

Agenda item

Barking Riverside, Renwick Road, Barking-16/00131/OUT

- [Meeting of Development Control Board, Wednesday, 27 July 2016 7:00 pm \(Item 20.\)](#)

Minutes:

The Commissioning Director, Growth, Homes and Regeneration introduced the report and referred to an application for variation of all conditions following grant of planning permission 08/00887/FUL for the redevelopment of the site known as Barking Riverside.

The application site is known as Barking Riverside (formerly Barking Reach) which is a 179.3 hectare site of brownfield land historically associated with the old Barking Power Station. Barking Riverside was originally granted planning permission in August 2007 (Ref: 04/01230/OUT).

A subsequent Section 73 planning application (a mechanism used to agree variations to existing planning conditions) was approved in July 2009 (Ref: 08/00887/FUL) to vary a number of conditions attached to the original planning permission. It is this second variant planning permission (Ref: 08/00887/FUL) which has been implemented by Barking Riverside Ltd (BRL) and as at July 2016, 734 new homes have been built within Stage 1 and with a further 414 new homes under construction with completion by Summer 2017.

This was another Section 73 application which sought to vary conditions in respect of the implemented July 2009 planning permission. The purpose of this application was to establish a revised outline planning permission for the Barking Riverside development based on an amended set of parameter plans. This is necessary because in 2008 the then Mayor of London did not progress the Transport and Works Act Order (TWAO) for the Docklands Light Rail (DLR) extension to Dagenham Dock and this has been replaced by an extension to the London Overground Gospel Oak to Barking line to Barking Riverside.

The proposed amendments to the parameter plans (which are the key plans underpinning the development) were in relation to the location, scale, massing and height of the blocks along with changes to the public transport strategy and consequential changes to general access and movement arrangements.

The Commissioning Director, Growth, Homes and Regeneration provided a powerpoint presentation to the Board and the key issues covered in the presentation were as follows:

- Proposed amendments: Transport
- Proposed Amendments: Affordable Housing
- Affordable Tenure Mix and Income Required
- Design: Existing Masterplan
- Design: Proposed Masterplan
- Barking Riverside Stage 1
- Social Infrastructure: Education
- Social Infrastructure: Health
- Social Infrastructure: Community
- Social Infrastructure: Young People
- Governance
- Stage Plan- Indicative Timetable and Unit Numbers

In relation to affordable housing the Commissioning Director for Growth, Homes and Regeneration emphasised that the amount of subsidised rented property was a minimum and that at each sub-framework plan stage a review of the amount and tenure mix of

affordable housing would take place and would be dependent on the viability assessment and the amount of grant available from the GLA.

The Commissioning Director for Growth Homes and Regeneration also stated that the Community Interest Company will agree appropriate management arrangements are in place to enable young people to easily and safely access outdoor spaces, play features and sport. In addition that BRL will also endeavour to provide some internal space for young people in the district centre.

The Board invited Matthew Carpen, Operations Director (Barking Riverside Limited), on behalf of the applicant, to address the Board. Mr. Carpen had worked on developing this scheme for three years with stakeholders to create and design a great place to live, work and enjoy. A lot of care had been given to designing and creating a masterplan on this unique site. He referred to developing the heritage buildings and open spaces which would benefit youth facilities and businesses. In addition, there would be cycling and skating facilities with a new 'cycle' city.

Mr. Carpen referred to the riverfront area and the potential partnership with Thames Clippers and that he had been engaging with the community, who had been empowered in developing their own play area. In addition there would be an activity trail for wildlife with the promotion of an Ecology Centre, an obligation under the Section 106. Barking Riverside was a fifteen year project in partnership with the Council, Greater London Authority and stakeholders.

The Commissioning Director for Growth Homes and Regeneration added that he had received a number of questions from Members in advance of this meeting and these are shown below with the responses from Officers as follows:

Balconies- How do we prevent visible clutter?

This will be covered by estate management. London& Quadrant have strict controls across their other schemes.

This was often a reflection of lack of storage within the flat. Units will be based on London Plan standards

There will be potential to explore private storage in basements on certain plots

Betting Shops- Can we stop betting shops?

This will be incorporated into The Barking Riverside retail strategy.

The Healthy New Town agenda will include and support.

A practical policy of letting retail units between BRL/LBBD/CIC will be agreed.

Character Areas- There were concerns raised over some of the names given to character areas

Pylon Park' – BRL are happy to change the name as required.

BRL will not use the name 'The Civic Centre, and this should be referred to as 'Station Square'.

DLR/Overground Extension-Is there any means of safeguarding the DLR route?

Reference 5.9.6 of the report states: 'Transport for London are currently developing options for the River Crossing at Gallions Reach. Whilst these are at an early stage the Section 106 legal agreement will protect possible routes for potential future transport interventions as may be required such as an ELT bus, tram or DLR link from the western boundary of the site to the Barking Riverside station.

ENVAC Underground Waste System- Is this happening?

Yes. Operatives will be on site to manage the system as part of the estate management. They will work with and educate tenants on how to use the system. Plots 2.01 and 2.02 (stage 1) will incorporate the first part of the ENVAC system

Flooding-Clause 3.4 – Who monitors the evacuation plan?

This would be monitored by the Environment Agency.

The Barking Riverside's development is raised above the flood level.

It is higher than Thames View, while everyone else in the borough is below 8m.

Health- What health provision will be provided for stage 1 of the scheme?

The recent approval for a pharmacy in stage 1 will provide support for local residents. The Council is continuing to work with the CCG and NHS England to explore interim options for healthcare provision within stage 1 of Barking Riverside.

Homelessness - Could Barking Riverside provide location for a homeless hostel?

Consideration will be given to providing a facility for temporary accommodation by BRL.

It will also be looked at as part of affordable housing strategy along with care leavers and adults in need of some support.

Parking- General questions on parking management

Parking matters will be kept under review through the Transport Strategy.

Post the rail link becoming operational, parking standards will be reviewed with a view to reducing numbers.

Steering Group-Amendment to paragraph 5.1.4

The Barking Riverside Steering Group will include officers from the Council, rather than Members as stated in the report.

Wind Microclimate-How do we ensure monitoring takes place?

Microclimate assessments will be assessed at each Sub-Framework Plan (SFP) stage.

Members asked for an update when the London Overground extension to Barking Riverside would be completed. It was advised that there was a Transport and Works Act public inquiry into London Overground due in November 2016. Transport for London (TfL) hoped to commence building the extension by summer 2017 and the extension was planned to open in Summer 2021. It was difficult to determine about any DLR extension at this stage although Dagenham Dock station was under-used at the moment.

Members were very concerned about the availability of health facilities in Barking Riverside for existing and new residents, and the reliance on existing facilities, including Maplestead Road which was very difficult to access. As a result Members requested that their concerns were made clear to the NHS and Clinical Commissioning Group (CCG) in this matter and

that officers and members worked with them to find an acceptable solution. Mr. Carpen advised that he was liaising with the NHS concerning the provision of space and the necessary NHS infrastructure needed to be in place.

Members considered that Barking Riverside was a good place for children to grow up in, however they noted that better facilities needed to be provided for older young people and teenagers.

In relation to affordable housing the Commissioning Director for Growth, Homes and Regeneration emphasised that the amount of subsidised rented property was a minimum and that at each sub-framework plan stage a review of the amount and tenure mix of affordable housing would take place and would be dependent on the viability assessment and the amount of grant available from the GLA.

The Commissioning Director for Growth Homes and Regeneration also stated that the Community Interest Company will agree appropriate management arrangements are in place to enable young people to easily and safely access outdoor spaces, play features and sport. In addition that BRL will also endeavour to provide some internal space for young people in the district centre.

Members were keen to ensure that Barking Riverside should reflect the community activities for the diverse communities that would be represented there.

Members were keen that the riverside was as accessible to the community as possible. Matthew Carpen responded that the freehold of open spaces had been transferred to the Public Interest Company, on which the Council were represented and a review would need to be conducted to see if this area could be fully accessible.

Members welcomed the importance in the scheme to heritage issues although were disappointed that Historic England had said there was no need for an archaeological survey condition. Matthew Carpen responded that the history of the site and condition will be discussed with officers.

Members noted paragraph 5.9.1 in the report (traffic and transportation), which showed a target for journeys beyond Barking Riverside was 21% by London Overground, 41% by bus, 17% by car and motorcycle, 14% by cycle and 7% walking which appeared very optimistic. In response, Matthew Carpen advised that this was an aspiration and part of a fifteen year project and modes of transport other than by car can be encouraged with a view to reviewing targets. BRL would be appointing a Travel Co-ordinator who would be monitoring these targets and working with residents and transport providers with a view to ensuring these targets are met.

Members welcomed the development's mix of amenities but considered that not enough reference had been given to established adjacent areas at Thames View, Scrattons Farm and Great Fleete estates. Matthew Carpen responded that he was keen to ensure community involvement and engagement in the project and he wanted people to visit and become engaged in the process.

Members were disappointed with the comments received from London City Airport in seeking to minimising birdstrike. BRL agreed that London City Airport's comment was negative and BRL would be seeking to protect and value wildlife.

Members asked about the security along the riverside walkways and cycle routes. In response, Matthew Carpen stated that this surveillance could be looked at although this

would involve additional cost. The Metropolitan Police would conduct patrols but they did not want an office at the Rivergate Centre.

Members were concerned that there were twenty eight electricity pylons in the Riverside area. Mr. Carpen advised that BRL and the Government were conducting a 'capacity' study in this matter. It was noted that the removal of pylons would unlock the potential for increased housing however the cost of each pylon was at least £6-7m so there were substantial cost implications if they were to be removed.

Members asked about affordable housing offer for the development. As part of the Barking Riverside affordable housing strategy, local residents in the borough would have the first opportunity to obtain these new properties and these would be marketed by London and Quadrant for a period of time only to LBBD residents. Once this had been undertaken, they would be open to residents from other boroughs

The Board **granted** planning permission subject to:

1. No Direction from the Mayor of London;
2. The completion of a Deed of Variation to the existing legal agreement;
3. A new Section 106 legal agreement to secure the matters outlined above (to be delegated to the Strategic Director for Growth and Homes);
4. Payment of the Local Planning Authority's professional and legal fees associated with completion of the Deed of Variation and new Section 106 legal agreement; and
5. The following conditions (with any amendments that might be necessary up to the issue of the decision notice to be delegated to the Strategic Director for Growth and Homes):

Procedural Matters

1. The Application for approval of all of the Reserved Matters in respect of the first part (Phase 1 and Plots 201-203) of the site to be developed under the terms of this permission must be made to the Local Planning Authority before 4 years from the date of this permission, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Application for approval of all other Reserved Matters must be made to the Local Planning Authority before September 2031.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

General Layout and Framework

3. The development hereby permitted pursuant to this permission shall be carried out in accordance with the following approved plans:

LDS 0947A 108F000 Rev H - Application Boundary
LDS 0947A 108F011 Rev Q - Average Housing Density Plan
LDS 0947A 108F013 Rev S - Maximum Building Heights
LDS 0947A 108F100 Rev T - Framework Plan
LDS 0947A 108F201 Rev P - Road Infrastructure Diagram
LDS 0947A 108F910 Rev V - Finished Ground Level Plan

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

4. Within each Stage, 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 in accordance with Policy CM1 of the Core Strategy (July 2010).

Phasing and Stages

5. (a) The development shall be built out in four Stages in accordance with Figure 4.4, Chapter 4, Volume 2 of the Environmental Statement.

(b) Stages 1 and 2 may be built out concurrently.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Partial Discharge

6. Where any application is made to discharge a condition on a partial basis (i.e. in relation to a Stage, Plot or part of), the submission shall be accompanied by a statement setting out the relationship of such details to previous Stages or Plots, or part of, the details of which have already been determined, and subsequent Stages or Plots 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, Plot or part thereof.

Reason: To ensure that the scheme is implemented on a comprehensive and sustainable basis in accordance with Policy CM1 of the Core Strategy (July 2010).

Residential units

7. 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 and to accord with Policy CM1 of the Core Strategy (July 2010).

Floorspace

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

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 'live work' 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 in accordance with Policy CM1 of the Core Strategy (July 2010).

Remediation

9. 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 and Barking Riverside Development, Baseline Desk Study, Data Review and Outline Remediation Strategy, January 2016 (Ref: CG/08322AB).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

10. 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 and Barking Riverside Development, Baseline Desk Study, Data Review and Outline Remediation Strategy, January 2016 (Ref: CG/08322AB), shall be occupied until the remediation of that Stage has been completed to the satisfaction of the Local Planning Authority in accordance with the Remediation Strategy. A verification report (or validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

11. No buildings within 50m of the former landfill site shall be occupied until the Landfill site has been remediated in accordance with condition 9.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy BR5 of the Borough Wide Development Policies DPD (March 2011).

Nature Conservation & Landscape

12. No development of Stages 3 and 4 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 in accordance with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

13. 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 the phase of the development within which the tree or shrub relates, 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 an alternative species approved by the Local Planning Authority, provided that the maintenance of that tree or shrub is still the responsibility of the developer or CIC. 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 in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Strategic Infrastructure Scheme

14. Prior to the submission of the first Sub Framework Plan pursuant to this permission, full details for the provision of a Strategic Infrastructure Scheme shall be submitted to the Local Planning Authority and shall address:

- a) Spatial and temporal phasing of key infrastructure and services;
- b) The implementation of the remediation strategy and land raising/site levels;
- c) Application of energy and water strategies;
- d) Waste scheme;
- e) Broadband infrastructure installation;
- f) Laying out of primary and secondary roads and strategic bus, walking and cycling routes and design thereof: including the indicative location of bus stops, junction works, traffic signs, pedestrian crossings, traffic control measures and turnarounds;
- g) A scheme for the routing of bus services through the Plots within each Stage, to include all necessary layover, driver facilities, future proofed ducting and temporary routings. Such routes to provide for the integration with existing public transport services provided;
- h) Identify any land reserved for ELT and ORL including land for temporary works and construction and any additional protection or restriction zones;
- i) Flood defence works and surface and foul waste attenuation, management and servicing: including a surface water drainage scheme for the site, based on sustainable drainage principles;
- j) Details of onsite drainage works;
- k) Implementation of bio-diversity strategy;
- l) 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;
- m) Design and treatment of the riverside and wetland buffer zones (as defined on drawing LDS 0947A 108F100 Rev T - Framework Plan, to include enhancements to the river wharf and design of the flood bund. Details must include the design, method of construction, dimensions, elevations, profile, materials, lighting and planting lists. Planting should be limited to appropriate native species only;
- n) Implementation of Public Open Space;
- o) Implementation of riverside walkway;
- p) Design code of street furniture, highway design, street trees;
- q) Areas for adoption and retention; and
- r) Strategic play, sport and recreation.

15. 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 no less than 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 no less than 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 and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

16. There shall be no storage of materials within 16m of the River 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 written permission of the Local Planning Authority.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

17. Buffer zones shall be measured from the top of the bank (top of bank is defined as the point where the bank levels out and meets flat ground) and shall be free of structures, hardstanding (including footpaths) and fences. Domestic gardens should not be incorporated into the buffer zones.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Demolition

18. No demolition of a building or structure that is suitable as bat habitat shall take place until a bat survey and mitigation strategy to protect any bats shall be submitted to and approved in writing by the Local Planning Authority. Any actions arising from the survey shall be implemented prior to commencement of any works.

Reason: To ensure that protected species are surveyed and mitigation measures proposed in accordance with Policy CR2 of the Core Strategy (July 2010).

Transport

19. All roads shown on drawing LDS 0947A 108F201 Rev P – Road Infrastructure Diagram 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 that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with Policy BR10 of the Borough Wide Development Policies DPD (March 2011).

Wharves/Slipway

20. Prior to provision of the riverside walkway or part thereof, a scheme detailing the location, dimensions, content and maintenance and programme for the display 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 in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

21. Prior to any new 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 recommended in the Hayes Report on the Inquiry into River Safety. The details shall be submitted to and approved in writing by the Local Planning Authority and provided in accordance with the approved details prior to the public opening of the riverside.

Reason: In the interests of public safety and to accord with Policy BP9 of the Borough Wide Development Policies DPD (March 2011).

22. Sub Framework Plans for Stages 3 and 4 shall be accompanied with an assessment of potential noise effects (including cumulative noise impacts) from activities at and associated with Docklands, Victoria Stone, Depass, Dagenham, No 1 Western Extension and East Jetty safeguarded wharves on the proposed residential properties and external amenity areas of the development. Prior to the commencement of the assessment, the scope of the assessment shall be submitted to and approved in writing with the Local Planning Authority in consultation with the Port of London Authority.

The assessment shall include mitigation measures (where necessary) which shall be incorporated into the design of buildings and subsequently evidenced and tested through submissions pursuant to conditions 27(k) and 38(k) to ensure that internal noise levels satisfy the requirements of condition 42.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13, BR14 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Flood Defence

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

Reason: To prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

24. Flood defence works shall be repaired or otherwise altered as necessary to protect the development for its lifetime and to meet the requirements of the Thames Estuary 2100 plan. Defence crest levels should be set no lower than 8.2m AOD.

Reason: To ensure adequate flood defences and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

25. 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 prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

Conditions relating to a Stage

Sub-Framework Plans

26. Prior to the submission of any reserved matters pursuant to this permission and pursuant to condition 37 in respect of a particular Plot or part thereof, a Sub Framework Plan and supporting documentation referred to in condition 27 for the Stage within which that particular Plot 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. No phase of development pursuant to this permission shall commence 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 and to accord with Policy CM1 of the Core Strategy (July 2010).

27. The form and content of each Sub Framework Plan shall address the matters in condition 27 a – p and be in broad accordance with the matters in condition 27 q – v. For the avoidance of doubt, a Sub Framework Plan shall be accompanied by a statement indicating how the matters in condition 27 q – v have been addressed or complied with.

Matters to be addressed

- a. Identify the relevant Plots within the relevant Stage and the sequential phasing thereof.
- b. Identify the quantum of development per Plot, in terms of unit numbers, mix and tenure and the quantum of sq. m. of non-residential accommodation per Plot. Identify the level of car and cycle parking provision (including its appearance, location and the means of secure storage) per Plot within the Stage by land use.
- c. Identify the means, timing of delivery and details of types, sizes and location of uses for social and community facilities (Use Class D1/D2).
- d. Identify those areas that will be retained and managed by the developer or its agent the (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').
- e. Identify the areas of open space including sports facilities and play areas and the phasing of them within the Stage.
- f. 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.
- g. Set out the provision of facilities as necessary to meet the operational requirements, where appropriate, of the emergency services, namely fire, ambulance and police.
- h. 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).
- i. 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 Walkway, Coal Wharf and T-Jetty.
- j. 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.

- k. Demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside (including the operation of adjoining safeguarded wharves) and within a building and how consideration has been given to the siting of noise sensitive buildings.
- l. Set out the provision of suitable flood warning measures (including a Flood Evacuation Plan) and a scheme setting out their specification, implementation, management and maintenance.
- m. Set out a strategy for compliance with the principles of Secure by Design for Homes, Schools and Commercial (2016 Guide), or equivalent document superseding the 2016 Guide. The development shall seek to achieve a minimum Silver award unless otherwise agreed in writing by the Local Planning Authority.
- n. Demonstrate compliance with the Mayor of London Housing SPG March 2016 (or equivalent document superseding the 2016 SPG)
- o. Demonstrate that plots are capable of being able to deliver a minimum of 10% of the residential units constructed to Building Regulations Optional Requirement Approved Document M4 (3) Category 3: (Wheelchair user dwellings) (2015 edition).
- p. Set out a strategy for bird nesting and bat roosting boxes on trees and buildings such as bat roosting bricks and/or bird nesting bricks, trees. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.
- q. Assess and demonstrate compliance with the Water Framework Directive (2000/60/EC).

Matters to be complied with

- r. Design and Access Statement;
- s. Transport Strategy;
- t. Environmental Statement;
- u. Strategic Infrastructure Scheme; and
- v. Section 106 Strategies.

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 and to accord with Policy CM1 of the Core Strategy (July 2010).

Code of Construction Practice

28. Prior to the commencement of a Plot pursuant to this permission, a Code of Construction Practice 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 Construction Practice.

Reason: In the interest of pollution and residential amenity, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

29. Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: In order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

30. No development of a Plot pursuant to this permission shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These plans shall incorporate details of:

- a. construction traffic management and Construction Logistics Plan;
- b. the parking of vehicles of site operatives and visitors;
- c. loading and unloading of plant and materials;
- d. storage of plant and materials used in constructing the development;
- e. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f. wheel washing facilities;
- g. measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during construction and demolition", Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements.
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i. the use of efficient construction materials;
- j. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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

The Construction Management Plan shall be implemented for the entire period of the works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP is required prior to commencement of development in order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents, in accordance with Policy BP8 of the Borough Development Policies DPD (March 2011).

Nature Conservation & Landscape

31. Prior to the commencement of each Stage pursuant to this permission, 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 approved Design and Access Statement and site wide Biodiversity Strategy and shall include area specific Ecological Protection Plans along with Annual Biodiversity Reports. 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 Plot commences; and (2) the landscaping elements of the scheme adjacent to built development be put in place not later than the first occupation of that adjoining development; and (3) other landscape elements within or adjacent to a Plot will be completed prior to the completion of the Plot.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Footpaths / Cycleways

32. The full network of footpaths and cycleways shall be provided on occupation of the relevant Stage in accordance with plans 242839-00 Figure 02 Issue 1 and 242839-00 Figure 03 Issue 3 contained within the Transport Assessment January 2016 and in accordance with the Strategic Infrastructure Scheme.

Reason: In order to encourage the use of walking and cycling as a sustainable mode of transport, in accordance with Policy BR11 of the Borough Wide Development Policies DPD (March 2011).

Flood Defence

33. All details submitted pursuant to condition 27(l) shall be designed to ensure, so far as is practicable continued operation of infrastructure during a flood event.

Reason: To ensure adequate flood defences and prevent the increased risk of flooding in accordance with Policy CR4 of the Core Strategy (July 2010).

Access

34. For each Sub Framework Plan pursuant to this permission, a temporary access strategy detailing temporary routes for pedestrians and cyclists through the development site shall be submitted to and approved in writing by the Local Planning Authority. The temporary access strategy shall include:

(a) access through the site during works and upon completion of works in relation to any phasing, including the connections with any completed phases, and connections to the surrounding area and its networks of cycle paths and footpaths; and

(b) any temporary works, including any boundary treatment around later phases.

Provisions for pedestrians shall be fully accessible to all including people with disabilities. The development shall only be implemented in line with the approved details and shall be maintained thereafter.

Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Design Code

35. For each Sub Framework Plan pursuant to this permission, a Design Code that is in broad accordance with the Design and Access Statement for the development shall be submitted to and approved in writing by the Local Planning Authority. Subsequent Reserved Matters Applications submitted for any proposed building should demonstrate how the proposed building design accords with the principles set out in the approved Design Code.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Conditions relating to Plot Developers

Procedural Matters

36. The reserved matters pursuant to this permission, shall be in conformity with the approved Strategic Infrastructure Scheme and approved relevant Sub Framework Plan and approved Section 106 Strategies.

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

Plot Details

37. Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the development of that Plot or part shall be submitted to and approved by the Local Planning Authority (“the Reserved Matters”) together with a statement indicating how the application for that Plot 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 Plot 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 Plot or part thereof;
- d. The use of any part of the Plot 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;

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

38. Prior to the commencement of development of each Plot or part thereof pursuant to this permission, full details of the following shall be submitted to and approved by the Local Planning Authority:

- a. The accommodation for car, coach, motorcycle and cycle parking, where relevant including the number of spaces, their location, layout, allocation, management, along with signage taking account of disabled persons needs, electric vehicle charging points (including both ‘active’ and ‘passive’ provision in accordance with the London Plan (as amended 2016))
- b. The accommodation for the loading and unloading of vehicles including tracking plans indicating that vehicles may enter and leave the servicing area in a forward gear;
- c. The layout of roads for the circulation of vehicles within the Plot or part thereof including the location of services media, bus stops, junction works, traffic signs, directional signs, pedestrian crossings, traffic control measures and turnarounds and the details of the construction standards and timetable to apply in consultation with Transport for London;
- d. The layout of public footways, cycleways and other means of public access within the Plot or part thereof;
- e. 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;

- f. Measures taken to protect and enhance areas of importance for their nature conservation value, particularly the Ripple Nature Reserve, the inter-tidal mud flats and relict areas of riverside marshland;
- g. Details of play, formal and informal open space per Plot or part thereof and how reserved matters have been designed in accordance with the principles of the Play, Spot and Recreation Strategy;
- h. Where the Plot 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;
- i. 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;
- j. A further access statement illustrating how the Access Strategy submitted under Condition 27 will be delivered;
- k. Demonstrate how buildings can be constructed so as to mitigate noise disturbance arising from existing and proposed noise sources both outside (including the operation of adjoining safeguarded wharves) and within a building and how consideration has been given to the siting of noise sensitive buildings.
- l. Details of petrol and oil interceptors for all car parking, servicing and loading areas.
- m. Details of the appearance of any extract system and associated equipment (which shall include measures to alleviate fumes and odour and incorporating activated carbon filters where necessary) and any other plant or equipment on the roof.

Reason: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with Policy CM1 of the Core Strategy (July 2010).

Remediation

39. No development of a Plot or part thereof constructed pursuant to 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 improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

40. No development of a Plot or part thereof constructed pursuant to this permission shall be commenced until a Quantitative Risk Assessment relating to that Plot 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 improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

41. No development of a Plot or part thereof constructed pursuant to 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 Plot 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 improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

Acoustics

42. The Plot developer shall ensure that the acoustic performance of the residential units meets the requirements of 'desirable' as set out in Table 4 of BS8233 2014 or such similar standard that may be revised from time to time.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Nature Conservation & Landscape

43. Prior to the commencement of development of a Plot or part thereof pursuant to this permission, 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 Plot 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 Thames and the Jetty Square.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with Policy CR2 of the Core Strategy (July 2010) and Policy BR3 of the Borough Wide Development Policies DPD (March 2011).

Parking and Servicing

44. Where the detailed design of buildings approved pursuant to condition 38 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 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the approved development does not prejudice the free flow of the traffic or conditions of general safety along the neighbouring highway, or the safety of future occupiers, and in accordance with Policy BR10 of the Borough Wide Development Policies DPD (March 2011).

45. Prior to the occupation of a Plot or part thereof pursuant to this permission, involving non-residential uses, a Deliveries and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries and export of materials within the times of peak traffic congestion on the local road network and minimise the impact on the amenity of existing and future adjoining occupiers. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In order to minimise the impact of the development on the free flow of traffic on the local highway network during peak periods in the interests of highway safety and to protect the amenity of existing and future occupiers in accordance with Policies BR10 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Safeguarding Surfaces – London City Airport

46. Prior to the commencement of each Plot or part thereof pursuant to this permission, the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Plot 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.

47. Any buildings or structures (including temporary structures such as cranes, scaffolding or other plant) over 95m AOD (above ordnance datum) will require the prior written approval of 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 in accordance with Policy BP4 of the Borough Wide Development Policies DPD (March 2011).

Drainage

48. No development of a Plot or part thereof pursuant to this permission shall commence until details of onsite drainage works relating to that Plot 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

Reason: To improve and protect water quality in accordance with Policy BR4 of the Borough Wide Development Policies DPD (March 2011).

Housing

49. A minimum of 10% of the residential units provided shall be constructed to Building Regulations Optional Requirement Approved Document M4 (3) Category 3: (Wheelchair user dwellings) (2015 edition). Plot developers shall maximise the proportion of wheelchair accessible affordable rented housing. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient affordable rented accessible housing is provided in accordance with Policy BC2 of the Borough Wide Development Policies DPD (March 2011) and Policy 3.8 of the London Plan.

Access

50. The Plot developer shall not commence any Plot pursuant to this permission, until the Plot Level Access Statement relevant to that Stage has been approved by the Local Planning Authority.

Reason: To ensure an inclusive environment in accordance with Policy CP3 of the Core Strategy (July 2010) and Policy BP11 of the Borough Wide Development Policies DPD (March 2011).

Hours of Use

51. Other than with the prior written approval of the Local Planning Authority the Classes A1, A3, and B1 uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Air Quality

52. Any development undertaken pursuant to this permission shall be designed to satisfy the relevant air quality neutral benchmarks set out in Greater London Authority Document "Sustainable Design and Construction - Supplementary Planning Guidance -London Plan 2011- Implementation Framework", April 2014; Appendix 5 – emission benchmarks for buildings and Appendix 6 – emission benchmarks for transport .

Reason: To protect the amenity of future adjoining occupiers, in accordance with Policies BR14 and BP8 of the Borough Wide Development Policies DPD (March 2011).

Supporting documents:

- [Report, item 20. PDF 491 KB](#)
- [108F000, item 20. PDF 665 KB](#)
- [108F011, item 20. PDF 696 KB](#)
- [108F013, item 20. PDF 708 KB](#)
- [108F100, item 20. PDF 614 KB](#)
- [108F201, item 20. PDF 697 KB](#)
- [108F910, item 20. PDF 711 KB](#)