appropriate conditions if permission is granted. Refer to proposed Conditions 3, 15 and 17 for further details.

## **9.7 Environmental Sustainability**

- 9.7.1 An Environmental Sustainability Statement was submitted with the application which raises a number of environmental issues.
- 9.7.2 The site is located in a highly accessible and sustainable town centre location and makes good and efficient use of land. The Business Centre will be built to a BREEAM 'excellent' rating whilst the housing will be constructed to a minimum level of 4 of the Code for Sustainable Homes.
- 9.7.3 BREEAM is a whole building rating which addresses various environmental and health issues including energy, transport, water, materials, ecology, pollution and management aspects. Four levels of certification are possible of which 'excellent' is the highest and demonstrates a high level of environmental performance. The Code for Sustainable Homes addresses similar environmental and health categories and there are 6 levels of achievement of which 6 is the highest. Code level 3 is approximately equal to BREEAM EcoHomes level 'very good'. The proposed development will achieve a minimum of code level 4. Policy BR1 (Environmental Building Standards) of the Borough's Local Development Framework Pre-submission Report (2008) states that strategic developments (such as the application under consideration) should attain code level 4-5. If permission is granted it is recommended that appropriate conditions be imposed to ensure that the development achieves the expected environmental scores (refer to proposed Conditions 10 and 11).
- 9.7.4 Historic sources and previous site investigation data indicate that there is the potential for soil and groundwater contamination on the site. The sustainability

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statement suggests that the potential risks to people and the environment associated with these contaminant sources are generally at low levels. However, there are certain sources which do present potentially significant risks requiring further investigatory work. As such, if permission is granted an appropriately worded condition requiring the submission of a full contaminated land assessment and remediation strategy will be required (refer to proposed Condition 7).

- 9.7.5 The major issue regarding air quality is considered to be emissions from the combustion of fossil fuels to provide heat and power for the development. A Combined Heat and Power Plant which burns gas is provided on the ground floor of the Business Centre to provide energy for both phases of the scheme. The localisation of the power plant minimises energy losses associated with the transmission of electricity and the use of heat energy produced as a result of electricity generation for heating further increases energy efficiency. The Combined Heat and Power Plant will preclude the use of energy produced by Barking Power Station which, because of the inefficiencies described above, would be significantly polluting to the atmosphere. As a result, the scheme would be significantly less atmospherically polluting than one using conventional sources of electricity.
- 9.7.6 The building has been carefully designed to ensure that the materials of construction are sustainable. The environmental impact of the use of concrete is reduced by introducing low impact admixtures such as fly ash and recycled aggregates; timber will be specified to be Forestry Stewardship Council certified or reused wherever possible; The Green Guide to specification will be used to inform specification and fit out choices; sourcing of major building elements and finishing elements will be carried out through checking of chain of custody procedures and environmental management systems; pre-fabrication will be maximised - for example, bathrooms within the residential tower will be bathroom pods.
- 9.7.7 The contractor for the project will also be required to develop and implement a site waste management plan during construction (refer to proposed Condition 15). The Business Centre building offers sufficient space for the collection of waste and recyclables to meet the requirements of the Code for Sustainable Homes and BREEAM credits and follows the advice set out in Planning Advice Note 3 on refuse and recycling provisions. Sufficient space is provided inside each flat for the storage of recyclables and residual waste. The presence of balconies in every dwelling will offer residents the possibility to have a composting bin to compost their kitchen waste. A site-wide composting facility is planned for the wider William Street Quarter development.

## **9.8 Energy**

- 9.8.1 The proposed development will save approximately 74 tonnes of CO<sub>2</sub> per annum in comparison to a development meeting minimum building regulation standards. This is achieved passively by: insulation of walls and windows; detailing to increase air tightness and reduce thermal bridging; high efficiency lighting; lighting controls in commercial areas; maximising natural ventilation through the built form; using exposed concrete at ceiling level to provide thermal mass and thus reduce summer overheating. Carbon emissions are then further reduced by the installation of a community heating network with heat provided by a Combined Heat and Power engine. This saves carbon by simultaneously producing heat and energy at a high efficiency. Finally, electricity is produced

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through micro-generation by the installation of approximately 100m<sup>2</sup> of photovoltaics at the upper roof level.

9.8.2 A community heating scheme is proposed as part of the Barking Town Centre Energy Action Area, to serve the town centre. While the timeline and details of the scheme are still to be decided, the proposed Business Centre development will play a key role in enabling the wider strategy subject to viability.

## **9.9 Inclusive Access**

9.9.1 An access statement was submitted with the application and it is this on which the comments of the Access Officer reported above were based.

9.9.2 All of the housing units within the scheme will be designed to Lifetime Homes standards. One Blue Badge car parking space is provided for the 6 terrace houses. It has been agreed with the applicant that a condition would be imposed on any planning permission granted that requires the provision of a total of 4 Blue Badge car parking spaces for the Business Centre and tower (refer to proposed Condition 23).

9.9.3 The residential units have generally been designed to a generous internal size which should assist accessibility. A total of 10 of the units in the residential tower have been specifically designated as wheelchair housing units. These comprise four flats on each of the 4<sup>th</sup> and 5<sup>th</sup> floors, and two on the 6<sup>th</sup> floor. The flats are numbers 1, 3, 4, 6, 7, 9, 10, 12, 13 and 15 and comprise a mixture of sizes (5 one-bedroom and 5 two-bedroom units) to provide choice. With regard to the terrace houses, one will be wheelchair accessible. Overall this constitutes 10.78% of the overall number of residential units. This exceeds the quantum required under Policy 3A.5 of the London Plan (2008).

9.9.4 If permission is granted it is recommended that appropriate conditions be imposed to ensure that the homes are built to Lifetime Homes / Wheelchair Housing specifications (refer to proposed Conditions 9 and 12).

9.9.5 The Business Centre and café have also embraced the principles of inclusive design and will be fully accessible.

## **9.10 Transport Matters**

9.10.1 The Business Centre and residential units above it are car-free (except for four Blue Badge car parking spaces) due to the excellent public transport accessibility of the site which has a PTAL of 6 (reducing to 5 in the evenings). One car parking space is provided for each of the six family houses.

9.10.2 Policy BR9 of the London Borough of Barking and Dagenham Local Development Framework Pre-submission Report (2008) identifies Barking Town Centre as an area suitable for car-free housing development. Policy 3C.23 of the London Plan (2008) also seeks to ensure that car parking provision is the minimum necessary. The proposal is considered to be in accordance with these policies.

9.10.3 The closest bus stops to the application site are located outside Barking Station. Barking Station, which provides both underground and rail services, is highly accessible to the site being within a 5-10 minute walk.

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9.10.4 The application proposes 108 cycle parking spaces for the residential element and 40 spaces for the Business Centre. A single shower is provided on the first floor of the Business Centre.

9.10.5 Servicing of the Business Centre will be from the rear where a dedicated parking space is provided on the new access road which also provides access to the parking for the terrace houses. In phase 2 of the development this road will also provide access to one of the two homezones proposed by the Masterplan.

9.10.6 The principal entrance to the Business Centre would be from the Cambridge Road frontage. This entrance would be visible for those approaching the site along Cambridge Road from the Barking Station area. The entrance to the residential tower is separate and is from the Linton Road frontage.

## **9.11 Section 106 / Planning Obligations**

9.11.1 The Corporation has developed a Planning Obligations Community Benefit Strategy. This is to ensure that developments contribute financially and in kind towards the infrastructure that is needed in the London Thames Gateway area to support the developments that are coming forward for planning approval.

9.11.2 The Planning Obligations Community Benefit Strategy places the site in an area which should recover a discounted standard charge of £6,000 per residential unit. This equates to £612,000 in respect of the proposed application. The Corporation's Strategy also provides for recapturing the discount as sales values rise and also allows for off setting certain monies if benefits are provided on site. In this instance, consideration is being given to the business space, the high level of affordable housing and community benefits in the second and main phase of the development. The applicants have asked that the Strategy's requirements be assessed against the overall development of the site. Negotiations are continuing on these requirements which also need to take into account the current economic situation with regard to values and how any uplift in the future can be captured.

9.11.3 A S106 Legal Agreement should also secure the following:

- The housing mix of both phases of the Masterplan.
- Affordable housing provision.
- The delivery of the 210m<sup>2</sup> of play space to the north of the application site.
- The employment of local labour and ensure that small and medium sized local businesses benefit from the development on the site.
- Prevent residents from applying for parking permits.
- The implementation of a Travel Plan.
- A Section 278 agreement to renew and reinstate footways surrounding the site.
- The provision of a connection from the Combined Heat and Power Plant to Roycraft House.

## **10. CONCLUSION AND REASONS FOR APPROVAL**

10.1 The proposed development is the first phase of the redevelopment of the former Lintons Estate (now known as the William Street Quarter), which together with phase 2 will provide significant regeneration benefits for Barking Town Centre.

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- 10.2 The principle of the uses is considered acceptable and in keeping with the relevant Borough and London Plan policies.
- 10.3 The proposed development will provide 64 x one-bedroom flats, 32 x two-bedroom flats, and 6 x 4-bedroom terrace houses. All of the flats will be intermediate tenures and all of the houses will be social rented. This should be seen as a contribution to the overall William Street Quarter Masterplan which would deliver 66% affordable units and 34% private units with a 61:39 social rent to intermediate split. While the percentage of affordable housing provided by the Masterplan exceeds the policy objectives of the London Plan and the Barking and Dagenham Local Development Framework Pre-submission Report (2008), the social rent to intermediate split does not comply with their 70:30 aspirations. However, the proposed mix is supported by the emerging Barking Town Centre Area Action Plan.
- 10.4 The proposed density of the development complies with Policy 3A.2 of the London Plan (2008) and is considered acceptable.
- 10.5 The proposed design is also considered to be acceptable and in keeping with the emerging Masterplan proposals for the 'Station Quarter'. In particular, the proposed development will provide a high-density, high-quality development which will make the most of the excellent public transport access and location in relation to shops and services.
- 10.6 The environmental sustainability and energy proposals for the development are also considered to be acceptable and in keeping with the relevant Borough and London Plan policies.
- 10.7 It is recommended that the application is approved.

## **11. RECOMMENDATION**

That the application be delegated to the Director of Planning to APPROVE subject to:

- (1) any direction from the Mayor of London, and
- (2) the conditions listed below (with any amendment that might be necessary up to the issue of the decision), and
- (3) delegation to the Director of Planning of the completion of a S106 Agreement securing compliance with the requirements of the Community Benefit Strategy; establishment of overall housing mix; affordable housing; play space provision; securing the establishment of local labour and business agreements; preventing residents from applying for parking permits; the implementation of a Travel Plan; a CHP connection to Roycraft House; and a Section 278 agreement, all as outlined at paragraph 9.11 (above).

## **12. CONDITIONS AND REASONS**

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

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**Reasons:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by S51 of the Planning and Compulsory Purchase Act 2004).

2. All works are to be completed in accordance with Drawing Numbers: MLA/236/P/001, MLA/236/P/002, MLA/236/P/003, MLA/236/P/004, MLA/236/P/005, MLA/236/P/006, MLA/236/P/007, MLA/236/P/008, 139-A-P-100-10 Rev A, 139-A-P-100-11 Rev A, 139-A-P-100-12 Rev A, 139-A-P-100-13 Rev A, 139-A-P-100-14, 139-A-P-100-15, 139-A-P-100-30, 139-A-P-110-01, 139-A-S-200-01, 139-A-S-200-02, 139-A-S-200-03, 139-A-S-200-04, 139-A-S-300-01, 139-A-S-300-02, 139-A-S-300-03, 139-A-S-300-04, 139-A-S-300-05, 139-A-S-300-06, 139-A-S-300-07, 139-A-D-400-01, and OX4519-2-101 Rev ER3. No further drawings apply, unless otherwise approved in writing by the Local Planning Authority.

**Reasons:** To ensure that the development is undertaken in accordance with the approved drawings, and to protect the local amenity with regard to Policy 4B.1 of the adopted London Plan. The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with those details as approved.

3. 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.

**Reasons:** 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 G36 of the Unitary Development Plan.

4. No development shall commence until a scheme specifying the provisions to be made to control noise and dust emanating from the site during construction works has been submitted to and approved in writing 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, 1997 and Part 4, 1997 and any subsequent amendments.

**Reasons:** To ensure that the proposed construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with Policy G36 of the Unitary Development Plan.

5. The development shall not be occupied until details of the refuse enclosure for the Business Centre showing the design, location and external appearance have been submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be provided before the commencement of the use and thereafter permanently retained.

**Reasons:** To provide satisfactory refuse storage provision in the interests of the

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appearance of the site and locality and in accordance with Policy G32 of the Unitary Development Plan.

6. No development above ground level shall commence until details/samples of all facing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority and no facing materials shall be used except those so approved. Such details shall clearly demonstrate that the materials are from a sustainable source, as appropriate, to assist compliance with Conditions 10 and 11.

**Reasons:** To safeguard the appearance of the development and in accordance with Policy DE1 of the Unitary Development Plan.

7. No development shall commence until a contaminated land assessment and associated remedial strategy, together with a timetable of works, has been submitted to the Local Planning Authority for approval:
  - a) The contaminated land assessment shall include a desk study to be submitted to and approved in writing by the Local Planning Authority. 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. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site.
  - 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 approved in writing by the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. 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 agreed in writing 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

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from the site.

**Reasons:** 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.

8. No development above ground level shall commence until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

**Reasons:** In the interests of enhancing security and safety and in accordance with Policy DE6 of the Unitary Development Plan.

9. 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).

**Reasons:** To ensure that accessible housing is provided in accordance with Policy 3A.5 of the adopted London Plan.

10. No development above ground level shall commence until the applicant has provided to the Local Planning Authority the Code for Sustainable Homes site registration number which will set out the level that the development is aiming to achieve and the code's requirements for the developer as issued by the BRE. The scheme will seek to achieve a minimum of code level 4. Once the notional SAP ratings for the development are known a design stage certificate must be submitted to the Local Planning Authority verifying the code level that will be achieved. The scheme should achieve a minimum of code level 4. A post construction certificate stating that the residential units have achieved a minimum code level rating of 4 shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any residential unit unless otherwise agreed in writing by the Local Planning Authority.

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

11. No development above ground level shall commence until the applicant has provided to the Local Planning Authority for approval an independently verified EcoOffices 2006 report that achieves an 'excellent' rating with certification. The approved scheme shall then be provided in accordance with these details. A certificated EcoOffices 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 unless otherwise agreed in writing by the Local Planning Authority.

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**Reasons:** To ensure that the proposed office units are designed in an environmentally sustainable manner and in accordance with Policy 2A.1 of the adopted London Plan.

12. One of the proposed terrace houses and ten of the proposed flats (5 one bedroom and 5 two bedroom) shall be constructed to wheelchair housing standards in accordance with the publication 'Wheelchair Housing Design Guide, Second Edition, produced by Stephen Thorpe and Habinteg Housing Association'.

**Reasons:** To ensure that accessible housing is provided in accordance with Policy 3A.5 of the adopted London Plan.

13. No development above ground level shall commence until details of the photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved photovoltaic panels shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

**Reasons:** In the interests of promoting renewable energy in accordance with Policy 4A.7 of the adopted London Plan.

14. A detailed specification of the proposed boiler plant and layout of the boiler room, including the provisions made for interconnecting pipework to link into the Borough's proposed district heating system for Barking Town Centre, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been installed. As, and when, the district heating system is operable the scheme shall be linked into it unless otherwise agreed in writing by the Local Planning Authority.

**Reasons:** In the interests of promoting heating networks in accordance with Policy 4A.5 of the adopted London Plan.

15. No development shall commence until a Construction Management Plan incorporating details of the sourcing of materials and waste management has been submitted to and approved in writing by the Local Planning Authority. Once approved this plan shall be adhered to throughout the construction period.

**Reasons:** In the interests of ensuring sustainable construction practices and in accordance with Policy G31 of the Unitary Development Plan and Policy 2A.1 of the adopted London Plan.

16. No development above ground level shall commence until details of the cycle parking facilities shown on Drawing Number 139-A-P-100-10 Rev A have been submitted to and approved in writing by the Local Planning Authority. The submission should include details of the security, monitoring, and access arrangements for the cycle parking facilities. The development shall not be occupied until the approved details have been implemented. Thereafter, the approved cycle parking facilities shall be permanently retained.

**Reasons:** In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with Policy T19 of the Unitary Development Plan.

17. A noise survey to assess ambient noise levels at the application site together with details of sound insulation measures to the premises shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved sound insulation measures have been carried out. Where additional ventilation is required, details of the type and specification of the ventilation shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

**Reasons:** To minimise the transmission of noise and vibration and thereby safeguard the amenity of occupiers of the building in accordance with Policy G36 of the Unitary Development Plan.

18. No development shall commence until details of the surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.

**Reasons:** To prevent the increased risk of flooding to third parties, to the site itself, to improve water quality and enhance biodiversity and in accordance with Policy G34 of the Unitary Development Plan.

19. The development shall not be occupied until details of a scheme detailing water efficiency measures within the development have been submitted to and approved in writing by the Local Planning Authority.

**Reasons:** There is a high demand for limited water resources in the area and there is a need to manage water use wisely to meet the needs of society and the environment and in accordance with Policy 4A.16 of the adopted London Plan.

20. Details of the proposed green roofs and a schedule for their maintenance shall be submitted to and approved in writing by the Local Planning Authority. The primary purposes of the green roofs will be to promote biodiversity and to reduce storm water run-off. The green roofs, as approved, shall be installed in advance of occupation of the development and subsequently maintained as per the approved schedule.

**Reasons:** In the interests of reducing the impact of the development on the mains drainage system, enhancing the insulation of the buildings, and contributing to biodiversity and improved air quality, and in accordance with Policies DE9 and G46 of the Unitary Development Plan.

21. The use of the ground floor café shall not be commenced until details of the extract ventilation system and odour control equipment, including details of any ducting and measures to control noise and vibration, have been submitted to and approved in writing by the Local Planning Authority and the equipment so approved has been installed. Such approved equipment shall thereafter be operated at all times when

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cooking is carried out and maintained in accordance with the manufacturer's instructions. The ducting shall be removed when the authorised use of the premises for the sale of hot food ceases.

**Reasons:** To safeguard the appearance of the premises and minimise the impact of cooking smells and odours in accordance with the requirements of Policy S8 of the Unitary Development Plan.

22. The terraced houses shall not be occupied until the access area to the west of the six parking spaces has been marked out "NO PARKING – FIRE BRIGADE ACCESS ONLY ".

**Reasons:** To satisfy the operational needs of the Fire Brigade and thereby ensure the safety of the occupiers of the premises in accordance with Policy DE6 of the Unitary Development Plan.

23. No development shall take place above ground level until a scheme showing the provision of 4 Blue Badge car parking spaces on Linton Road for residents/users of the Business Centre building has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented prior to the occupation of the Business Centre building and thereafter permanently retained.

**Reasons:** To ensure satisfactory access to the development for disabled persons in accordance with Policies E4 and T17 of the Unitary Development Plan.

24. No development shall take place above ground level until a scheme showing the provision of a refuse servicing area on Linton Road has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented prior to the occupation of the Business Centre building and thereafter permanently retained.

**Reasons:** To ensure satisfactory servicing of the residential bin store in terms of highway safety in accordance with Policy G31 of the Unitary Development Plan.

25. No development shall take place above ground level until a scheme showing those areas to be hard landscaped and the details of that hard landscaping, including the provision of 10 cycle parking spaces at the front of the Business Centre, has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented prior to the occupation of the development and thereafter permanently retained.

**Reasons:** In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with Policy T19 of the Unitary Development Plan, and to ensure that the development is satisfactorily landscaped in order to improve the visual appearance of the area.

26. No development shall take place above ground level 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

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and hedgerows on the site and details of those to be retained.

**Reasons:** To safeguard and improve the appearance of the area and to comply with Section 197 of the Town and Country Planning Act 1990.

27. The landscaping scheme as approved in accordance with Condition No. 26 shall be carried out in the first planting and seeding seasons following the occupation of the buildings 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.

**Reasons:** To secure the provision and retention of the landscaping in the interests of the visual amenity of the area in accordance with Policy DE17 of the Unitary Development Plan.

28. No development shall take place above ground level until details of the vehicular access and servicing arrangements, including tracking plans indicating that vehicles may enter and leave the servicing area, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved servicing area and vehicular access have been implemented.

**Reasons:** To ensure that satisfactory provision is made for vehicles servicing the site in the interests of highway safety.

29. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

**Reasons:** To protect controlled waters.

30. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reasons:** To protect controlled waters.

31. Before the development is occupied a communal satellite system shall be provided and this shall be available to each occupier of the phase 1 development. No satellite dishes may be installed on the exterior of the building, with the exception of a roof mounted dish providing the communal system.

**Reasons:** The installation of satellite dishes on the building would be harmful to the character and appearance of the building and contrary to the objectives of Policy DE1 of the Unitary Development Plan.

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32. The car parking area indicated on Drawing No. MLA/236/P/003 shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers of the mews and their visitors and not used for any other purpose.

**Reasons:** To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic on the adjoining highway.

33. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:

1. The number, type and location of the affordable housing provision to be made;
2. The timing of the construction of the affordable housing;
3. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
4. The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.

**Reasons:** To comply with Policies 3A.9 and 3A.10 of the adopted London Plan.

34. No development shall take place above ground level until a detailed scheme for the areas proposed for adoption and the management of on-street parking, including how the costs of implementing the appropriate traffic orders are met, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the scheme, as approved, has been implemented and any necessary legal agreements put in place.

**Reasons:** To ensure that satisfactory provision is made for maintenance of the site and in the interests of highway safety.

### 13. INFORMATIVES

1. In the event that during construction, craneage or scaffolding is required at a higher elevation than that of the planned development, then their use must be subject to separate consultation with London City Airport. It is also advised that the attention of crane operators be brought to the British Standard Code of Practice for the safe use of cranes, British Standards Institute 7121: Part 1: 1989 (as amended).

**CASE OFFICER:** Adele Williamson

**Appendix 1:** Site Location Plan

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**Appendix 2:** Proposed Floor Plans

**Appendix 3:** Proposed Elevations

**Appendix 4:** Proposed Sections