

PLANNING COMMITTEE MEETING: 14th May 2009

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

UDC CASE NUMBER:	LTGDC-08-175-FUL	DATE MADE VALID:	19/01/2009
APPLICATION NUMBER:	08/00887	TARGET DATE:	

APPLICANT:	Barking Riverside Ltd
AGENT:	Barton Willmore Planning Partnership
PROPOSAL:	Section 73 application to vary conditions 4, 5, 8, 11, 17 and 38 attached to Outline Planning Permission granted on 7 th August 2007 ref 04/01230.
LOCATION:	Barking Riverside, Barking Reach, Renwick Road, Barking, Essex

1. SUMMARY

- 1.1 The London Borough of Barking and Dagenham (LBBD) granted planning permission on 7th August 2007 for a mixed use development on this site. This is a Section 73 (S73) application that seeks to vary six conditions attached to that consent. Specifically they are seeking to vary the proposals for the general layout and framework; density; ground levels and building scale and to change the wording of the conditions relating to the riverside and wetland buffer zones and footways/cycleways. The amendments do not fall within Schedule 1 or 2 of the EIA regulations and an Environmental Statement is therefore not required to be submitted.
- 1.2 Four planning applications have also been made submitting details required for a number of conditions including the Sub Framework Plans and Reserved Matters. These applications will be the subject of a separate Committee Report and are on the agenda for the 11th June Committee meeting. An updated Environmental Statement has been submitted with these applications, which takes account of all the changes proposed in this application.
- 1.3 Article 1(3) of the Mayor of London Order, 2008, states that the provisions of the Order do not apply to a S73 application where the original application was made before 6th April 2008. This application is therefore not referable to the Mayor.
- 1.4 The amended proposals have been assessed against the London Borough of Barking and Dagenham's (LBBD) saved planning policies contained within the

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Unitary Development Plan (1996) (UDP 1996), associated Supplementary Planning Guidance, the emerging Local Development Framework Documents and against the London Plan consolidated with alterations since 2004 and Government Planning Policy Guidance:

- a) The proposals are in line with the Mayor and Council's policy, as well as government guidance, which seek to maximise the development potential of sites. As such, the development complies with policy 3A.3 of the London Plan, which seeks to ensure this;
- b) The building heights and increases in ground level are acceptable and in line with policies 4B.1, 4B.2, 4B.6 and 4B.10 of the London Plan and policies Policy H15 of LBBD's UDP and Policy CM1 of LBBD's Core Strategy Pre-Submission Report;
- c) The density is acceptable and is in line with policy 3A.3 of the London Plan and Policy BP10 of the London Borough of Barking and Dagenham's Borough Wide Development Policies Pre-Submission Report (November 2008);
- d) The proposed land uses and their location are considered acceptable and in line with the site's designation for a residential led mixed use development within the adopted UDP and emerging LDF documents; and
- e) There are no adverse impacts that cannot be satisfactorily covered by condition or legal agreement.

1.5 The approval of this permission effectively grants a new planning consent. As such the existing S106 agreement will not, without amendment, bind the new planning consent, hence it will need to be varied to ensure that it is binding on the new planning consent. The intention is for the same S106 legal agreement that was signed for the outline planning permission to be rolled forward with this S73 planning approval (with minor updates if necessary). This original S106 covers a range of issues and the main ones can be found in section 9.

1.6 It is therefore recommended that the application be delegated to the Director of Planning to approve subject to:

- Conditions as detailed in section 12; and
- The negotiation and completion of a S106 legal agreement that is based on the original S106 legal agreement, making sure that it binds in the new planning permission that will result from this application.

2. SITE AND PROPOSAL

2.1 The 179.3 hectare site occupies a large area of brownfield land in the south-western part of the London Borough of Barking & Dagenham with a 2km frontage to the River Thames. It is located to the south of the A13 and north of/adjacent to the River Thames. The site is irregular in shape and has maximum dimensions east to west of 2.2km and north to south 1.1km.

2.2 Barking Riverside is bounded to the north west by the existing residential development known as Great Fleete (phase 1a for the Barking Reach development) and further west the Thames View estate. Phase 2a of the Barking Reach development bounds the site on the western side of Renwick Road.

2.3 Commercial and industrial areas bound the site at the north western corner on Thames Road, the western boundary at the Creekmouth Industrial Estate on River Road, the eastern boundary at the Dagenham Dock Industrial Area (including the

SIP). Safeguarded wharves are located adjacent to the site in the south eastern corner in River Road and the south western corner in Dagenham Dock.

- 2.4 The Thames foreshore area is designated as a site of metropolitan importance for nature conservation. The eastern boundary of the site includes the Goresbrook watercourse which is designated as a site of borough importance for nature conservation. The north eastern boundary for the site includes the Ship & Shovel sewer which links to the Goresbrook and is classified as a site of Borough importance for nature conservation. The 6 hectare Ripple Nature Reserve is located in between phase 2a of the Barking Reach development and the Renwick Road switching station.
- 2.5 Two roads cross the site: Renwick Road passes north to south through the centre of the site before changing to a south westerly alignment and linking into River Road in the west. Choats Road passes through the north eastern part of the site linking Renwick Road to Dagenham Dock. Footpath no. 47 also passes through the site, starting at the southern end of Renwick Road and crossing the site in a south easterly direction to emerge at the Thames frontage to the east of the jetty. The footpath then follows the foreshore in an easterly direction before turning north on the eastern side of the Goresbrook. The footpath then turns eastwards again passing through Dagenham Dock to the A1306.
- 2.6 The approved remediation works have recently been completed across the entire site. The site is therefore largely open land some 2-4m above the level of Renwick Road. The former Renwick Road landfill site forms the eastern part of the site covering some 26 hectares.
- 2.7 There are three temporary uses on site - Dagenham Sunday Market, located on the former power station site to the south western of the site (within Stage 4); the construction recycling plant to the south of the site (on the boundary of stage 2 and 4); and the two storey Barking Riverside project office located off Renwick Road fronting the River Thames.
- 2.8 The Renwick Road switching station and compound site totalling 5.5 hectares in area is located to the western side of Renwick Road close to the centre of this site and does not form part of this application.
- 2.9 Planning permission was granted by the London Borough of Barking and Dagenham (LBBD) on 7th August 2007 for a mixed use development and this application seeks to vary the following conditions on that consent:
- **4 (general layout and framework)** – As the detailed design has progressed there have been amendments to the approved general layout as follows:
 - The secondary school is being relocated from zone 2.31 in stage 1 to zone 1.21 in stage 2.
 - The location that the East London Transit (ELT) enters the site has changed.
 - The extent of residential development within zone 2.11 has increased.
 - The extent of surface water attenuation areas within the public open space to the north of stage 2 has been refined.
 - Some retail floorspace has been moved from the district centre to ground floor retail units within zone 1.31.
 - The former city farm has closed since the outline planning permission was granted, therefore this part of the site now comprises an all weather pitch

and the city farm is being relocated to Stage 3.

- **5 (average density)** – The overall number of units within the stages remains as defined in the approved documents, however the densities have altered within stages 1 and 2, decreasing in some plots and increasing in others .
- **8 (ground levels)** – Ground levels have been adjusted in zones 2.11 and 2.12 in stage 1. Other changes are proposed within SFP1 in order to accommodate a proposed road, to avoid replacement of buried cables beneath River Road and to avoid excavation into the Pulverised Fuel Ash. In SFP2 changes are proposed to avoid replacement of buried cables beneath Renwick Road.
- **11 (building scale)** – The overall number of units within the stages remains as defined in the approved documents, however, maximum storey heights have altered within stages 1 and 2, decreasing in some plots and increasing in others.
- **17 (riverside and wetland buffer zones)** – The application seeks to remove the trigger requirement that these details are submitted prior to the submission of the sub framework plans. The proposal is that these details be submitted prior to approval of the first sub framework plan.
- **38 (footways/cycleways)** – Changes are proposed to the alignment of the main cycle route along with an amendment to the condition to allow any further changes to be agreed in writing with the Local Planning Authority.

3. MAIN ISSUES

3.1 The main issues that must be considered are:

- New school location
- New ELT route entrance into the site
- Changes to extent of zone 2.11
- Changes to the extent of surface water attenuation areas within public open space
- The move of some retail floorspace to zone 1.31
- Location of city farm
- Amended density in certain parts of the site
- Amended ground levels in certain parts of the site
- Amended building scale in certain parts of the site
- Timing of submission of riverside and wetland buffer zone details
- Alignment of main cycle route and changes to wording of condition 38

4. RELEVANT SITE HISTORY

4.1 There are two relevant applications connected to this development:

- 93/00043/TP – approval was granted on 4th January 2004 for the: “Use of approximately 370 acres (149 hectares) for the deposition of category A fill material in connection with use for residential and associated development”. This application did not include the former Renwick Road landfill site or the former power station foundations;
- 04/01230 - Hybrid planning permission was granted on 7th August 2007 for outline planning permission with all matters reserved except for strategic landscaping for: “Development comprising or to provide a mixed use development for up to 10,800 residential dwellings and in addition up to 65,600 sq.m. of built floorspace for retail uses (classes A1 to A3), business premises

(Class B1), hotel (Class C1), communal care home and other residential institutions (Class C2), sui-generis live work units, community and social facilities (Classes D1 and D2) (for uses such as libraries, primary health care facilities, places of worship and assembly, community facilities, crèche and pre-school facilities, care facilities for the young, old and/or infirm, sport and leisure development). In addition, development will also provide: one secondary school of up to 8 forms of entry (with maximum gross site area of 44,585 sq.m.) including ancillary accommodation and facilities plus a sports field up to 14,313 sq.m. (gross site area; up to 2 no.; up to 3-form entry primary schools (with a maximum gross site area of 15,000 sq.m each). Additional educational accommodation (Class D1) is also to be provided in the form of an ecology centre of up to 250 sq.m. and in addition, a maximum of two multi storey car parks to provide for 1000 spaces in total. Such development to include the remediation of the former Renwick Road landfill site and former power station foundations, and the continuation of the remediation of the remainder of the site in accordance with the principles established by the 1994 permission (LPA Ref. TP/43/93) to provide for revised ground contours and development platforms, strategic landscape and works to create new and improved/retained ecological reserves, retention of city farm, open space (including parks, play spaces, promenades and piazzas, formal and informal play space), laying out and/or improvement of alteration to existing service infrastructure (to include the laying of foul and surface drainage infrastructure and water attenuation), new and alteration to existing vehicular and pedestrian access and routes, diversion of existing statutory footpath no. 47, works to existing river wall, bund and flood defences, alterations to existing T jetty and coal wharf. Ancillary engineering and other operations. All such development shall accord with the Application Plans and Development Parameters Schedule.”

5. CONSULTATIONS/NOTIFICATIONS

5.1 Four planning applications have also been made submitting details required for a number of conditions including the Sub Framework Plans and Reserved Matters. A number of detailed comments have been made regarding these specific applications from key stakeholders including the Environment Agency, Transport for London, Natural England, the Port of London Authority, LB Bexley, LB Greenwich, LB Newham, LB Redbridge, Thames Water, Ramblers Association, the Highways Agency, Barking Riverside Design Panel. Comments have also been received from LBBD officers within the Children’s Services Department, School Estate and Organisation Group, Children’s Policy and Trust Commissioning Team and the Housing Strategy Team, the Environment Sustainability Team and the Climate Change Team.

5.2 The comments raised by the stakeholders above are mainly focused on the other four submitted applications and not to this S73 application, however where comments have relevance to this S73 application they have been highlighted below. All planning issues raised are addressed in section 9 below.

- Letter from Highways Agency - 12th February confirming that they have no objection to this application.
- Letter from LB Bexley - 8th February confirming that they have no objection to the proposals.
- Letter from LB Redbridge - 25th February confirming that they support the principle of the scheme and do not wish to make any comments on the

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applications.

- Email from LBBB School Estate and Organisation Group on 6th March confirming support for the application and highlighting the need for the provision of these schools at certain trigger points as per the S106.
- Letter from LB Greenwich - 9th March confirming that they raise no objections.
- Letter from Thames Water - 13th March stating that five plots within Stage 1 are likely to be affected by odour issues from their Beckton Sewage Works site. This will only occur if Thames Water are unable to carry out abatement works to be funded and agreed by OFWAT.
- Letter from the Environment Agency - 17th March confirming that they are satisfied with the proposed variation of conditions 4, 5, 8, 11, 17 and 38.
- Letter from the PLA - 20th March objecting to the applications due to the location of the site close to three safeguarded wharves and their concern regarding potential noise & vibration, dust/air quality and lighting disturbance.

5.3 Site Notice Expiry: 24/02/2009

5.4 Press Notice Expiry: 25/02/2009

5.5 Neighbour Notification: 27/02/2009

6. REPRESENTATIONS

6.1 Consultation letters were sent to 4066 nearby residents and businesses on 28th January 2009. This included all the residents on the Thamesview Estate, Great Fleete area, businesses on River Road, Rippleside Industrial area and the Dagenham Dock Industrial area.

6.2 The following six local groups were consulted on 9th February 2009: A13 South Regeneration Sub-Group; Scrattons Farm Residents Association; Triumph, Alderman & Havering Tenants & Residents Association; Great Fleete Residents Group; and the Thames Ward Neighbourhood Manager.

6.3 Consultation was carried out with 54 statutory organisations on 6th February 2009 and 28 LBBB officers on 9th February 2009.

6.4 Invitations were sent to 4066 nearby residents and businesses on 13th March 2009 to consultation events on 28th March 2009. There was an exhibition in Vicarage fields from 9-12.30pm and at the Sue Bramley centre on the Thamesview Estate from 2-5pm. LBBB and LTGDC officers were in attendance at both exhibitions along with representatives from the applicant to provide an update on the applications and answer any questions. Approximately 84 people were spoken to at the morning session and 20 people attended the afternoon session. Six comments cards were returned raising the following points. All planning issues raised are addressed in section 9 below.

- Questions regarding future use of city farm site;
- Concern regarding use of footpath to rear of existing residential properties on Spinnaker Close; and
- Questions regarding phasing and length of time for construction.

6.5 Two letters were received from adjacent businesses and residents as follows:

- Resident of Thamesview Estate enquiring about demolition works and cost of

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- construction work as they work on these projects; and
- Consultants acting for Barking Power Ltd to check whether the development will impact their client's use of any land in constructing an extension to Barking Power Station.

Individual Comment: 8

Objecting:

Supporting:

Petition: 0

7. RELEVANT PLANNING POLICY

7.1 National Planning Policy Guidance

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS9 – Biodiversity and Geological Conservation

PPS10 – Planning for Sustainable Waste Management

PPG13 – Transport

PPG16 – Archaeology and Planning

PPG17 – Planning for Open Space, Sport and Recreation

PPS22 – Renewable Energy

PPS23 – Planning and Pollution Control

PPG24 – Planning and Noise

PPG25 – Development and Flood Risk

7.2 The London Plan Spatial Development Strategy for Greater London Consolidated with Alterations since 2004 (London Plan February 2008)

Policy 2A.1 – Sustainability Criteria

Policy 2A.2 – Spatial strategy for development

Policy 2A.7 – Areas for Regeneration

Policy 2A.9 – The Suburbs: supporting sustainable communities

Policy 3A.1 – Increasing London's Supply of Housing

Policy 3A.2 – Borough Housing Targets

Policy 3A.3 – Maximising the potential of sites

Policy 3A.5 – Housing Choice

Policy 3A.6 – Quality of new housing provision

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 Private Residential & Mixed-Use Schemes

Policy 3A.18 – Protection & Enhancement of Social Infrastructure & Community Facilities

Policy 3A.21 – Locations for health care

Policy 3A.24 – Education facilities

Policy 3A.28 – Social and economic impact assessments

Policy 3B.1 – Developing London's Economy

Policy 3C.1 – Integrating Transport and Development

Policy 3C.2 – Matching development to transport capacity

Policy 3C.3 – Sustainable Transport in London

Policy 3C.4 – Land for transport

Policy 3C.11 – Phasing of transport infrastructure provision and improvements

Policy 3C.13 – Improved Underground and DLR services

Policy 3C.14 – Enhanced bus priority, tram and busway transit schemes

Policy 3C.20 – Improving conditions for buses

Policy 3C.21 – Improving Conditions for Walking

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Policy 3C.22 – Improving Conditions for Cycling
Policy 3C.23 – Parking Strategy
Policy 3D.8 – Realising the value of open space and green infrastructure
Policy 3D.13 – Children and young people’s play and informal recreation strategies
Policy 3D.14 – Biodiversity and nature conservation
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.11 – Living Roofs and Walls
Policy 4A.13 – Flood risk management
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.1 – Strategic importance of the Blue Ribbon Network
Policy 4C.2 – Context for Sustainable Growth
Policy 4C.3 – The natural value of the Blue Ribbon Network
Policy 4C.4 – Natural landscape
Policy 4C.6 – Sustainable growth priorities for the Blue Ribbon Network
Policy 4C.10 – Increasing sport and leisure use on the Blue Ribbon Network
Policy 4C.11 – Increasing access alongside and to the Blue Ribbon Network
Policy 4C.15 – Safety on and near to the Blue Ribbon Network
Policy 4C.22 – Rivers, brooks and streams
Policy 5C.1 – The Strategic Priorities for North East London
Policy 5C.3 – Opportunity Areas in North East London
Policy 6A.4 – Priorities in planning obligations
Policy 6A.5 – Planning obligations

7.3 LB Barking and Dagenham UDP & LDF

London Borough of Barking and Dagenham UDP (1996) (saved from 27th September 2007 in accordance with the direction from the Secretary of State)

Strategic Policy B – Housing
Strategic Policy M – Ecology
Strategic Policy N – Leisure and recreation
Strategic Policy U – Education and Health facilities
Strategic Policy W – Arts, Culture and Entertainment
Strategic Policy X – Public Transport
Strategic Policy Y – Pedestrians
Strategic Policy Z – Accessibility
Strategic Policy AA – Cycling

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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 E3 – Small business uses

Policy E4 - Access For People With Disabilities

Policy E6 – Employment Promotion

Policy S2 – Shopping – Environmental Impact

Policy S3 – New Retail Developments

Policy S8 – Food and Drink Uses

Policy S15 – Access for people with disabilities

Policy BR1 – Barking Reach

Policy BR2 – Integrated development

Policy BR6 – Neighbouring industrial areas

Policy BR7 – Barking Reach gateway sites

Policy BR8 – Nature conservation

Policy G28 – Contaminated Land

Policy G31 – Waste Re-Use and Recycling

Policy G32 – Litter and Flytipping

Policy G33 – Flooding

Policy G34 – Flooding

Policy G35 – Tidal defences

Policy G36 – Noise and Vibration

Policy G37 – Light and Dust Pollution

Policy G38 – Water Pollution

Policy G39 – Air Pollution

Policy G42 – Protected sites

Policy G43 – Adjacent development

Policy G46 – New developments

Policy G50 – Diversity of Habitats

Policy G63 – Public open space in areas of deficiency

Policy G67 – Footpaths/Rights of way/Green chains

Policy G73 – Indoor sports facilities

Policy DE1 – Urban Design

Policy DE2 – Micro-climate

Policy DE3 – Nature conservation and the built environment

Policy DE6 – Safety and Security

Policy DE7 – High Buildings

Policy DE8 – views and vistas

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 C3 – Premises for Religious buildings

Policy C5 – Facilities Incorporated in New Developments

Policy C6 – New Health and social services facilities

Policy C11 – New educational facilities

Policy C15 – Access

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Policy C16 – Safety and Security
Policy C17 – Planning Obligations/Community Benefit
Policy AT8 – Public art
Policy T5 – New rail facilities
Policy T7 – Bus services
Policy T8 – New bus routes
Policy T10 – Land Use and Public Transport
Policy T12 – Pedestrian Accessibility
Policy T16 – people with disabilities – parking, access and drop off
Policy T17 – Accessible Developments
Policy T19 – Provision for Cycling
Policy 24 – new road layout
Policy T32 – Service Areas

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 CR2 - Preserving and enhancing the natural environment
Policy CR3 - Sustainable Waste Management
Policy CR4 - Flood 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 CP3 - High quality built environment

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
Policy BR5 - Contaminated Land
Policy BR7 - Open Space (quality and quantity)
Policy BR9 - Parking
Policy BR10 - Sustainable Transport
Policy BR11 - Walking and Cycling
Policy BR13 - Noise mitigation
Policy BR14 - Air quality
Policy BR15 - Sustainable Waste Management
Policy BC1 - Delivering Affordable Housing
Policy BC2 - Accessible and Adaptable Housing
Policy BC7 - Crime Prevention
Policy BC8 - Mixed Use Development
Policy BR9 - Live-work Development
Policy BR10 - The Health Impacts of Development
Policy BC11 - Utilities
Policy BP3 - Archaeology
Policy BP4 - Tall Buildings
Policy BP5 - External Amenity Space

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Policy BP6 - Internal Space Standards
Policy BP8 - Protecting Residential Amenity
Policy BP9 - Riverside Development
Policy BP10 - Housing Density
Policy BP11 - Urban Design

Site specific allocations – issues and options, June 2008

Map reference 86 – Barking Riverside – mixed use sustainable community including new district park, 2 new schools, a district centre (retail), a neighbourhood centre parade, 11,900 new homes, a new local library, a community meeting place and new outdoor leisure space.

7.4 Other Relevant Planning Policies & SPG's

Mayor of London SPGs:

- Providing for Children and Young People's Play and Informal Recreation (March 2008)
- Land for Transport Functions (March 2007)
- Housing (November 2005)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)

LBBB Planning Advice Notes

- 1 – Green Roofs
 - 2 – Local labour and local business agreements
 - 3 – Refuse and recycling provisions
 - 4 – Religious meeting places
 - 5 – Sustainable design and construction
 - 6 – Crime prevention through environmental design
 - 8 – Affordable housing
-
- The entire application site is subject to the safeguarding direction for London City Airport. The direction applies to buildings or structures more than 15m in height in the south western corner of the site, 45m on the western part of the site and 90m on the remainder of the site.
 - The entire application site is within flood risk zone 3 as defined by the Environment Agency. This is the high risk zone where there is a 1 in 100 (1%) or greater chance of fluvial flooding or a 1 in 200 (0.5%) or greater chance of tidal or coastal flooding

8. ASSESSMENT OF MAIN ISSUES

8.1 Principle of the development – Two consultees have raised objections to the principle of the residential component of the development in this location, namely Thames Water and the PLA. The principle of the mix of land uses and specifically for residential units on this site is not for consideration with this application as it has already been agreed and approved under the original planning consent (04/01230).

8.2 The residential mixed use principle is an allocation within the LBBB UDP and the emerging LDF (Policy CM1 "General Principles for Development" of the Core Strategy Pre-Submission Report identifies Barking Riverside as a Key Regeneration Area and a focus for residential development). The PLA responded to LBBB's Issues and Options consultation on the Core Strategy but did not at that time make specific reference to Barking Riverside or object to its land use designation. Thames Water also responded to this consultation and that for the Site Specific Allocations. They indicated their support for the land use designation at Barking

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Riverside and suggested that further technical information was required and that the development should be configured to avoid adverse amenity impacts on proposed occupiers.

- 8.3 There have been no material changes in circumstances since the outline planning consent to warrant a reconsideration of the principle of residential use on this site. Specifically while densities have been altered in stages 1 and 2 (see section 8.21 of this report), overall the maximum cap of dwellings as granted permission in the outline consent remains the same. Thames Water have submitted a planning application for their Beckton Sewage Works site that is currently being assessed and will be the subject of a separate Committee Report on the agenda for the 11th June Committee meeting. As part of this assessment the effects of their proposal on consented and existing residential units needs to be identified and any necessary mitigation works proposed. Their consultation response appears to be seeking to prevent this consented development in order to avoid putting in place adequate mitigation measures for their project. The safeguarded wharves identified by the PLA are some distance from Stages 1 and 2 and there are other industrial areas and the future Stage 3 of the development in-between. Noise mitigation measures proposed include a 25m landscaping buffer zone and a 2.5m noise barrier adjacent to stage 1.
- 8.4 The issues of concern to the PLA and Thames Water (noise, dust/air quality, odour) were included in the applicant's 2004 Environmental Statement and were therefore considered at part of the assessment of the outline planning permission. These issues are also within the updated Environmental Statement that has been submitted with the Sub Framework Plans and Reserved Matters applications.
- 8.5 New school location - The secondary school is being relocated from zone 2.31 in stage 1 to zone 1.21 in stage 2 (within the district centre). This means that the primary school within the district centre is to be combined with the secondary school in one location. The district centre is consequently to be realigned, but remains in largely the same location at the heart of the development. The residential units that were located to the north of the school and district centre have been relocated within the rest of the development to make way for the combined school and associated play space. The original location of the secondary school is to be replaced by an all weather pitch and the playing fields that were within stage 4 are to be replaced with residential units.
- 8.6 This amendment has been made following discussion with the LBBB Children's Services Department and specifically their School Estates Group. Changes to policy mean that school provision from 0-19 years should be provided in a single campus.
- 8.7 This proposed change does not have any unacceptable impacts on the education provision on the site as the school is still to be provided at the same time (the trigger is prior to the occupation of 1,500 residential units). The new location may result in a small redistribution of internal traffic flows from Stage 1 to Stage 2, but this would not significantly affect the overall level of vehicular trip generation on site. This amendment will not have a detrimental impact upon the proposed residential units, any existing residential properties, ecology or nature conservation, the amount of open space, play space or landscaping.
- 8.8 New ELT route entrance into the site - The location that the ELT enters the site has

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changed. In the outline planning permission the route was from Bastable Avenue via a new road through the school playing fields to Thames Road and the creation of another new road from Thames Road to the application site (adjacent to the existing Buzzard Mouth Creek), the route was to then run southwards to the neighbourhood centre. The proposal is now for the route to be from Longreach Road onto the application site, the route then runs through the site from the west towards the neighbourhood centre. This new route means that there are also variations to the width of roads from the outline planning permission.

- 8.9 The route has been amended following public consultation on the proposed ELT routes carried out by Transport for London as the detailed design for the ELT route has progressed.
- 8.10 The new route does not impact the hierarchy of roads proposed, does not create any new roads within the development, will not impact traffic flows into or within the development and will maintain the same level of public transport provision for the development.
- 8.11 Changes to extent of zone 2.11 - The extent of residential development within zone 2.11 has increased from the outline planning permission as a result of the detailed design process. This increase has been compensated elsewhere to ensure that the overall quantum of development remains unchanged from that permitted under the outline planning permission.
- 8.12 Zone 2.11 is in the north western corner of the site. This amendment results in residential properties that are closer to the western boundary and the adjacent industrial areas. This amendment is within the parameters of the approved 'land capable of permanent built form' plan ref 108F010.C.
- 8.13 This amendment does not have any significant impact or likewise suffer any significant impacts in terms of visual amenity, noise, air quality or give rise to any significant impact on adjacent existing properties.
- 8.14 Changes to the extent of surface water attenuation areas within public open space – There is now an increase in the number of and size of surface water attenuation ponds within stage 1 and within Pylon Park in stage 2. This amendment has been made following detailed review of surface water drainage proposals for finished ground levels and landscaping.
- 8.15 The Royal Society for the Prevention of Accidents were consulted as part of the detailed design process and were involved in an ongoing documented safety audit of the development. They confirmed in a letter dated 2nd October 2008 that the principles recommended in their publication "Safety in Inland Waters – Operational Guidelines" have been met in the various designs of the water safety features. They confirmed that in their opinion the designs create an environment that is 'fit for purpose' from a water safety perspective, taking into account the proposed residential development and the proposed use of the various recreational land areas.
- 8.16 This increase in water area will not affect the network of green spaces or the connectivity of the proposed areas of ecological habitat. The increase in area of water within the development has the potential to improve the biodiversity value of the development.

- 8.17 Changes to retail zone within zone 1.31 – Ground floor retail units are now proposed within this zone (which is located within stage 2 south of the district centre and adjacent to 'Jetty Square'). Approximately 4,800 square metres are proposed in units fronting onto the main road that runs east-west through the site and onto Jetty Square. This change is proposed in order to create a more vibrant public realm. These new units are adjacent to the district centre and the aim is to complement the retail and other uses within this centre and on 'Jetty Square'.
- 8.18 This retail floorspace is part of the commercial space originally planned for the development and there is no increase in the retail floorspace on the overall site. Retail uses of some 800 square metres and 1,022 square metres are still proposed within the neighbourhood and district centres respectively. Retail and café floorspace is also still proposed in three other locations within stage 2 (adjacent to the bowling green and adjacent to Diamond Park).
- 8.19 This proposed new location for the commercial units will not impact on the proposed neighbourhood or district centres, but will complement them and provide better facilities for the new residents in an accessible location. As the proposal is not to increase the commercial, and in particular retail, component for the development there will also be no retail impact on existing nearby town centres.
- 8.20 Location of city farm - The former city farm has closed since the outline planning permission was granted. The proposal for this part of the site is now for an all-weather pitch with associated facilities (parking, sports facility building, play area, basketball court, informal play area and landscaping). The city farm is to be relocated to Stage 3 at the eastern end of Pylon Park. The new location for the all-weather pitch will make it accessible to and a valuable asset for the existing community at phases 1a and 2a of the Barking Reach development, Thamesview estate residents and the new residents on the Barking Riverside development.
- 8.21 The former city farm site is a site of local importance for nature conservation. The loss of this site needs to be considered in the context of the entire development; there will be the creation of a range of new habitats within the development and a consequent enhancement of the area in nature conservation and ecology terms. Details will still need to be submitted for the design of the new all-weather pitch and therefore ecology features that reflect its former use can be incorporated (for example boundary hedges).
- 8.22 Access to the all-weather pitch is proposed from a main entrance on Thames Road. A second entrance was proposed from the rear of the site via an existing closed footpath that runs along the rear of properties on Spinnaker Close. This footpath was originally intended to be used by the farm to move animals onto the nearby Nature Reserve, but appears to have been closed for many years. Concerns were raised regarding security by residents at the public exhibitions and the proposal has consequently been amended to remove this second entrance.
- 8.23 The city farm was an important resource for the local community and questions about its re-provision were raised during the public exhibition events. The new location should enable it to become a valuable, accessible resource for the existing and future residential communities.
- 8.24 Amended density - The overall number of units within the stages remains as

defined in the approved documents, however as the detailed design has progressed the densities have altered within stages 1 and 2. Specifically the following changes are proposed:

- A decrease from 100-119 dw/h to 90-99 dw/h in zone 1.21;
- A decrease from 120 dw/h to 60-89 dw/h in zone 2.12;
- An increase from 90 dw/h to 100-119 dw/h in zone 2.21; and
- An increase from 90 dw/h to 120-239 dw/h in zone 2.22.

8.25 The decreases in density are relatively small and the proposal will still maximise the development potential of the site in line with policy 3A.3 of the London Plan. The increases in density are focussed around the public transport roads, the ELT route and the neighbourhood centre. The proposed density range is within the policy range outlined within the London Plan in Policy 3A.3 for suburban and urban development.

8.26 Amended ground levels - Ground levels have been adjusted throughout the site as follows:

- In zone 2.11 within stage 1 the slope has been lowered from 6.5m AOD along the northern edge to 5m AOD;
- In zone 2.12 within stage 1 levels have been raised to 5m AOD from 4m AOD;
- Amendments to contour position throughout Stages 1 and 2.

8.27 The changes within Stage 1 are required in order to accommodate a proposed road, to avoid replacement of buried cables beneath River Road and to avoid excavation into the Pulverised Fuel Ash. In Stage 2 the changes are proposed to avoid replacement of buried cables beneath Renwick Road.

8.28 The applicant has confirmed that the principles of the approved document 21 "Flood Risk Assessment Addendum: Drainage and Flood Defence Strategy" have been applied. This amendment does not have any significant impact or likewise suffer any significant impacts in terms of daylight/sunlight or visual amenity or give rise to any significant impact on adjacent existing properties.

8.29 Amended building scale – As the detailed design has progressed the maximum storey heights have altered within stages 1 and 2 as follows:

- within zone 2.12 heights have decreased from max 8 storeys (25m AOD) to max 4 storeys (21.5m AOD);
- within zone 2.23 heights have decreased from max 20 storeys (48m AOD) to max 4 storeys (20m AOD);
- within zone 1.21 heights have decreased for the area outside of the District centre from max 12 storeys to max 4 storeys;
- within zone 1.22 heights have decreased from max 12 storeys (34m AOD) to max 4 storeys (28m AOD);
- within zone 2.11 heights have increased from max 4 storeys (20m AOD) to 4 storey across the zone with areas of a max of 8 storeys (21.5m AOD);
- within zone 2.21 heights have increased from max 4 storeys (21m AOD) to max 8 storeys (23.5m AOD); and
- Within zone 2.22 heights have increased from max 4 storeys (28m AOD) to max 8 storeys (29.5m AOD).

8.30 These new maximum heights are not proposed across the entire zone but in specific identified locations within the zones. The points where the maximum building heights are proposed are generally located at gateways into different parts

of the site and adjacent to the neighbourhood centre.

- 8.31 These height increases and decreases are relatively minor when taken in the context of the entire development and would not alter the intended character or skyline of stages 1 and 2. This amendment does not have any significant impact or likewise suffer any significant impacts in terms of daylight/sunlight or visual amenity or give rise to any significant impact on adjacent existing properties.
- 8.32 Timing of submission of riverside and wetland buffer zone details - The application seeks to remove the trigger requirement that these details are approved prior to the submission of the Sub Framework Plans details. The intention of this condition was that the details of the Sub Framework Plans were informed by the approved details of the Buffer Zones.
- 8.33 In practice the Sub Framework Plan proposals and the Buffer Zone details have been worked up in parallel. The proposal is therefore to vary the wording of this condition to require the buffer zone details to be submitted prior to approval of the first Sub Framework Plan.
- 8.34 Alignment of main cycle route and changes to wording of condition 38 – The route of the ‘cycle loop’ has been modified and extended. It now responds to the revised building layouts and ground levels throughout the site and has been extended along the Thames foreshore and through the linear park spaces. An additional link has also been provided from the foreshore along the green corridor. The ‘cycle loop’ does not show all the cycle routes throughout the site as there are also cycle routes along the carriageways, off road cycle tracks and segregated cycle routes throughout the site.
- 8.35 The ‘cycle loop’ route amendments are relatively minor and do not change the intention to provide a route around the site. The extensions and additional link will improve the facilities for cyclists within the site.
- 8.36 An amendment is also proposed to the wording of this condition. It is currently worded to require that the strategic network of footpaths and cycleways be provided concurrently with the completion of the relevant stage. The applicant has requested the addition of the phrase “unless otherwise agreed in writing” to this condition in order to provide flexibility during construction.

9. SECTION 106 LEGAL AGREEMENT

- 9.1 The approval of this permission effectively grants a new planning consent. As such the existing S106 agreement will not, without amendment, bind the new planning consent, hence it will need to be varied to ensure that it is binding on the new planning consent.
- 9.2 Whilst the LTGDC’s S106 strategy has been produced since the original outline planning permission was granted, it is thought that the original S106 was sufficient in terms of the on site provision of social and community facilities and off site contributions to mitigate against the impact of the development. The original S106 was negotiated with and approved by the LTGDC at the time. The intention is therefore for the same S106 Legal Agreement to be rolled forward to this S73 planning approval (with minor updates if necessary). The original S106 covers the

following areas:

- Provision of affordable housing;
- Provision of family units
- Specific land uses within the neighbourhood centre and district centre (School place of worship, police facilities, community use)
- Transport Strategy
- Sustainable Transport Fund
- Docklands Light Railway extension
- ELT safeguarded alignment
- Bus and ELT fund
- A13/Renwick Road works
- Offsite highway works
- Riverside walkway
- Pedestrian and cycle provision
- Public footpath stopping up/diversions
- Parking strategy
- Use of the river
- Travel plans
- Education delivery implementation plan
- Timing of school provision and construction of schools
- Barking Riverside Access Forum
- Barking Riverside Community Development Trust
- Open space delivery plan
- Provision of open space
- Provision of ecology centre
- Provision of leisure and waterside development
- Play sport and recreation strategy
- Employment strategy
- Barking Riverside Design Panel
- Art strategy and implementation
- Energy panel
- Energy implementation plan
- Carbon emission targets
- Sustainability Benchmark Tool
- Waste implementation plan

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The proposed amendments to the conditions are considered to be in accordance with existing policies, and will result in the redevelopment of one of the largest brownfield regeneration sites in the Thames Gateway area. The proposal is considered to be in accordance with the strategic policies of the GLA and the London Borough of Barking and Dagenham. Through the inclusion of conditions and the S106 legal agreement it is considered that the application does not present any material harm in terms of its impact on the environment or amenity and character of the surrounding area.

11. RECOMMENDATION

- 11.1 It is therefore recommended that planning permission should be granted and that the Director of Planning be given delegated authority to approve any minor modifications to the final wording of the planning conditions and the associated S106 variation.

12. CONDITIONS AND REASONS

1. The application for approval of all of the reserved matters in respect of the first part of the site to be developed must be made to the local planning authority before the expiration of two (2) years from the date of this permission unless otherwise agree in writing with the local planning authority.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. Application for approval of all the reserved matters must be made to the Local planning authority before the expiration of seventeen (17) years from the date of this permission.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be begun not later than whichever is the later of the following dates:
 - (i) three (3) years from the date of this permission; or
 - (ii) the expiration of three (3) years from the date of approval of the first reserved matters to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

4. The development hereby approved shall only be undertaken in accordance with the:
 - Drawing numbers *to double check* 108F000.D; 108F100.1; 108F910.P; 108F011.F; 108F013.H; 108F200.G; 108F201.F.
 - Documents and strategies *to be added*and there shall be no departures from those details unless otherwise agreed by the Local Planning Authority in writing

Reason: 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.

General Layout and Framework

5. The development of the open spaces local and district centres site shall accord with the Framework Plan No.108F100.1 (contained in Core Document 2 dated

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17.12.2008 submitted with the application) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission

6. The development and density of the residential units shall be as shown on drawing 108F011.F (contained in Core Document 2 dated 17.12.2008 submitted with the application) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission

7. Within each Zone, a range of densities shall be provided with the highest densities reflecting levels of public transport accessibility.

Reason: To ensure a sustainable pattern of development.

Partial Discharge

8. Unless otherwise agreed in writing, where any condition is discharged on a partial basis (i.e. in relation to a Stage, Zone or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous Stages or Zones, or part of, the details of which have already been determined, and subsequent Stages Zones as appropriate. The statement shall demonstrate compliance and compatibility with the various details, strategies, drawings and other documents approved pursuant to this planning permission. The statement shall be submitted to and approved in writing by the Local planning authority prior to commencement of the relevant Stage, Zone or part thereof.

Reason: To ensure that the scheme is implemented on a comprehensive and sustainable basis.

Ground Levels

9. The proposed finished ground levels shall generally accord with those shown on drawing 108F910.P (contained in Core Document 2 dated 17.12.2008 submitted with the application) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission.

Floorspace

10. The total amount of residential development within Use Class C3 (Dwelling Houses) shall not exceed 10,800 units.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission.

- 11a. The total floorspace for uses other than those falling within Use Class C3 shall not exceed 65,600 sq.m. of which:

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- i) Not more than 19,700 sq.m. shall fall within Use Classes A1 to A5, within which only one unit falling with Use Class A1 shall be greater than 2,500 gross sq.m. which shall be no bigger than 8,000 sq.m.
- ii) Not more than 11,250 sq.m. shall fall within Use Class B1.
- iii) Not more than 2,400 sq.m. shall be provided as sui generis mixed use 'livework' units.
- iv) Not more than 4,800 sq.m. shall fall within Use Class C1 and 22,000 sq.m. within Use Class C2.
- v) Not more than 2,450 sq.m. shall fall within Use Class D1 (excluding education uses) and 3,000 sq.m. within Use Class D2.

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission and that an acceptable mix of uses are provided.

11b. The provision for uses falling within Use Class D1 education uses shall comprise

- A maximum of four, up to 3 form entry primary schools, of a gross site area not more than 15,000 sq.m. each.
- An up to 8 form entry secondary school totalling not more than 44,585 sq.m.
- And a school playing field not exceeding 14,313 sq.m.
- A 250 sq.m. unit shall also be provided for an Ecology Centre for education purposes (Use Class D1).

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission.

Building Scale

11. The maximum height of development above existing AOD shall not exceed the parameters set out in plan 108F013.H (contained in Core Document 2 dated 17.12.2008 submitted with the application). No building shall exceed 76m AOD in height. The height of development within 50m of the river front as shown on the plan shall not exceed 12m AOD

Reason: To ensure that the scheme implemented is in accordance with the principles established by this permission.

Remediation

12. The site shall be remediated in accordance with the principles as set out in the Ground Conditions Assessment and Outline Remediation Strategy and planning permission (LPA Ref. TP/43/93) dated 4 January 1994.

Reason: To ensure that the site is remediated to an appropriate level and in accordance with policies 4A.12, 4A.13, 4A.14, 4A.15, 4A.16 of the London Plan (February 2008) and Policy G36 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

13. No buildings proposed as part of this application, within any particular Stage of the remediation programme as identified in the Ground Conditions Assessment and Outline Remediation Strategy, shall be occupied until the remediation of that Stage has been completed in accordance with the Ground Conditions

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Assessment and Outline Remediation Strategy.

Reason: To ensure that the site is remediated to an appropriate level and in accordance with policies 4A.12, 4A.13, 4A.14, 4A.15, 4A.16 of the London Plan (February 2008) and Policy G36 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

14. No buildings within 50m of the former landfill site shall not be occupied until the Landfill site has been remediated in accordance with condition 20

Reason: To ensure that the site is remediated to an appropriate level. and in accordance with policies 4A.12, 4A.13, 4A.14, 4A.15, 4A.16 of the London Plan (February 2008) and Policy G36 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Nature Conservation & Landscape

15. No development approved by this permission shall be commenced until an ecological monitoring scheme has been submitted to and approved in writing by the Local planning authority in consultation with the Environment Agency. The monitoring scheme shall be carried out as approved

Reason: To demonstrate successful translocation of flora or fauna, mitigation and / or compensation measures and in accordance with policy 4B.1 of the London Plan (February 2008) and Policies G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

16. In the event of any tree or shrub on the site, or provided as part of the approved planting scheme, dying or being removed during or within five years of the completion of each phase of the development, it shall, unless the local planning authority has agreed to its removal, be replaced during the next available planting season by a tree of the same species or a species approved by the local planning authority, provided that the maintenance of that tree or shrub is still the responsibility of the developer or BRCDT. Or such other similar agency/entity that may be established with the agreement of the local planning authority to manage and maintain public open space.

Reason: To safeguard the appearance of the development and the character of the area and to protect the amenities of the immediate neighbourhood and in accordance with policy 4B.1 of the London Plan (February 2008) and Policies G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

17. Prior to the first submission of the first Sub Framework Plan a detailed scheme for the design and treatment of the riverside and wetland buffer zones (as defined in conditions 25 and 26 and drawing 118F100D) (contained in document ? dated December 2? submitted with the application) (to include enhancements to the river wharf, design of the flood bund and other such enhancements as set within the Landscape & Ecological Design Code) shall be submitted and approved by the local planning authority. Details must include

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the design, method of construction, dimensions, elevations, profile, materials, lighting and planting lists. Planting should be limited to appropriate native species only. Development shall be carried out in accordance with the approved details

Reason To protect and conserve the natural features of importance within and adjoining the water courses and wetlands and in accordance with policy 4B.1 of the London Plan (February 2008) and Policies G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

18. Buffer zones shall be measured from the top of the bank and shall be free of structures, hardstanding (including footpaths) and fences. Domestic gardens should not be incorporated into the buffer zones.

Reason To protect and conserve the natural features of importance within and adjoining the watercourses and wetlands and in accordance with policy 4B.1 of the London Plan (February 2008) and Policies G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Transport

19. All roads will be constructed to an adoptable construction specification to be agreed with the local highway authority and all designs for roads will be subject to safety audits and must meet the requirements of these audits.

Reason To ensure highway safety

Wharves / Slipway

20. Prior to provision of the riverside walkway or part thereof, a scheme detailing the location, dimensions, content and maintenance of public information signs detailing the operation of safeguarded wharves adjacent to the site shall be submitted to and approved in writing by the local planning authority. The approved signs shall be installed in accordance with the programme agreed pursuant to this condition.

Reason: In order to publicise the operation and nature of the adjacent safeguarded wharves to prospective residential occupiers.

21. Prior to public access being provided to within 50m of the riverside, provision of riparian life saving equipment shall be made along the river edge to a standard agreed in writing with the local planning authority.

Reason: In the interests of public safety.

Flood Defence

22. The implementation of each Stage/Zone of the development shall ensure that at no time does the Stage/Zone in question result in any increased risk of flooding as assessed either as at a date of this planning permission or as proposed in the Flood Risk Assessment.

Reason: To ensure adequate flood defence and in accordance with policy 4A.13 of the London Plan (February 2008) and Policy G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in

accordance with the direction from the Secretary of State.

23. Flood defence works shall be repaired or otherwise altered as necessary to provide for a 50 year life and at a height, stability and strength to resist tides to a level of 8.1m AOD.

Reason: To ensure adequate flood defence and in accordance with policy 4A.13 of the London Plan (February 2008) and Policy G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

24. Outfalls to the River Thames shall be designed and constructed to minimise impacts arising from the scheme hereby approved on the structure of the tidal defence structures and the river environment.

Reason: To maintain the integrity of the tidal flood defences and to protect / conserve the natural features and character of the area and in accordance with policy 4A.13 of the London Plan (February 2008) and Policy G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

25. Unless otherwise agreed in writing by the local planning authority the following areas shall be left free from permanent built development and all other significant development unless fully compensated and agreed in writing by the Local planning authority:

- i) A horizontal strip 16 metres wide landward of and adjacent to the existing River Thames flood defences;
- ii) All land riverward of the River Thames flood defences;
- iii) A horizontal strip 8 metres wide adjacent to the Goresbrook, Ship and Shovel and Buzzards Mouth;
- iv) 6m wide accesses from the public highway to these strips and land riverward of those flood defences with adequate provision for the manoeuvre of major engineering plant.
- v) 5m of any ordinary watercourses and constructed wetlands as measured from the top of the bank.

Reason: To retain access to the watercourse for the Environment Agency to carry out its functions and to protect the river environment.

26. Unless otherwise agreed in writing by the local planning authority there shall be no storage of materials within 16m of the Thames, 8m of a main watercourse (being the Goresbrook, Ship and Shovel Sewer and Buzzards Mouth) and 5m of an ordinary watercourse during construction as measured from the top of the bank. These areas must be suitably marked and protected during development. Except for the purpose of implementing works within such buffer zones in accordance with the terms of this permission and the details approved pursuant to conditions attached hereto there shall be no access within this area during development, no fires, and no dumping or tracking of machinery within this area without the prior permission of the Local planning authority

Reason: To reduce the impact of the proposed development on the buffer zone and the movement of wildlife along the river corridor.

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Acoustics

27. The developer shall ensure that the Acoustic performance of the residential units meets the requirements of BS 3233 'good' or such similar standard that may be revised from time to time

Reason To protect the amenities of future occupiers and in accordance with policy 4A.20 of the London Plan (February 2008) and Policy G36 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Housing

28. No later than the first submission of the first Sub Framework Plan under the provisions of condition 33, the developer shall submit to the local planning authority for its approval in consultation with the Greater London Authority ("GLA") an affordable housing strategy providing for the provision of affordable housing on the following basis:

- i) 41% of the habitable rooms across the whole development on an affordable basis
- ii) 41% of the habitable rooms in each Stage on an affordable basis unless otherwise agreed with the Local planning authority in consultation with the GLA and provided that condition 28(i) is complied with;
- iii) Not less than 50% of the affordable habitable rooms on a socially rented basis unless otherwise agreed in writing by the Local planning authority and the GLA;
- iv) Of the social rented units provided, at least 40% shall have 3 or more bedrooms;

Affordable housing is defined as social and intermediate housing. If in any Stage the percentage of affordable habitable rooms varies from 40% then the variance shall be taken into account and applied when fixing the percentage of affordable habitable rooms for the subsequent Stage(s) so that the aggregate provision of affordable housing across the site is never less than 41% of habitable rooms.

No occupation of the Stage shall occur until details of the affordable housing strategy have been approved. This shall only be implemented in accordance with the details hereby approved or as subsequently approved by the local planning authority.

Reason: In order to provide a good mix of development and ensure a sustainable community and in accordance with policy 3A.10 of the London Plan (February 2008).

29. All residential units shall be built to Lifetime Homes Standards in line with the Access Strategy.

Reason: In order to provide a good mix of development and ensure a sustainable community and in accordance with policy 34.A of the London Plan

(February 2008).

30. 30% of all residential units will have 3 bedrooms or more

Reason In order to provide a good mix of development and ensure a sustainable community

31. So far as practicable, the jetty shown on the Stage Plan shall be accessible for potential river boat services subject to design, safety, financial and other similar constraints in accordance with the requirements of the Transport Strategy.

Reason: To encourage future sustainable forms of transport in the area.

Conditions relating to a stage

Phasing and stages

32. (a) Unless otherwise agreed in writing the development shall be built out in four stages in accordance with plan 13647/102A.
(b) Unless otherwise agreed in writing with the local planning authority, Stages 1 and 2 maybe built out concurrently. Development shall not commence on Stage 3 until Stage 1 has been fully completed. Stage 4 cannot be commenced until Stage 2 has been fully completed unless otherwise agreed with the local planning authority.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 and to ensure a sustainable community is achieved.

Sub-Framework Plans

33. Prior to the submission of any reserved matters pursuant to condition 45 in respect of a particular Zone or part thereof, a Sub Framework Plan and supporting documentation referred to in condition 34 for the stage within which that particular Zone is located shall be submitted for approval to the local planning authority in writing. At least one Sub Framework Plan will be prepared per Stage. The permission shall not be implemented for a Stage until the Sub Framework Plan and the documents submitted with it have been approved.

Reason: To ensure that the relevant details are submitted in advance of the formal reserved matters stage.

34. The form and content of each Sub Framework Plan shall address the matters in condition 34 a – t and be in accordance with the matters in condition 34 u – gg and the Sub Framework Plan shall be accompanied by a statement indicating how the matters in condition 34 u – gg have been addressed or complied with.

Matters to be addressed

- a. Identify the relevant Zones and the sequential phasing thereof.
- b. Identify the quantum of development per Zone, in terms of unit numbers, mix and tenure and the quantum of sq. m. of non-residential accommodation per Zone.
- c. Identify the level of parking provision per Zone within the Stage by land use.
- d. Identify the means, timing of delivery and details of types, sizes and location of uses of serviced land for social and community facilities (Use Class D).
- e. Identify those areas that will be retained and managed by the developer or

the BRCDT (or such similar agency or entity agreed in writing with the local planning authority) or adopted by the Council or a body nominated by the Council. ('the retained land').

- f. Identify those areas that will be developed by Plot Developers following remediation and servicing. ('the disposal land').
- g. Confirm the application of the requirements of the planning permission and all subsequent approvals in relation to the disposal land.
- h. Identify the areas of open space including sports facilities and play areas and the phasing of them within the Stage.
- i. Set out the scheme for the routing of bus services through the Zones within each Stage, to include all necessary layover, driver facilities and temporary routings. Such routes to provide for the integration with existing public transport services provided and adjacent communities and adjacent industrial areas.
- j. Identify any land reserved for ELT and DLR including land for temporary works and construction and any additional protection or restriction zones.
- k. Set out details of the lighting scheme, having particular regard for the need to protect the riparian habitat and operational requirements of London City Airport
- l. set out the provision of facilities as necessary to meet the operational requirement, where appropriate, of the emergency services, namely fire, ambulance and police.
- m. Set out the provision of regulated buffer zones alongside the watercourses known as the River Thames, Ship and Shovel sewer, Goresbrook, Buzzards Mouth Creek, ordinary watercourses and constructed wetlands.
- n. Set out the setting-back of built development to minimise shading of watercourses (Thames, Ship and Shovel Sewer, Goresbrook, Buzzards Mouth Creek ordinary watercourses and constructed wetlands).
- o. Where relevant, set out proposals for access design, general public movement, safety features and a strategy to promote water recreation, provision of a public slipway or similar means to launch trailer borne craft, riverside amenity, marine management and river transport, in respect of the Riverside Promenade, Coal Wharf and T-Jetty.
- p. Set out a scheme for the provision of ecologically sensitive roofs (green and brown roofs), to include a strategy for their provision, specific action, delivery and management regime.
- q. Demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside and within a building and how consideration has been given to the siting of noise sensitive buildings.
- r. Set out the provision of suitable flood warning measures and a scheme setting out their specification, implementation, management and maintenance.
- s. Set out the compliance with the arts document submitted under the Section 106 Agreement within that stage.
- t. Set out an indicative layout of roads for the circulation of vehicles including the indicative location of bus stops, junction works, traffic signs, pedestrian crossings, traffic control measures and turnarounds.

Matters to be complied with

- u. Transport Strategy principles and objectives to be applied to that Stage
- v. Within that Stage the application of the Landscape and Ecology Design Code, the Landscape and Ecology Management Plan and the Urban Design

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Guidelines to be accompanied by a detailed master plan for ecological enhancement and mitigation, including function of wildlife corridor, species and uses.

- w. The Urban Design Guidelines through the development of design codes to be applied to each Zone within the Stage.
- x. A waste strategy specific to the stage – setting out principles for the collection and management of waste, including recycling facilities.
- y. The Code of Construction Management Guidelines and requirements for construction, routing, implementation, safeguarding for London City Airport, protection and ensuring amenity of completed areas of development, noise and dust minimisation.
- z. The Energy Implementation Plan specific to that Stage.
- aa. Within that Stage the findings of the Updated Flood Risk Assessment, Drainage and Flood Defence Strategy and Flood Defence Breach Analysis.
- bb. Within that Stage the Access Strategy through the submission of an access statement illustrating how the development of access design codes are to be applied to each Zone within that Stage and how the principles of inclusive design will be met.
- cc. Within that Stage the play sport and recreation strategy and how the Stage has been designed in accordance with the principles of that strategy.
- dd. Within that Stage the implementation and long term management of the Site in terms of landscape and ecological management and protection as detailed in the Urban Design Guidelines.
- ee. Within that Stage show the desirability and design for measure to keep the main access routes dry have been explored in detail and how they will be implemented should they prove desirable and viable.
- ff. The approved Employment Strategy.
- gg. The Sustainable Transport Plan for that Stage.

Reason: To ensure that the details of the development are acceptable to the Local planning authority and that the subsequent reserved matters submission are appropriately considered.

Strategic Infrastructure and Servicing

35. Prior to the first submission of the first Sub Framework Plan, full details for the provision of strategic infrastructure and servicing shall be submitted to the Local Planning Authority. Occupation of any Stage shall not commence until the relevant part of the scheme is completed in accordance with an agreed phasing scheme. Such details to be approved in writing by the Local Planning Authority prior to commencement and shall address:

- (a) Primary and secondary roads and related infrastructure as shown on drawing 108F200C and 108F201B (contained in Document 3 dated December 2004 submitted with the application).
- (b) Flood defence works and surface and foul waste attenuation, management and servicing.
- (c) Service and infrastructure provisions, including diversions and phasing details.
- (d) The phasing of the details having regard to the proposed Spatial Programming and condition 32.

Reason: To ensure that strategic infrastructure and servicing is compatible with Sub Framework Plans and subsequent reserved matters.

Code of Construction Management

36. Prior to the first submission of the each Sub Framework Plan, a Code of Construction Management for that Stage shall be submitted for approval in writing by the Local Planning Authority. No development shall commence on that Stage until the relevant code has been approved. The Stage must be developed out in accordance with the approved Code of Constructing Management.

Reason: To minimise impact on residential amenity and the environment and in accordance with policy 2A.1 of the London Plan (February 2008) and Policy G36 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Nature Conservation & Landscape

37. Prior to the commencement of each Stage a scheme for the protection and enhancement where possible of nature conservation areas and landscaping of that Stage shall be submitted to and approved by the Local Planning Authority. Each scheme shall include measures to protect areas of nature conservation importance and details of planting; ground modelling and grading of landform; road and footpath surfaces; walls, fences, gates, street lighting and other features external to the built environment. The scheme shall be in accordance with the Urban Design Guidelines, the Landscape and Ecology Design Code and the Landscape and Ecology Management Plan where relevant and appropriate. The approved scheme shall be implemented through that Stage with; (1) measures for the protection of nature conservation areas being put in place before construction of the relevant part of the Zone commences; and (2) the landscaping elements of the scheme adjacent to built development be put in place not later than the occupation of that adjoining development; and (3) other landscape elements within or adjacent to a Zone will be completed prior to the completion of the Zone.

Reason: To ensure that the development makes positive contribution to the appearance of the locality, that the design of landscaping is properly integrated with the design of the remainder of the development and that the landscaping is provided as soon as possible after building work and in accordance with policy 4B.1 of the London Plan (February 2008) and Policies G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Footpaths / Cycleways

38. The strategic network of footpaths and cycleways shall be provided concurrently with the completion of the relevant Stage in accordance with plan 14053-001-062 (figure 4.1 in the Transport Strategy attached to the S.106 Agreement).

Reason: To ensure that the public have maximum access to the area of the development, including the riverside areas.

Flood Defence

39. All details submitted pursuant to condition 7(s) shall be designed to ensure, so far as is practicable continued operation of infrastructure during a flood event.

Reason: To ensure adequate flood defence and in accordance with Policy G34

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of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

40. All details submitted pursuant to condition 34aa shall be designed to ensure, so far as is practicable continued operation of infrastructure during a flood event.
Reason: to ensure adequate flood defence

Housing

41. Submission of Sub Framework Plans following approval of the strategy approved pursuant to condition 28 shall be accompanied by a statement confirming compliance with that strategy and identifying any variations.

Reason: In order to provide a good mix of development and ensure a sustainable community.

Access

42. Prior to the submission of the Sub Framework Plan documents referred to in Condition 34 the developer will:
- proactively consult with BRAF as soon as the design teams are appointed to progress the Sub Framework Plans;
 - consult with BRAF over the content of the Sub Framework Plan documents no less than 4 weeks prior to the formal submission to the Local Planning Authority for approval, allowing BRAF 21 days to respond with any written comments;
 - Take reasonable account of any comments BRAF make following the consultation referred to above in any formal submissions to the Local Planning Authority.

Reason: To ensure that the needs of people with mobility impairment, in particular wheelchair users, are included within the design of the development and in accordance with Policies 3A.17 and 4B.5 of the London Plan (February 2008) and Policy 4b.5 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Local Employment

43. Prior to or as part of the documents to be submitted under condition 34, a strategy setting out principles and requirements in relation to the use of local employment relating to that stage will be submitted to the Local Planning Authority for approval in consultation with the GLA and other relevant statutory bodies. The Development hereby permitted shall only be implemented in accordance with the scheme so approved.

Reason: In order to maximise local employment opportunities.

Design Panel

44. Prior to the submission of the Sub Framework Plan Documents referred to in Condition 34 the developer will:
- proactively consult with the Design Panel as soon as the design teams are appointed to progress the Sub Framework Plans;
 - consult with the Design Panel over the content of the Sub Framework Plan documents no less than 4 weeks prior to the formal submission to the Local Planning Authority for approval, allowing the Design Panel 21 days to

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- respond with any written comments;
- c. Take reasonable account of any comments the Design Panel make following the consultation referred to above in any formal submissions to the Local Planning Authority.

Reason: To ensure high quality design in accordance with Policy 4B.1 of the London Plan (February 2008).

Conditions relating to a Zone or Plot

Procedural Matters

45. Unless agreed otherwise in writing with the Local Planning Authority, the reserved matters to be submitted pursuant to condition 1 and 2 shall reflect and be in accordance with the Sub Framework Plan submitted pursuant to condition 33.

Reason: To ensure that the details of the development are acceptable to the Local planning authority.

46. Prior to the commencement of development of each Zone or part thereof, full details of the development of that Zone or part shall be submitted to and approved by Local Planning Authority ("the Reserved Matters") together with a statement indicating how the application for that Zone or part thereof complies with all of the strategies approved pursuant to the Section 106 Agreement. Development shall not be carried out otherwise than in accordance with the particulars and drawings so approved, such particulars and drawings to show:-
 - a. The layout of the development on the Zone or part thereof;
 - b. The siting, design and external appearance of the buildings including materials to be used on external surfaces;
 - c. The means of access to the Zone or part thereof;
 - d. The use of any part of the Zone not proposed to be covered by buildings and the treatment of these uses (including roadways, pavings, gates, walls and fences and waterfront safety measures);
 - e. The extent, location and position of the floorspace to be devoted to each use hereby permitted;
 - f. The accommodation for car and coach parking, including the number of spaces, their location and a scheme for their management and signage taking account of disabled persons needs;
 - g. The accommodation for the loading and unloading of vehicles;
 - h. The layout of roads for the circulation of vehicles within the Zone or part thereof including the location of services media, bus stops, junction works, traffic signs, pedestrian crossings, traffic control measures and turnarounds and the details of the construction standards and timetable to apply;
 - i. The layout of public footways, cycleways and other means of public access within the Zone or part thereof;
 - j. The scheme for lighting roads, footpaths, cycleways, the river frontage and all other areas accessible to the public (where appropriate), including the height of lighting columns and the types, colour and brightness of proposed lights;
 - k. Measures taken to protect and enhance areas of importance for their nature conservation value, particularly the nature reserve, the inter-tidal mud flats and relict areas of riverside marshland;
 - l. Details of play, formal and informal open space per Zone or part thereof and

how reserved matters have been designed in accordance with the principles of the Play, Spot and Recreation Strategy;

- m. Where the Zone or part thereof includes land that would comprise or form part of the proposed Thames-side path, full details of the provision of access for servicing and maintaining the river defences and associated structures, access for emergency vehicles and access for recreation of that part where appropriate
- n. details of the measures (including design solutions) to address the effects of operations outside the site upon the future occupation and employment of residents, occupiers and visitors;
- o. a further access statement illustrating how the Access Strategy submitted under Condition 34 will be delivered;
- p. demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside and within a building and how consideration has been given to the siting of noise sensitive buildings.

Reasons:

- (i) To ensure that the details of the development are acceptable to the Local planning authority; and
- (ii) The application is submitted in part, in outline only and further details are required to ensure a satisfactory development.
- (iii) To comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 as amended by the Planning (Applications for Planning Permission, Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2006 and Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

47. No development of a Zone or part thereof approved by this permission shall be commenced until a remedial method statement for disused culverts, tunnels and sumps has been submitted to and approved by the local planning authority in consultation with the Environment Agency. Development shall then proceed in strict accordance with the method statement.

Reason: To prevent pollution of the water environment and in accordance with Policies G28 and G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

48. No development of a Zone or part thereof approved by this permission shall be commenced until a Quantitative Risk Assessment relating to that Zone or part thereof (related to the end use for each part of the site) for TPH (Total Petroleum Hydrocarbon), PAH (Polycyclic Aromatic Hydrocarbons), phenols and cyanide has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. An appropriate remedial strategy including a timetable for the works shall then be agreed and implemented as part of the development.

Reason: To prevent pollution of the water environment and in accordance with Policies 4A.12 and 16 and Policies G28 and G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

49. No development of a Zone or part thereof approved by this permission shall be commenced until a concise summary of all elevated concentrations in the gravel groundwater in conjunction with groundwater remedial proposals relating to that Zone or part thereof have been submitted to and approved by the Local planning authority in consultation with the Environment Agency. An appropriate remedial strategy including a timetable for the works shall then be agreed and implemented as part of the development.

Reason: To prevent pollution of the groundwater environment and in accordance with Policies G28 and G34 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

50. Prior to the commencement of development of a Zone or part thereof, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned domestic gardens relating to that Zone or part thereof, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan should include a planting scheme for the site. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development. The landscape management plan should also include proposed cladding / materials treatment of buildings and buildings form and use that face the river and the Jetty Square.

Reason: To protect / conserve the natural features and character of the area and to protect, restore or replace the natural features of importance within or adjoining the watercourses. To show how the buildings relate to the public domain and the vision of a vibrant riverside of destination quality and in accordance with Policies G28, G34 and G46 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Parking and Servicing

51. Where the detailed design of buildings approved pursuant to condition 45 includes provision of accommodation for car parking and for loading and unloading of vehicles to the development such provision for car parking and loading and unloading of vehicles shall be provided before the commencement of the use of the buildings to which it relates and shall be retained permanently for the accommodation of the vehicles of the occupiers or persons calling at the premises only and shall not be used for any other purpose.

Reason: To avoid the obstruction of the surrounding streets by waiting vehicles and to safeguard the amenities of adjacent properties.

Archaeology

52. No development of any Zone or part thereof shall take place until the BRL have secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local planning authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a

suitably qualified investigating body acceptable to the local planning authority.

Reason: Significant archaeological remains may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development in accordance with the guidance and model condition set out in PPG16 and in accordance with Policy 4B.15 of the London Plan (February 2008) and Policies DE36 and DE37 of the Unitary Development Plan (adopted 1996) saved from the 27th of September 2007 in accordance with the direction from the Secretary of State.

Safeguarding Surfaces – London City Airport

53. Prior to the commencement of each Zone or part thereof of the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Zone or part thereof, shall be submitted to and approved in writing by the local planning authority in consultation with the operator of London City Airport.

Reason: To ensure that safeguarded surfaces for London City Airport are not infringed.

Waste / Drainage

54. Development of a Zone or part thereof shall not commence until details of on-site drainage works relating to that Zone or part thereof have been submitted to and approved in writing by the Local planning authority in consultation with the sewerage undertaker. No works or uses which result in the discharge of foul or surface water from the site shall be commenced until the on-site drainage works referred to above to service those works or uses have been completed. Such scheme shall be in accordance with the strategic infrastructure scheme submitted and approved pursuant to condition 35.

Reason: To ensure that foul and / or surface water discharge from the site is not prejudicial to the existing water sewerage system.

Housing

55. Of the affordable housing provided in each Zone, 10% are to be fully wheelchair accessible and of that the Plot developer will maximise the proportion of wheelchair accessible social rented housing in line with the approved Access Strategy.

Reason: In order to provide a good mix of development and ensure a sustainable community.

Access.

56. The developer will not implement on any Zone or part thereof until the Plot Level Access Statement relevant to that Zone has been sent to the BRAF and:
- a. The BRAF have been given 21 working days to review and feed back written comments to the developer on the Plot Level Access Statement submitted; and
 - b. The developer has taken reasonable account of any comments and advice given by the BRAF and if necessary revise the Plot Level Access Statement accordingly.

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Reason: To ensure that the needs of people with mobility impairment, in particular wheelchair users, are included within the design of the development and in accordance with Policies 4B.5 of the London Plan (February 2008).

57. The developer will not implement on any Zone until the Plot Level Access Statement relevant to that stage has been approved by the Local Planning Authority.

Reason: To ensure that the needs of people with mobility impairment, in particular wheelchair users, are included within the design of the development and in accordance with Policy 4B.5 of the London Plan (February 2008).

CASE OFFICER: Amanda Peck

- Appendix 1:** Site Location Plan
- Appendix 2:** Zone location plan
- Appendix 3:** Summary plan showing main amendments
- Appendix 4:** 2004 and 2008 framework plans showing school, city farm, surface water attenuation areas
- Appendix 5:** 2004 and 2008 road infrastructure plans showing ELT route
- Appendix 6:** Permanent built development parameter plan showing extent of development allowed in zone 2.11
- Appendix 7:** 2004 and 2008 density plans
- Appendix 8:** Ground levels summary plan
- Appendix 9:** 2004 and 2008 building height plans
- Appendix 10:** 2004 and 2008 cycle loop plans