

(By email)

Our reference: MGLA070222-3288

Date: 14 March 2022

Dear

Thank you for your request for information which the Greater London Authority (GLA) received on 4 February 2022. Your request has been considered under the Environmental Information Regulations (EIR) 2004.

You requested:

We understand from the attached Design & Access Statement, submitted with the Planning Application, that the proposed scheme of Development went through several iterations. The Design & Access Statement refers to a pre-application process involving the GLA in February 2016.

We write to request copies of the following:

(i) Any pre-application submission made to the GLA, including both:

- a. the 2016 tranche of pre-application engagement referred to above; and*
- b. any other pre-application engagement.*

(ii) Any response from the GLA to any such pre-application submission, from either:

- a. the Planning department of the GLA; or*
- b. the Housing & land department of the GLA.*

(iii) Any reports, presentations or other documents prepared as part of any pre-application process; and

(iv) Any requests for further information, comments or any other correspondence arising from any pre-application engagement.

Please find attached the information we hold within the scope of your request.

Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA070222-3288.

GREATER**LONDON**AUTHORITY

Yours sincerely

Paul Robinson

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

Development, Enterprise and Environment

[REDACTED]
Associate
DP9 Ltd
100 Pall Mall
London SW1Y 5NQ

Our ref: D&P/3879/Pre-app/MJ
Date: 14 March 2016

Dear [REDACTED]

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: Vicarage Field Shopping Centre

LB: Barking & Dagenham

Our reference: D&P/3879

Further to the pre-planning application meeting held on 29 February 2016, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely,

[REDACTED]
Senior Manager – Development & Projects

cc [REDACTED], TfL
[REDACTED], LB Barking & Dagenham

14 March 2016

Vicarage Field Shopping Centre, Barking

in the London Borough of Barking & Dagenham

The proposal

Mixed use redevelopment of the site for circa 21,000 sq.m. of retail space, up to 800 sq.m. of other commercial uses, up to 900 residential units, a 150 bed hotel, and a two-form entry primary school.

The applicant

The applicant is **BE Barking BV**, the agent is **DP9**, and the architect is **Studio Egret West**.

Context

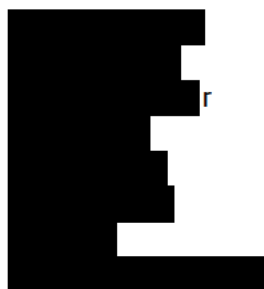
1 A request was received on 22 December 2015 for a pre-planning application meeting with the Greater London Authority on a proposal to develop the above site for the above uses. On 29 February 2016, a pre-planning application meeting was held at City Hall with the following attendees:

GLA Group:



Senior Strategic Planner, Case officer
Principal Strategic Planner
Strategic Planner, Urban Design Officer
Planner, Transport for London

Applicant:



Benson Elliot
Londnewcastle
Londnewcastle
SEW Architects
SEW Architects
TPP Transport
DP9
DP9

LPA:



LB Barking & Dagenham

2 The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application. Please note that the quality of the advice you receive is dependent upon the documentation that you provide.

Site description

3 The 2.9 hectare site comprises the existing two-level Vicarage Field Shopping Centre (11,472 sq.m. GIA), with roof-top car parking; an associated open air car park to the rear; a row

of three storey twentieth century retail blocks fronting onto Station Parade; and a similar row of buildings fronting onto Ripple Road, with a low-rise health centre to the rear. To the north-west is Station Parade, to the south-west is Ripple Road, to the south-east is an area of mixed retail, commercial and residential uses, and to the north-east are railway lines leading to Barking station.

4 The Abbey and Barking Town Centre Conservation Area lies to the north, west and south, with the south-west corner of the site being within it. The Grade II listed Cosco House (former St. Margaret's Vicarage) lies adjacent to the southern boundary.

5 The site is located within Barking Town Centre, the Barking Town Centre Housing Zone, and the London Riverside Opportunity Area.

6 The site is well served by public transport being located in close proximity to Barking Station, with National Rail, London Underground and London Overground services. The nearest bus stops are approximately 1 minute walk away from the site and are served by 10 bus routes. Therefore, the site records a high public transport accessibility level (PTAL) of 6b, on a scale of 1-6b, where 6b is the highest. The nearest section of Transport for London road network (TLRN) is the North Circular, which is approximately one mile from the site.

Site history

7 Planning permission was granted in 2009 (GLA ref: PDU/2017/02) for redevelopment of a slightly smaller site to provide 231 residential units in buildings ranging from 3 to 23 storeys, 1,333 sq.m. of shopping, financial and professional services, restaurants and cafes (Classes A1, A2 and A3), alterations to the highway, ancillary parking, landscaping facilities and services.

Details of the proposal

8 The proposal is to demolish the existing buildings on the site and construct approximately 21,000 sq.m. retail floorspace, up to 900 residential units, a 150 bed hotel, up to 800 sq.m. non-retail commercial floorspace, and a two-form entry Primary School. The retail and commercial space would be located on ground and first floor levels, with residential amenity space at second floor podium level. Hotel and residential space is located on the upper storeys, including five point towers of up to 36 storeys. Two basement levels are proposed containing servicing and parking.

9 A parcel of land fronting onto Station Parade and another parcel in the south-west corner of the site are not currently owned by the applicant. The Borough has encouraged the applicant to include these parcels and it is understood that it would support compulsory purchase if necessary. The phasing of the scheme could allow for this, which would need to be detailed in any application.

Site visit

10 The case officer visited the site on 26 February 2016.

Strategic planning issues and relevant policies and guidance

11 The relevant issues and corresponding policies are as follows:

- Town centres & retail *London Plan; Town Centres SPG*
- Social infrastructure *London Plan; Social Infrastructure SPG*

- Housing *London Plan; draft interim Housing SPG; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; draft interim Housing SPG; Housing SPG; Housing Strategy*
- Density *London Plan; draft interim Housing SPG; Housing SPG*
- Historic environment *London Plan*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; draft interim Housing SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Tall buildings *London Plan*
- Inclusive design *London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; the Mayor's Transport Strategy*
- Parking *London Plan; the Mayor's Transport Strategy*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy; Use of planning obligations in the funding of Crossrail and the Mayoral Community infrastructure levy SPG*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises:

- The London Plan 2015 (Consolidated with Alterations since 2011);
- The Barking and Dagenham Council Core Strategy (2010);
- The Barking and Dagenham Council Borough Wide Development Policies Development Plan Document (2011);
- The Barking and Dagenham Council Site Specific Allocations Development Plan Document (2010);
- The Barking and Dagenham Council Barking Town Centre Area Action Plan Development Plan Document (2011);
- The Barking and Dagenham Council Proposals Map Development Plan Document (2012);
- The London Boroughs of Barking & Dagenham, Havering, Newham, and Redbridge Joint Waste Development Plan for the East London Waste Authority Boroughs (2012).

13 The following are also relevant material considerations:

- The National Planning Policy Framework and accompanying Planning Practice Guidance.
- The 2015 draft Minor Alterations to the London Plan.
- The London Riverside Opportunity Area Planning Framework (OAPF, 2015).

Summary of meeting discussion

14 Meeting discussions covered strategic issues with respect to retail and town centre uses, education and social infrastructure, housing, affordable housing, historic environment, urban design and tall buildings, inclusive design, transport, and climate change. Advice with respect to all main strategic issues is therefore provided under the associated sections below.

15 It is understood that the applicant plans to submit an outline application in April 2016, and that it will be referred to the Mayor of London under Categories 1A, 1B(c) and 1C(c) of the Schedule to the 2008 Order:

- 1A “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.”
- 1B(c) “Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres.”
- 1C(c) “Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London.”

Principle of development

Retail and town centre uses

16 London Plan Policies 2.15 ‘Town Centres’, 4.7 ‘Retail and town centres’, and 4.8 ‘Supporting a successful and diverse retail sector’, provide the strategic policy context in which the proposals will be considered. Further guidance is provided in the London Plan supplementary planning guidance ‘Town Centres’. The site lies within Barking Town Centre, which is identified as a ‘major’ centre in Table A2.1 of the London Plan, with medium growth potential and in need of regeneration. The Barking Town Centre Area Action Plan (2011) identified a need for more comparison goods retailers, 9,000 sq.m. of additional retail space up to 2016, dated office stock, poor hotel provision, and poor leisure/entertainment facilities. The AAP site specific allocation identifies the shopping centre site for an additional 2,500 sq.m. of retail space

17 The site currently includes approximately 11,470 sq.m. of retail space, which is proposed to increase to approximately 21,000 sq.m. (including restaurant space); with 1,200 sq.m. of office space; 7,400 sq.m. of hotel space; 6,300 sq.m. of community space; and 4,400 sq.m. of leisure space.

18 It is understood that the existing shopping centre is trading successfully, mainly with budget and local retailers, with low vacancy rates, although rents are relatively low. The applicant stated that it will assist existing tenants to relocate, which is strongly encouraged. The intention is to introduce ‘High Street’ retailers to the site, in particular comparison goods retailers, along with restaurant uses, all of which are currently lacking in the town centre. The applicant is also in discussions with cinema operators, and a music venue may be provided, which would respond to the Mayor’s concerns about the loss of music venues.

19 The intention to introduce new retail tenants, including night-time uses, is strongly supported; however the applicant should note that London Plan Policy 4.9 ‘Small Shops’ provides support for affordable shop units for small or independent retailers, which should be considered as part of the retail offer, particularly considering the current tenants. The proposals include a significant uplift in retail space on the site beyond that identified in the AAP, which raises some concerns about potential over-provision, with the risk that vacant units will undermine the success of the scheme and the town centre. However it is understood that this uplift is largely due to the introduction of restaurant uses to the site, which are currently lacking in the town centre. The proposal to re-provide existing retail floorspace is supported in principle, and the expansion of floorspace may be supported, subject to the provision of suitable justification.

20 The applicant is also discussing affordable enterprise space with local enterprise bodies, which is welcomed. The proposed hotel would respond to the identified lack of hotel space in the town centre and is supported.

Housing

21 London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for more homes within London and the London Plan sets a target of 1,236 new homes per year for Barking & Dagenham. The site is within the London Riverside Opportunity Area, for which the OAPF sets a minimum target of 26,500 new homes. The site is within the Barking Town Centre Housing Zone, which has a target of 2,295 new homes. The AAP site specific allocation identifies the shopping centre site for 250 residential units.

22 The number of residential units goes considerably beyond the existing permission and the AAP target, although these apply to a smaller site and are from some years ago. In line with London Plan and Barking & Dagenham aspirations, the proposal for a mixed use development including up to 900 residential units on this inefficiently used site would be consistent with London Plan policies and is supported.

Education and social infrastructure

23 The NPPF gives the highest level of national policy support for school provision. London Plan Policy 3.18 'Education Facilities' supports enhanced new build provision, in particular to address the current and projected shortage of primary school places. Community use of facilities is also encouraged. London Plan Policy 3.16 'Protection and Enhancement of Social Infrastructure' supports the provision of high quality social infrastructure based on local and strategic needs assessments.

24 The proposal will provide a new two-form entry Primary School in the form of a three storey building with roof-top play space in the south-east corner of the site. Subject to further design detail and information on identified need, the proposal for a new school on this site, with facilities for use by the wider community, would be consistent with London Plan policies and is supported.

25 It is understood that the existing health centre (the 'Clinic') will be re-provided at ground and first floor level on the south-west corner of the site, although the provider has indicated that less space is needed for dentistry. Subject to further design detail and information on identified need, the proposal for re-provided health facilities would be consistent with London Plan policies and is supported.

Housing

26 The applicant presented an indicative residential breakdown as follows:

Studio	43 (5%)
One bed	384 (45%)
Two bed	384 (45%)
Three bed	43 (5%)
Total	854

Affordable housing

27 London Plan Policy 3.9 seeks to promote mixed and balanced communities by tenure and household income and Policy 3.12 seeks the maximum reasonable amount of affordable housing. The applicant stated that the proposal will include affordable tenures on-site, which is welcomed in accordance with Policy 3.9. As required by Policy 3.12, the applicant will be required to submit a financial viability assessment in support of its affordable housing offer, and the Council's independent assessment will need to be shared with GLA officers.

28 London Plan Policy 3.11 'Affordable Housing Targets' requires that 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale, with priority given to affordable family housing. Various tenures are currently being explored with the Council, including shared ownership, private rented sector (PRS), and starter homes. It is also understood that the Council is content with a low proportion of family housing in this location. It is noted that the site is in an area with a large proportion of social rent tenure, with a high proportion of family homes. Consequently, alternative affordable tenures and a low proportion of family housing may therefore be acceptable; however the applicant will need to provide robust justification for any departure from London Plan policy.

29 Private rented sector (PRS) tenure is supported by London Plan Policy 3.8 'Housing Choice'. The applicant should note that paragraph 3.1.24 of the draft interim Housing SPG states that PRS should be subject to "*a covenant of, for example 15 years, which ensures the units will stay as private rent for at least this period (overall ownership may change over this period but the units must be retained by a single owner)*". Other guidance on PRS is contained in paragraphs 3.1.22-3.1.31 of the draft interim Housing SPG, which recognises that discounted market rent (DMR) could be used as the affordable housing offer, for example where viability appraisals show that covenanted PRS cannot support affordable or social rented units. However, to be considered as intermediate affordable housing, DMR would need to meet the definition set out in the London Plan, for example to be affordable to, and allocated to, those eligible for intermediate housing through the London Plan income thresholds. It should also comply with the definition set out in the glossary of the NPPF.

Housing choice

30 London Plan Policy 3.8 'Housing Choice' and associated planning guidance promotes housing choice and seeks a balance of unit sizes in new developments, while affordable family housing is stated as a strategic priority. Policy 3.11 also states that priority should be accorded to the provision of affordable family housing. As discussed above, it is understood that the Council is content with a low proportion of family housing in this location; however any planning application will need to fully justify the chosen mix of units and confirm that it is based on local housing needs.

Density

31 London Plan Policy 3.4 'Optimising Housing Potential' states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. The site is within a 'central' setting where the density matrix sets a guideline of 140-405 units per hectare with a PTAL of 6. GLA officers calculate a density of approximately 460 units per hectare, accounting for the non-residential uses on the site as detailed in the draft interim Housing SPG (page 41). Although above the density range, the London Plan notes that these ranges should not be applied mechanistically and local factors should be taken into account.

32 This density may be appropriate in this highly accessible location, directly next to Barking Station; however in order for such a density to be acceptable, the application will need to be exemplary in all other respects and provide a high quality living environment for occupiers, including adequate provision of amenity and play space, an appropriate level of affordable housing, an appropriate mix of unit sizes, high quality design, and resolution of all transport and climate change issues. As detailed elsewhere in this report, further work is required in some of these areas.

Children's play space

33 London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' seeks to ensure that development proposals include suitable provision for play and recreation. Further detail is provided in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-5 child play space provided on-site as a minimum.

34 The proposals indicate that play space will be provided at the podium level, although no detail was provided. As part of any future planning submission, the applicant should demonstrate that the scheme has been designed to meet the requirements of the SPG and that minimum requirements, based on the child yield, are fully met.

Historic environment

35 London Plan Policy 7.8 'Heritage Assets and Archaeology' states that development should identify, value, conserve, restore, re-use and incorporate heritage assets where appropriate. The proposal will have an impact on designated heritage assets, including the Abbey and Barking Town Centre Conservation Area, part of which is within the site boundary; the Grade II listed Cosco House adjacent to the southern boundary of the site; the Grade II listed Barking Station booking hall; the Grade II listed Barking Baptist Tabernacle; and the Grade II listed Magistrates Court.

36 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* and in relation to conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area"*.

37 The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to, or total loss of, the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Recent judgements have provided detailed consideration of the duty imposed on local planning authorities. The Court of Appeal in *Barnwell Manor* held that a finding of harm to a listed building or its setting is a consideration to which the decision-maker

must give considerable weight, and that there should be a strong presumption against granting permission that would harm the character or appearance of a conservation area.

38 The application materials will need to include a heritage and views assessment, including an assessment of the significance of the Conservation Area and statutorily listed buildings around the site, and the impact of the scheme on these heritage assets. Although the level of detail provided does not allow an assessment at this stage, the scheme involves demolition within a Conservation Area, which is likely to cause harm and will need to be carefully considered and justified. The scale of the proposed scheme will also have an impact on the Conservation Area, listed buildings, and on their settings, particularly Cosco House, which will also require careful consideration and justification.

39 London Plan Policy 7.8 also applies to non-designated heritage assets and the applicant's heritage and views assessment should also consider the impact of the proposals on locally listed buildings, including parts of East Street and Barking Town Hall. The NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application, and a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

Urban design and tall buildings

40 Good design is central to all objectives of the London Plan and is promoted by the policies contained within chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London, whilst Policy 7.5 requires a high quality of public realm. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, and views. New development is also required to have regard to its context, and make a positive contribution to local character within its neighbourhood (Policy 7.4).

41 The applicant's intention is to submit the scheme in outline form; however it stated that a high level of detail will be provided. As a scheme of this scale would normally be expected to include detailed elements, particularly for the tall buildings, the application will need to include a detailed design code and parameter plans in order to assess and secure the quality of the scheme. Retention of the scheme architect through to completion is strongly encouraged. The proposed phasing for the scheme should also be detailed, demonstrating how the scheme will successfully operate after each phase.

42 As presented at the meeting, the scheme is generally well thought out and utilises the current pedestrian route through the existing shopping centre, which is welcomed. The intention to integrate this public route with a series of public spaces linking the Station with Abbey Grounds and beyond is strongly supported. As discussed at the meeting, the applicant should ensure that the access points into the site from Ripple Road and Station Parade are designed to provide welcoming and legible entrances into the site. The application should ideally confirm that the new route would be open 24 hours a day, and how the public realm will be managed. The positioning and sizing of the spiral stair to the public first floor restaurant spaces should be carefully considered so as not to compromise pedestrian movement or legibility at ground level. Details of disabled access arrangements to the first floor should also be provided in the application and carefully integrated into the design of the scheme.

43 As discussed at the meeting, it is noted that the proposals maximise the amount of active frontage to all public facing edges, which is welcomed; however further work is needed to demonstrate how vehicular/servicing access will be successfully balanced with the intention to

create a shared space link along Vicarage Drive. This edge of the scheme has the potential to introduce a distinctive mix of commercial, cultural and healthcare uses; however it is not clear from the current submission how the design and layout of the public realm along Vicarage Drive will support this. This is of particular importance given the need to balance safe and secure pedestrian access with the vehicular/servicing access for the shopping centre. The interface with the proposed school also requires further development in order to establish the key movement patterns between the residential areas surrounding the site and the drop-off/gathering areas for pupils and staff of the school. A design code for the school should also set out how layout and massing will be designed to meet the best practice school design guidance of Building Bulletin 103 in terms of classroom sizes, playspace, and ancillary spaces, while optimising daylight/sunlight and natural ventilation.

44 The long frontage of the scheme to the railway line will be highly visible to train passengers and from areas to the north of the railway lines. The architect should ensure that the high quality of the scheme's design is reflected in this elevation, and that a blank and monotonous frontage is avoided.

45 The design concept underpinning the scheme draws on the site's origins as a field and seeks to re-establish a series of green amenity spaces at podium level. This is supported and has the potential to create a distinctive and innovative form of development that can contribute positively to the regeneration of Barking town centre. The planning submission should provide a clear indication of how the varying amenity, allotment and seating areas will be configured so as to avoid any areas of under-utilised space and ensure that this key feature of the scheme is secured. Visuals of the base of each tower should also be provided with the application in order to demonstrate how their frontages will respond to the landscaping strategy for the podium deck.

46 London Plan Policy 3.5 'Quality and Design of Housing Developments' promotes quality in new housing provision, with further guidance provided by the Housing SPG. The Mayor has published draft Minor Alterations to the London Plan, which have been prepared to bring the London Plan into line with new national housing standards and car parking policy. A draft interim Housing SPG has also been published reflecting these and other changes.

47 The scheme has the potential to secure a high quality of residential accommodation, with generously sized entrance lobbies spread across the site, accessible from public routes. The inclusion of deck access to the linear blocks positioned along the edges of the site is particularly welcomed, and will help to provide animation to the amenity spaces below, while promoting a sense of community and belonging for residents. This approach also enables the proportion of dual aspect units to be maximised. The 'lozenge' shaped footprint of the point blocks and their north/south orientation gives the potential to optimise daylight/sunlight penetration; however there are a number of pinch points between the point blocks and the lower rise linear blocks, which could result in overshadowing and privacy issues. A design code should therefore detail how this will be overcome through the layout of individual units. It should also set out how the residential layouts are designed to meet the best practice guidance of the Mayor's draft interim Housing SPG, in particular a maximum of eight units sharing the same core; a minimum of 2.5m floor to ceiling heights; a minimum percentage of dual aspect units; and minimum space standards/private amenity spaces for all unit sizes.

48 As discussed at the meeting, while the form and massing strategy is broadly supported, concern is raised in relation to the massing of the 22-storey block at the north-east corner of the site. It is noted that the architect has worked to mitigate its massing impact on the streetscape of Station Parade and the new pedestrian route into the site by introducing a series of undulating setbacks; however officers are unconvinced by this approach. The block is likely

to have an overbearing impact on the approach to the site from Barking Station and generally in views from the north and the east. The massing of this block is also at odds with the proposed massing strategy, which positions lower rise linear elements to the site's perimeter and taller elegantly formed point blocks towards the centre of the site. While officers support the applicant's intention to optimise residential density on the site, this should not detract from the need to secure the highest quality of place-making and architecture. As such, the applicant should explore means of reducing the massing of this block to provide a more sympathetic scale along Station Parade, and secure a clear hierarchy and mediation of scale between the linear blocks and taller point blocks. As currently proposed, the 22-storey block also includes single aspect units, which are close to north-facing, and the separation distance of 16 metres to the 36 storey point block immediately to the south is likely to result in privacy and overshadowing issues.

49 The distinctive architectural response to the site is supported and consistent with the scheme's prominent location. The intention to use contrasting materials, including brickwork, to distinguish the street-level edges from the taller elements is welcomed. As discussed, the use of cement fibre board to clad the towers raises some concerns about quality and the applicant should pursue the use of high quality materials to contribute towards an exemplary standard of architecture. Given the outline nature of the scheme, a series of rendered visuals should be included within a design code, which demonstrate how the proposals sit in the context of the wider town centre, with particular attention to the setting of neighbouring heritage assets.

Inclusive design

50 The aim of London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion (not just the minimum). The aim of London Plan Policy 7.1 'Building London's neighbourhoods and communities' is that people have a good quality environment in an active and supportive local community, with the best possible access to services, infrastructure and public transport.

51 London Plan Policy 2.15 'Town Centres', the Town Centre SPG, and the Social Infrastructure SPG promote the provision of shopmobility schemes in town centres, and the applicant is encouraged to consider provision.

52 Policy 3.8 requires all new housing to be built to 'Lifetime Homes' standards. In order to bring the London Plan into line with new national housing standards, the draft Minor Alterations to the London Plan proposes to replace this with "*ninety percent of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings'*". Policy 3.8 also requires 10% of units to be wheelchair accessible or easily adaptable, which the draft Minor Alterations to the London Plan proposes to replace with "*ten per cent of new housing meets Building Regulation requirement M4(3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users'*". Any future application needs to demonstrate this in its design and access statement.

53 In line with London Plan Policy 6.13 'Parking', Table 6.2 and the Housing SPG, each wheelchair accessible unit should have its own designated Blue Badge bay, and any departure from this will need to be fully justified.

54 The proposals do not raise particular concerns regarding inclusive design at this stage; however access considerations will need to be fully detailed in the applicants' design and access statement.

Transport

55 Electric vehicle charging points (EVCPs) will need to be provided, and secured by condition. In accordance with the London Plan and Accessible London SPG there should be a 1:1 ratio of Blue Badge parking spaces for each accessible residential unit. It is recommended that future residents of the site should be excluded from eligibility for local parking, secured through the section 106 agreement.

56 The applicant should provide cycle parking according to the requirements of Table 6.3 of the London Plan, including those for residential and commercial development.

57 The proposals for improving the public realm are welcomed, particularly since Barking Station and Abbey Ground are poorly connected at present. Existing Legible London signage in Barking town centre will need to be updated to integrate the new development into the wayfinding system. A section 278 agreement is encouraged in order to improve the adjoining pedestrian routes outside the red line boundary.

58 TfL provides guidance on the preparation of transport assessments on the TfL website, available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>. A particular area of interest will be trip rate projections originating from the development in order to assess the likely impacts on the transport network.

59 The proposed arrangements for basement car parking, including service bays, are welcomed. A swept path analysis should be included in the Delivery and Servicing Plan (DSP) in order to demonstrate that vehicles can enter and exit the basement in forward gear.

60 The application should be supported by a Travel Plan, Construction and Logistics Plan and a Delivery and Servicing Plan. The Travel Plan should be in line with TfL's Transport Plan Guidance available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>. A separate section for the school arrangement should be included in the Travel Plan.

Community infrastructure levy

61 In accordance with London Plan Policy 8.3, the Mayoral Community Infrastructure Levy (CIL) requires all new developments creating 100 sq.m. or more of additional floor space to be liable to pay the Mayoral CIL. The levy is charged at £20 per square metre of additional floor space in Barking & Dagenham.

Climate change

Energy

62 The energy strategy was not discussed at the meeting; however the Mayor applies a 35% carbon reduction target beyond Part L 2013 of the Building Regulations, as set out in the energy assessment guidance available on the GLA website <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>

63 The applicant should commit to meeting Part L 2013 by efficiency measures alone. Sample SAP calculation worksheets (both DER and TER sheets), and BRUKL sheets including efficiency measures alone, should be provided to support the savings claimed.

64 Evidence should be provided on how the demand for cooling will be minimised through passive design, in line with London Plan Policy 5.9 'Heating and Cooling'. The applicant should particularly consider how best to mitigate any restrictions posed by, for example, local air quality

issues, ground floor apartments and single aspect units. Dynamic overheating modelling in line with CIBSE Guidance TM52 and TM49 is recommended.

65 The site is located within an opportunity area for district heating (London Heat Map). The applicant should investigate opportunities for connection to nearby district heating networks and should commit to providing a site wide heating network, suitable for connection to wider district networks now or in the future. The site should be served by a single energy centre and a plan showing the size and proposed location of the energy centre should be provided with the energy assessment.

66 The applicant should follow the energy hierarchy when considering the potential for CHP and renewable energy technologies. If solar technologies are proposed, a plan showing the proposed location of the installation should be provided

Climate change adaptation

67 Environment Agency mapping reveals that the site is located in Flood Zone 1 and that parts of the site are at high risk of significant surface water flooding. Any planning application should carefully consider how to address the surface water flood risk and consideration of London Plan Policy 5.13 'Sustainable Drainage' will be particularly important. The proposal indicates that considerable greening of the areas above the retail space will be undertaken, together with greening of some of the tall building roofs. This is welcomed, but consideration should also be given to maximising stormwater retention of these landscaped areas, together with rainwater harvesting, for example, for irrigation. There could also be opportunities for creative use of attenuated stormwater, for example as water features or play features. Consideration should also be given to 'design for exceedance', where some areas of open space are specifically designed to hold and attenuate rainwater for less frequent storms, for example 1 in 10 years or less often.

Summary of meeting discussion

68 The principle of redevelopment of this site is strongly supported; however issues raised in this report with respect to town centres uses and retail, education and social infrastructure, housing, affordable housing, historic environment, urban design and tall buildings, inclusive design, transport, and climate change are fully addressed prior to the submission of any future planning application.

for further information, contact GLA Planning Unit (Development & Projects Team):



[REDACTED]

From: [REDACTED]
Sent: 10 March 2016 11:14
To: [REDACTED]
Subject: Vicarage Fields - design

Hi [REDACTED] here's some obs – lemme know if you need any more detail. [REDACTED]

As presented at the meeting the scheme is generally well thought out and utilises the existing access route running through the existing shopping centre which is welcomed. The intention to connect this route to form a wider series of public realm, linking the station with Abbey Green and beyond is supported and as discussed the applicant should ensure that the access points into the site from Ripple Road and Station Parade and their frontages are designed to provide welcoming and legible entrances into the site.

Similarly, the positioning and sizing of the spiral stair to the public first floor deck should be carefully considered so as not to compromise pedestrian movement or legibility at the Ripple Road entrance to the ground level link and details of access arrangements to the first floor deck for disabled people should also be provided and fully integrated into the scheme's architecture.

As discussed, while it is noted that the applicant has worked to maximise the amount of active frontage to all public facing edges of the blocks, which is welcomed, further work is needed to demonstrate how vehicular/servicing access can be successfully balanced with the intention to create a shared space link along Vicarage Road. This edge of the scheme has the potential to introduce a distinctive mix of commercial, cultural and healthcare uses however, it is not clear from the current submission how the design and sizing of the public realm along Vicarage Road will support this. This is of particular importance given the need to balance safe and secure access with the vehicular/servicing access for the shopping centre. The interface with the proposed school is also unclear and further detail is needed to establish the key movement patterns between the residential areas surrounding the site and the drop-off/gathering areas for pupils and staff of the school. A design code should also set out how the layout and massing of the school block will be designed to meet the best practice school design guidance of Building Bulletin 103 in terms of classroom sizes, playspace, ancillary spaces while optimising daylight/sunlight and natural ventilation.

The design concept underpinning the scheme, drawing on the site's origins as an open field and re-establishing a series of green amenity spaces at podium level is supported and has potential to create a distinctive and innovative form of development that can contribute positively to the identity of the emerging wider Barking town centre. The planning submission should however provide a clear indication of how the varying amenity, allotment and seating areas will be configured so as to avoid any areas of under-utilised spaces and ensure that this key feature of the scheme is secured and built out. Visuals of the base of each tower should also be provided to demonstrate how their frontages will respond successfully and be fully integrated to the landscaping strategy for the podium deck and details of an irrigation strategy should be provided and designed into the scheme.

The scheme has potential to secure a high quality of residential accommodation, with generously sized entrance lobbies distributed and located so as to be accessible from public routes. The inclusion of deck access to the linear blocks positioned along the edges of the site is particularly welcomed and will contribute towards providing animation to the amenity spaces below and promoting a sense of community and belonging for residents. This approach also enables the proportion of dual aspect units to be maximised.

The 'lozenge' shaped footprint of proposed point blocks and their north/south orientation gives potential to optimise daylight/sunlight penetration, however there are a number of pinch points between the point blocks and lower rise linear blocks which could result in overshadowing and privacy issues. A design code should therefore include details of how this can be overcome through the design and layout of individual units. It should also set out how the residential layouts are designed to meet the best practice guidance of the Mayor's Housing SPG in terms of no more than eight units sharing the same core, a minimum of 2,500mm floor to ceiling heights, a minimum

percentage of dual aspect across the scheme and minimum space standards/private amenity spaces for all unit sizes.

As discussed, while the form and massing strategy is broadly supported, particular concern is raised in relation to the massing configuration of the 22-storey block at the north eastern corner of the site. It is noted that the architect has worked to mitigate its massing impact on the streetscape of Station Approach by introducing a series of undulating setbacks, however officers are unconvinced by this approach and the block is likely to remain overbearing on the approach to the site from Barking Station. The massing of this block is also at odds with the proposed wider massing strategy, which positions lower rise linear elements to the site's perimeter and taller elegantly formed blocks towards the centre of the site. While officers support the applicant's intention to optimise residential density on the site, this should not detract from the need to secure the highest quality of place-making and architecture and as such, the applicant should explore means of reducing the massing of this block to form a more sympathetic scale along Station Approach, and secure a clear hierarchy and mediation of scale between the linear blocks and taller point blocks. It is also noted that the separation distance of 16metres between this block and the tallest point block immediately to the south is likely to result in a degree of overshadowing and the applicant should work to address this while also removing the north facing single aspect units within the 22-storey block as the scheme evolves further.

The distinctive architectural response to the site is supported and consistent with the scheme's prominent location and the intention to use contrasting materials including brickwork to define the street facing edges from the taller elements is welcomed. As discussed, the use of cement fibre board to clad the towers is questioned and the applicant is encouraged to pursue the use of a high quality materials palette to secure an exemplary standard of architecture. Given the outline nature of the scheme, a series of rendered visuals should be included within a design code that demonstrates how the proposals sit in the context of the wider town centre, with particular attention given to the setting of neighbouring heritage assets.

[REDACTED], Strategic Planner
Development & Projects
Planning Department
GREATER LONDON AUTHORITY
City Hall, The Queen's Walk, London, SE1 2AA
[REDACTED]



Barking Town Centre

VICARAGE FIELD

Emerging Framework
February 2016

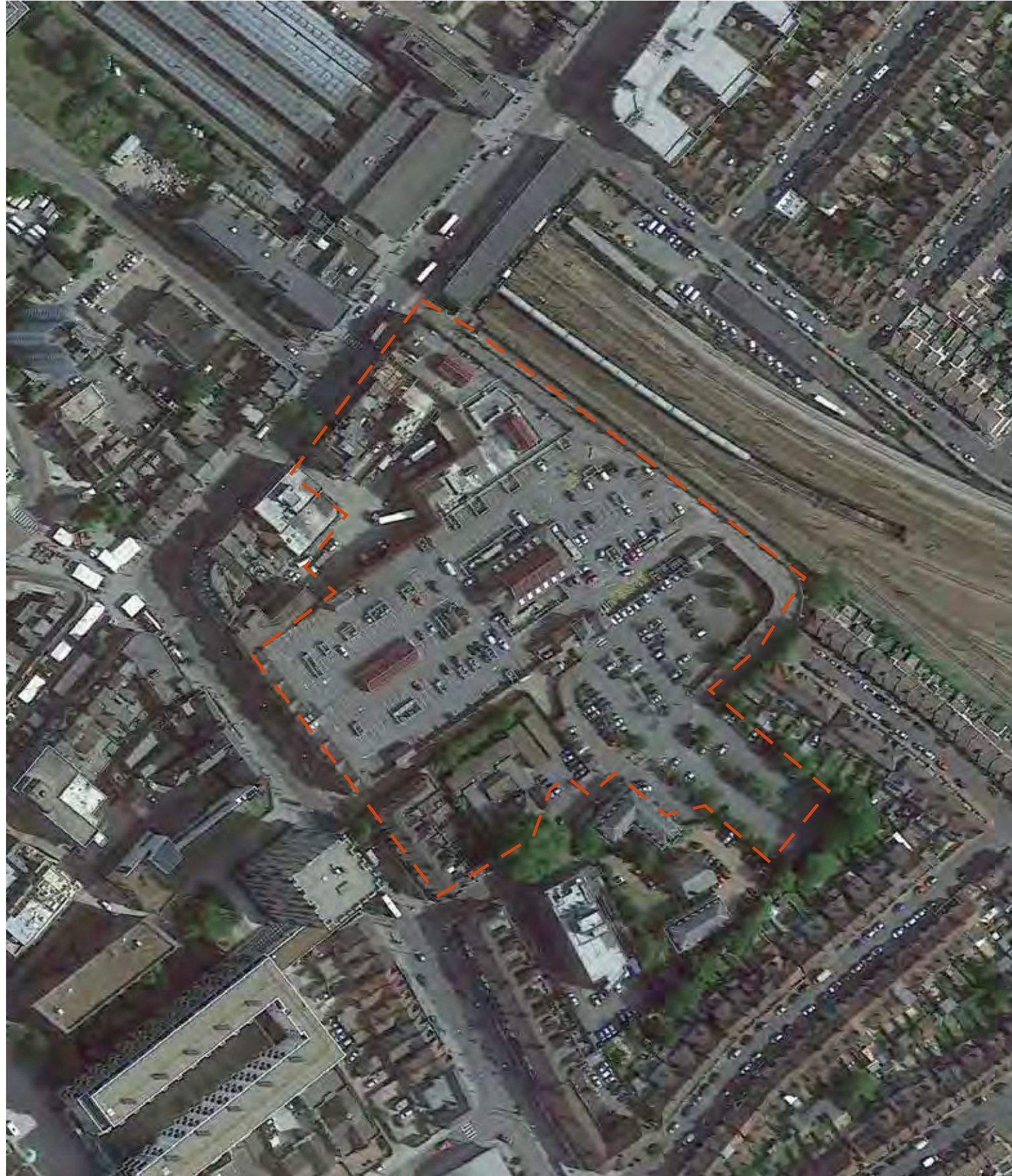
Barking Town Centre Today

Vicarage Field Site

Application Boundary Ownership Boundary

Planning Context

Vicarage Field Development Site



- Site Area 2.90ha
- Barking Town Centre AAP Boundary (Site BTCSSA10)
- London Housing Zone
- Barking & Dagenham Growth Commission
- Barking Town Centre Key Regeneration Area
- PTAL 6
- **London Plan identifies suitable density ranges of 215-405 dwellings per hectare**
(650-1100 habitable rooms per hectare)
- Existing Shopping Centre:
 - Retail: 11,472 m² GIA
 - 450 Car Spaces
- Vicarage Field Planning Consent
 - 09/00476/FUL
 - March 2011

Detailed Planning Consent

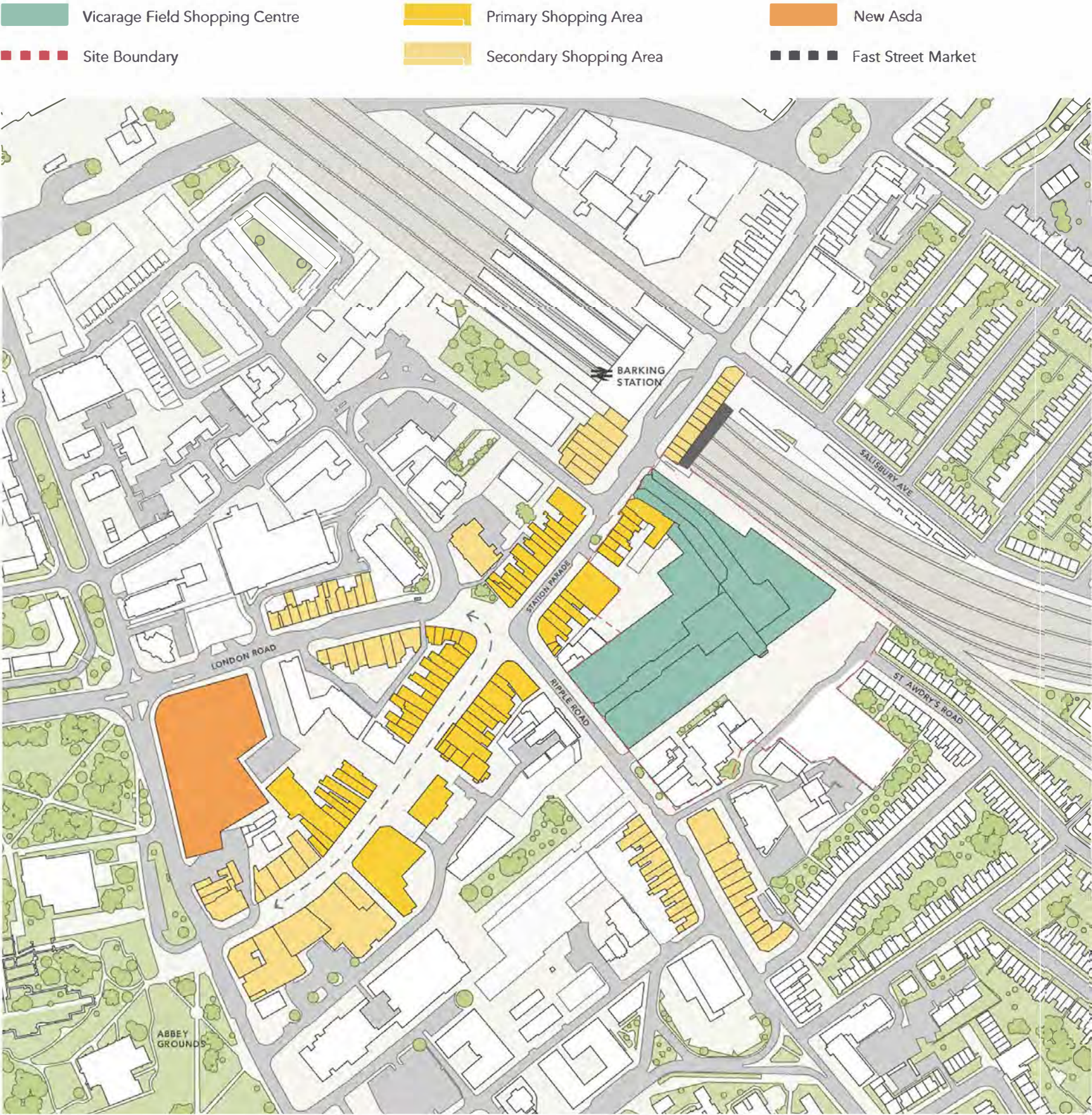
Previous Consent



- Site Area 2.51 ha
- 28 storey residential tower
- 229 Residential Units
- Retail: 13,785 m² GIA
- 483 Car Spaces

High Street and Shopping Areas

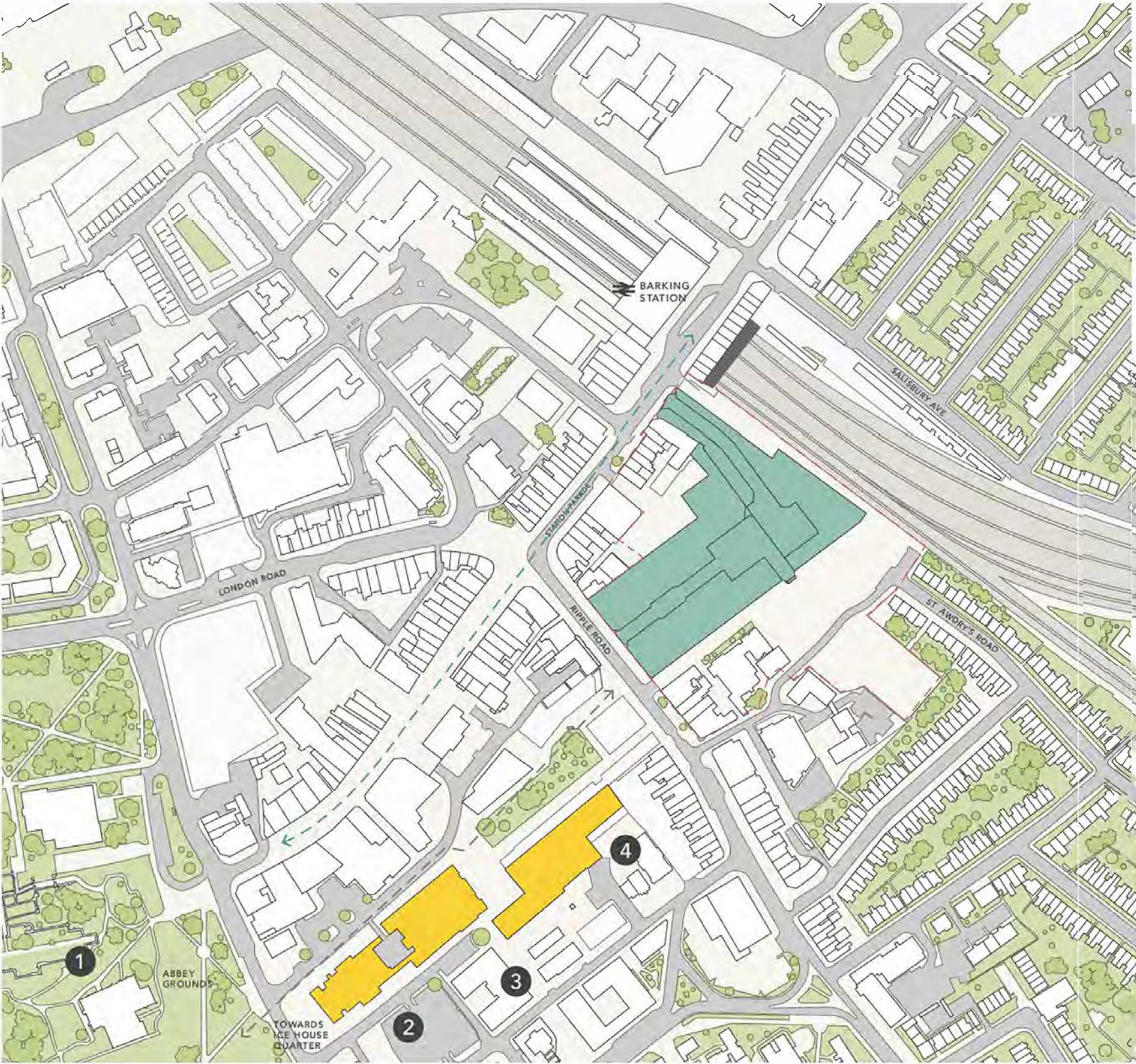
Commercial Areas



Cultural Quarter & High Street

A Combined Offer

- Vicarage Field Shopping Centre
- Highstreet
- Towards Ice House Quarter
- Site Boundary
- Cultural Quarter



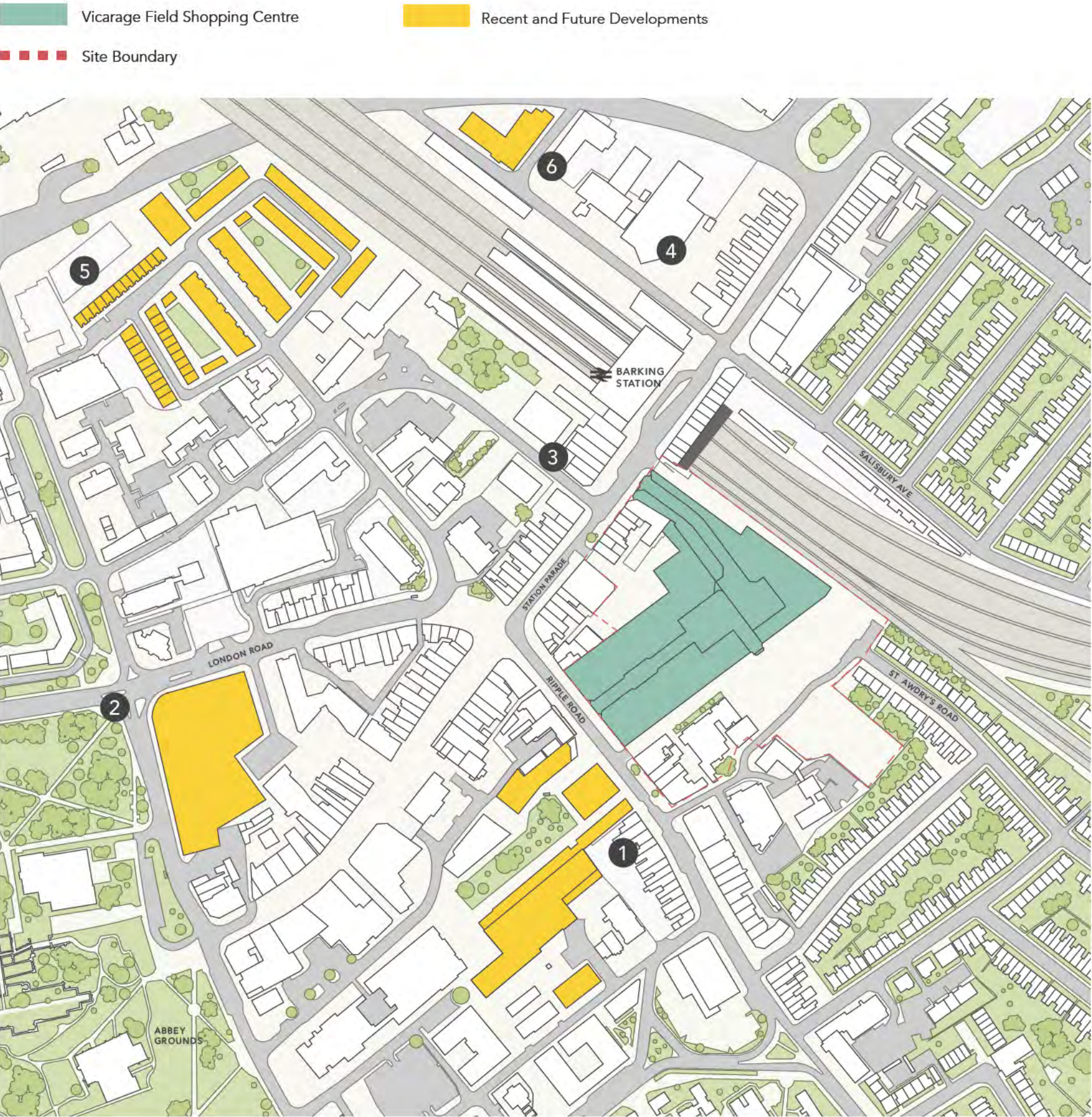
3. Barking Town Hall

4. Barking Learning Centre



Emerging Barking Town Centre

New Developments



1. Barking Central



4. Trocoll House (Planning Pending)



2. Asda Barking Superstore



5. Williams Street Quarter



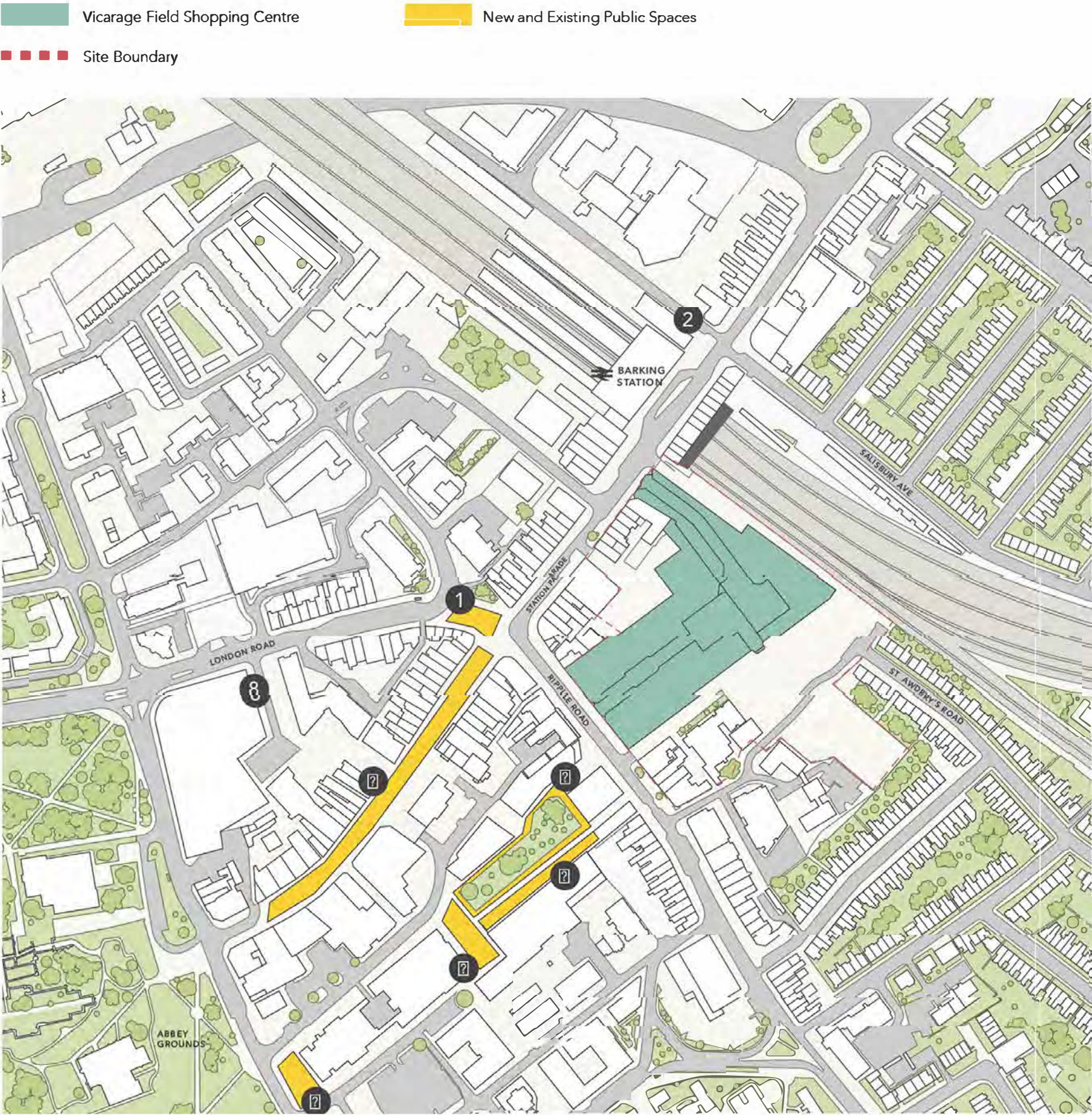
3. Cambridge Road (Planning Pending)



6. Foyer

Emerging Barking Town Centre

Public Space



1. Circus Street Market



2. Barking Station



3. Collonade



4. Arboretum



5. Town Hall

6. East Street



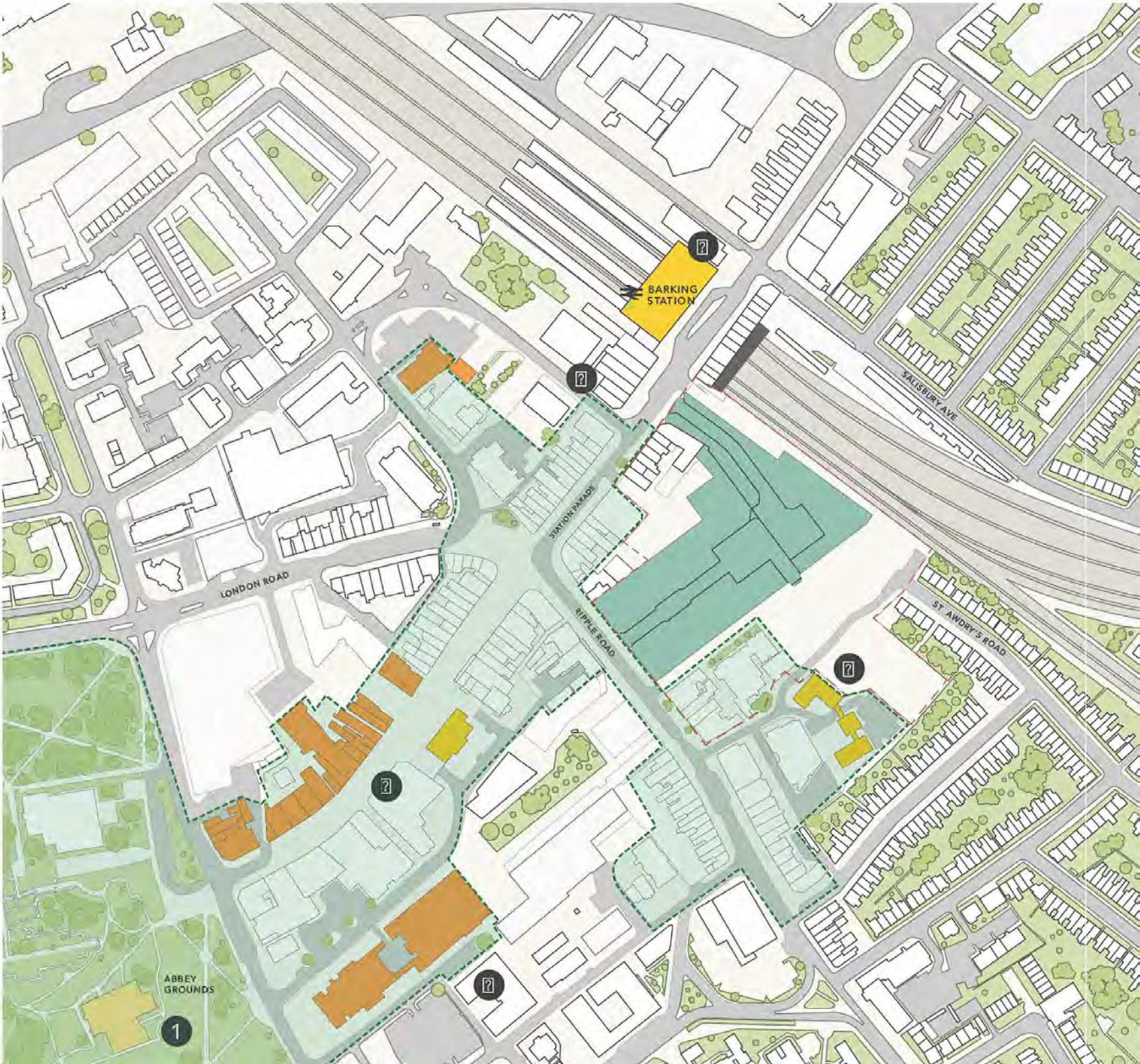
7. Theatre Square

8. Short Blue Place



Conservation Area

- Vicarage Field Shopping Centre
- Site Boundary
- Abbey and Barking Town Conservation
- Locally Listed
- Grade I Listed Building
- Grade II Listed Building



1. St Margaret's Church (Grade I listed)

2. Magistrates Court (Grade II listed)

3. East Street (Locally listed)

4. Barking Town Hall (Locally listed)

5. Barking Station (Grade II listed)

6. Cosco House (Grade II listed)

Edges and Existing Buildings

Fragmented Edge Condition



1. Barking hotel
Not in conservation area

2. 12-18 East Street
Neutral

3. No. 2 Station Parade
Positive

4. Halifax
Not In Conservation Area

5. Central Clinic
Positive To Neutral

6. 13-23 Ripple Road
Positive To Neutral

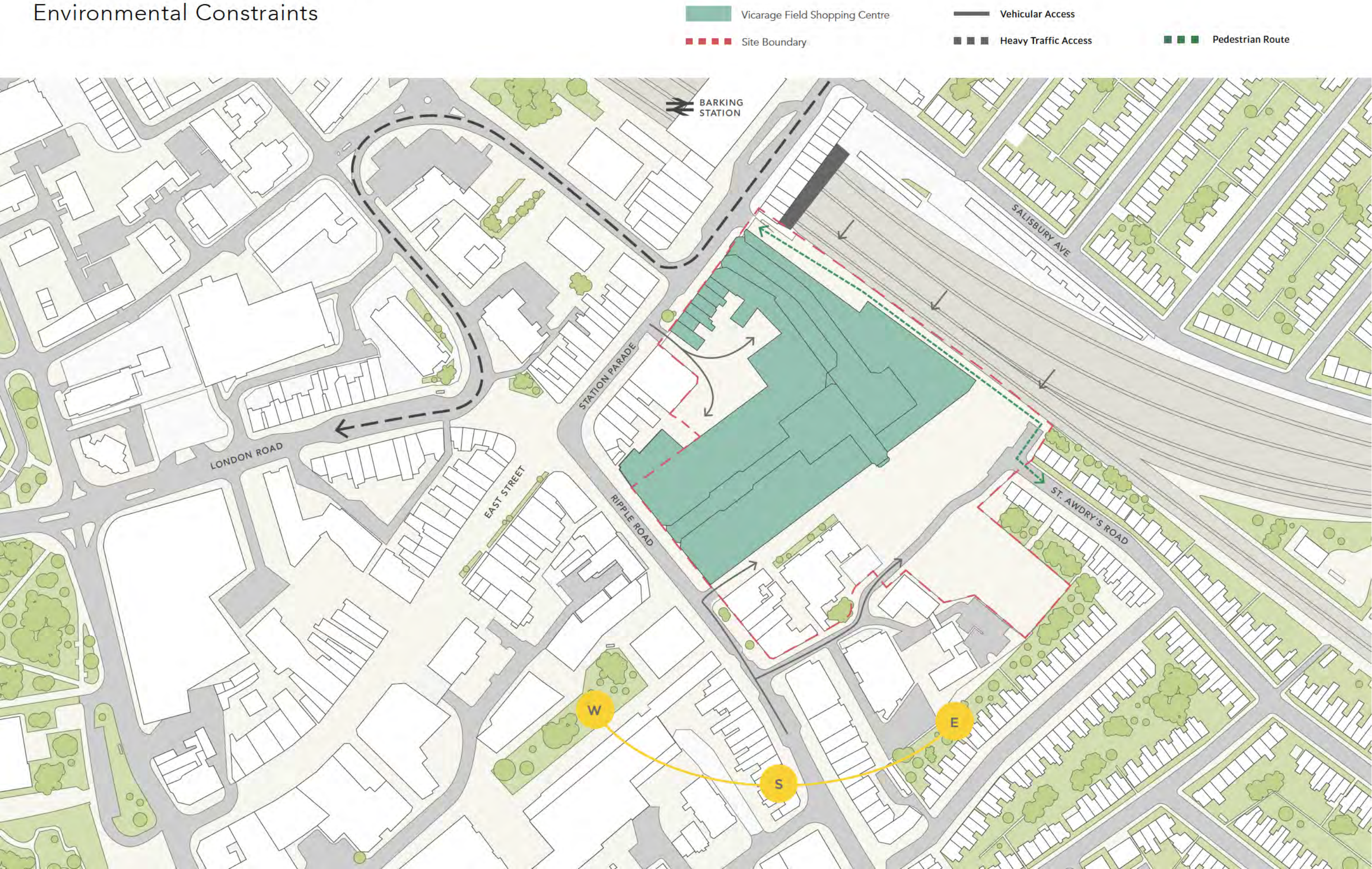
7. 180 St Awdry's Rd
Positive to Neutral

8. Glebe House
neutral to negative

9. Cosco House Vicarage
grade ii listed

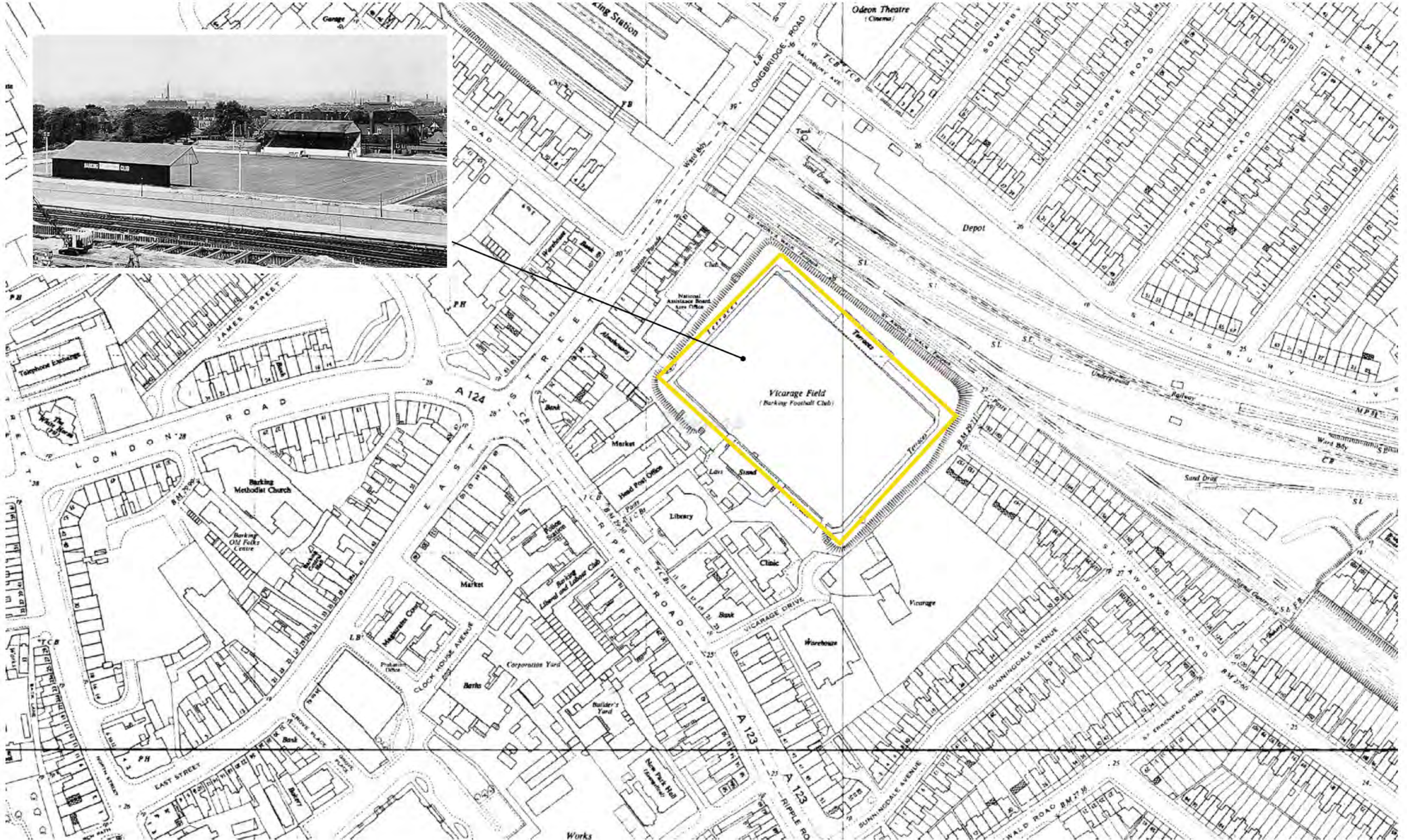
Daylight & Sunlight

Environmental Constraints



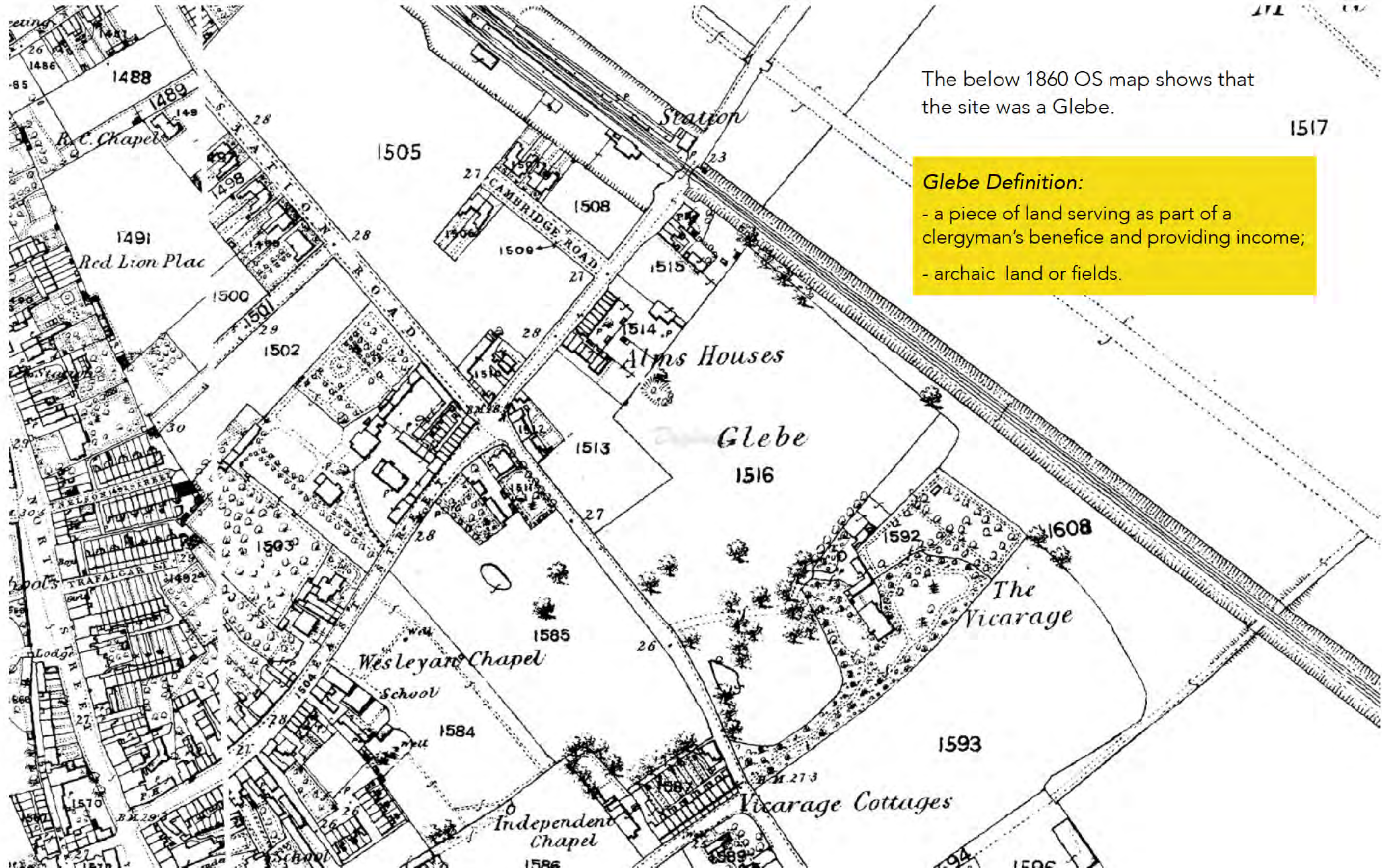
Barking Football Club

Site History



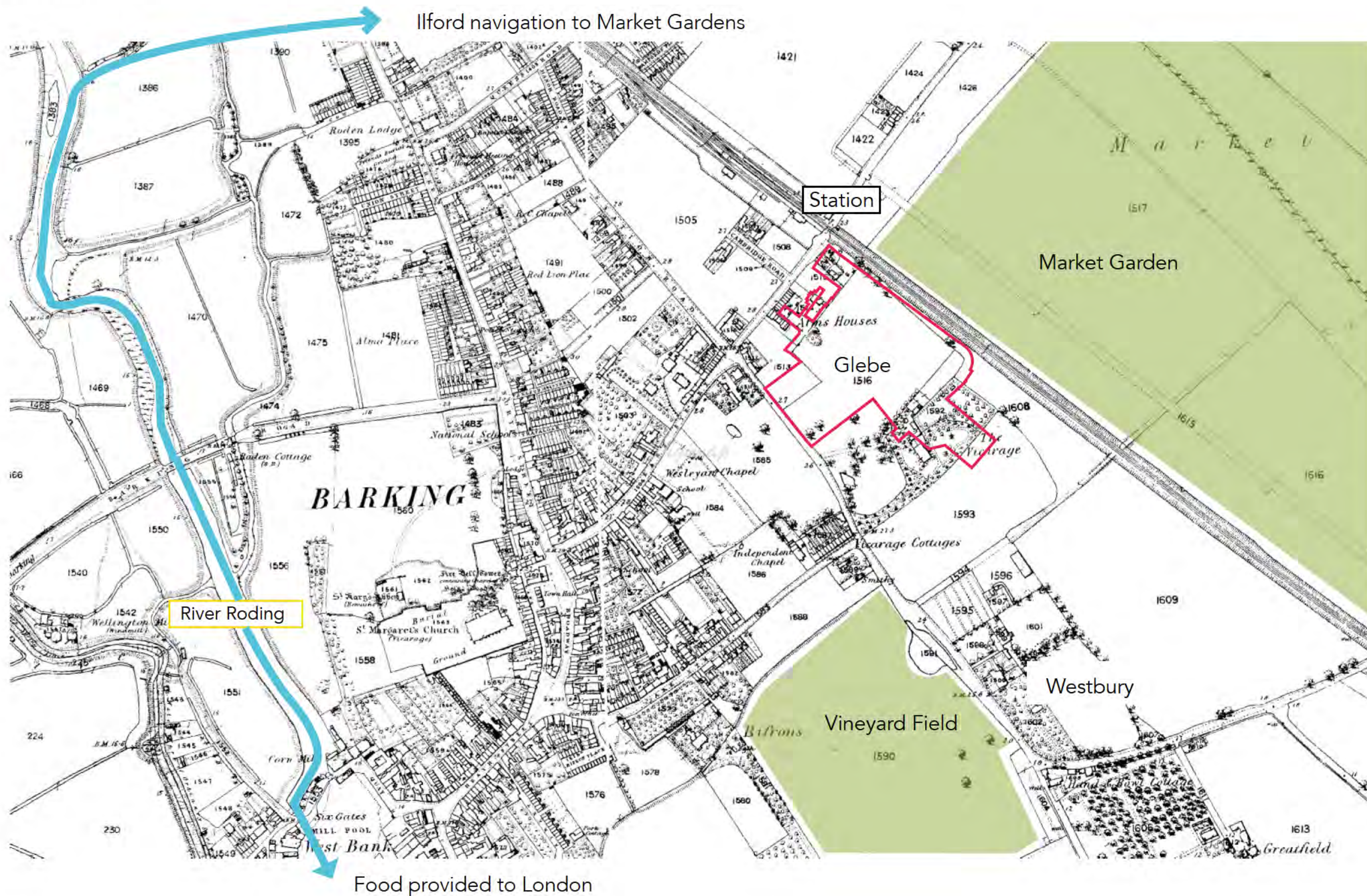
The Glebe

Site History



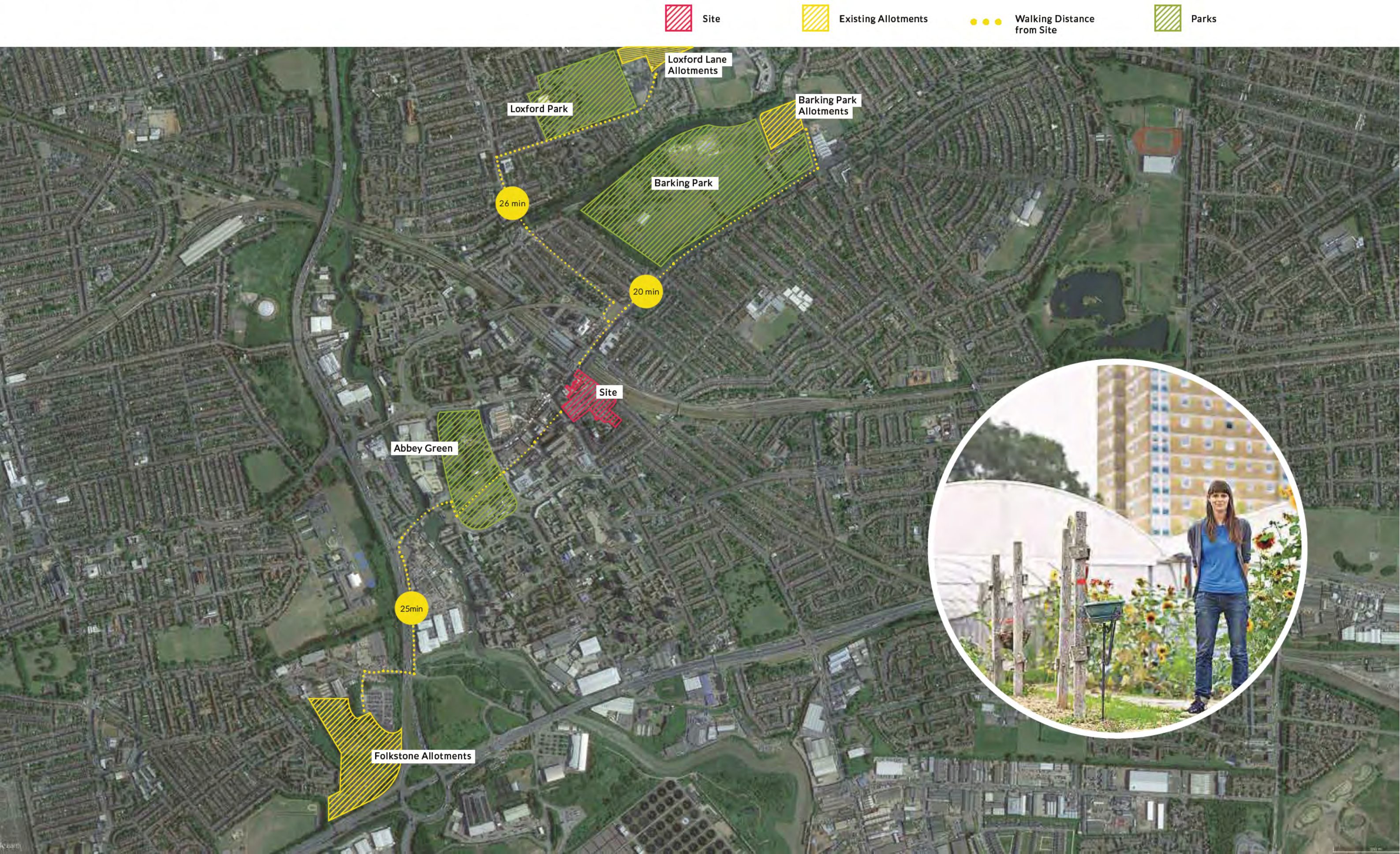
Barking Market Gardens

Site History



Allotments

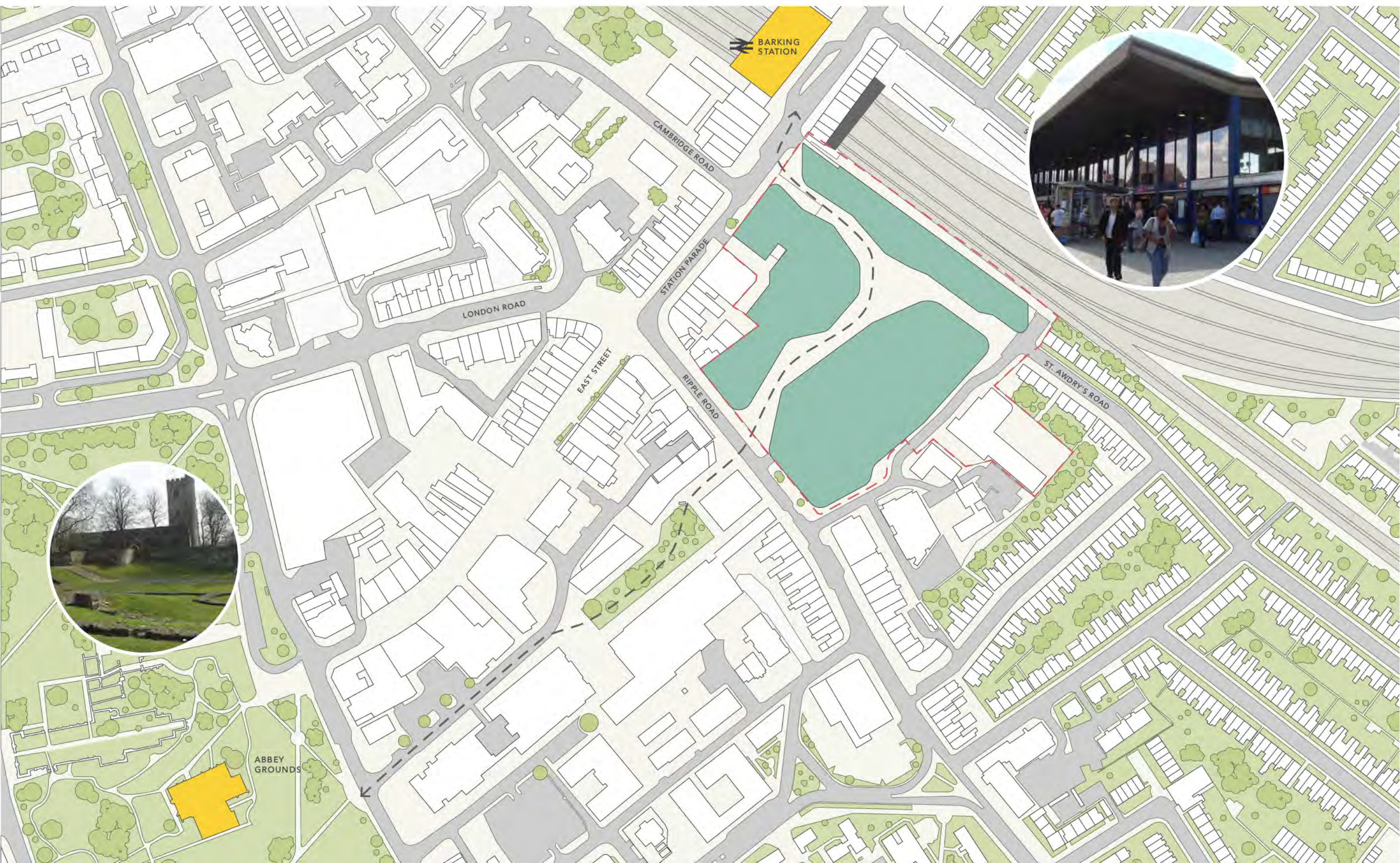
Barking Today



Principles

Placemaking

Create a Continuous Route from Abbey Grounds to the Train Station



Define a Retail and Leisure Circuit



Extend the existing Green Space Network



Knit into the Existing Urban Fabric



Legible Residential Entrances

Ground Floor Plan

Site Residential Entrances



Create a Vibrant Town Centre Retail Offer

Ground Floor Plan

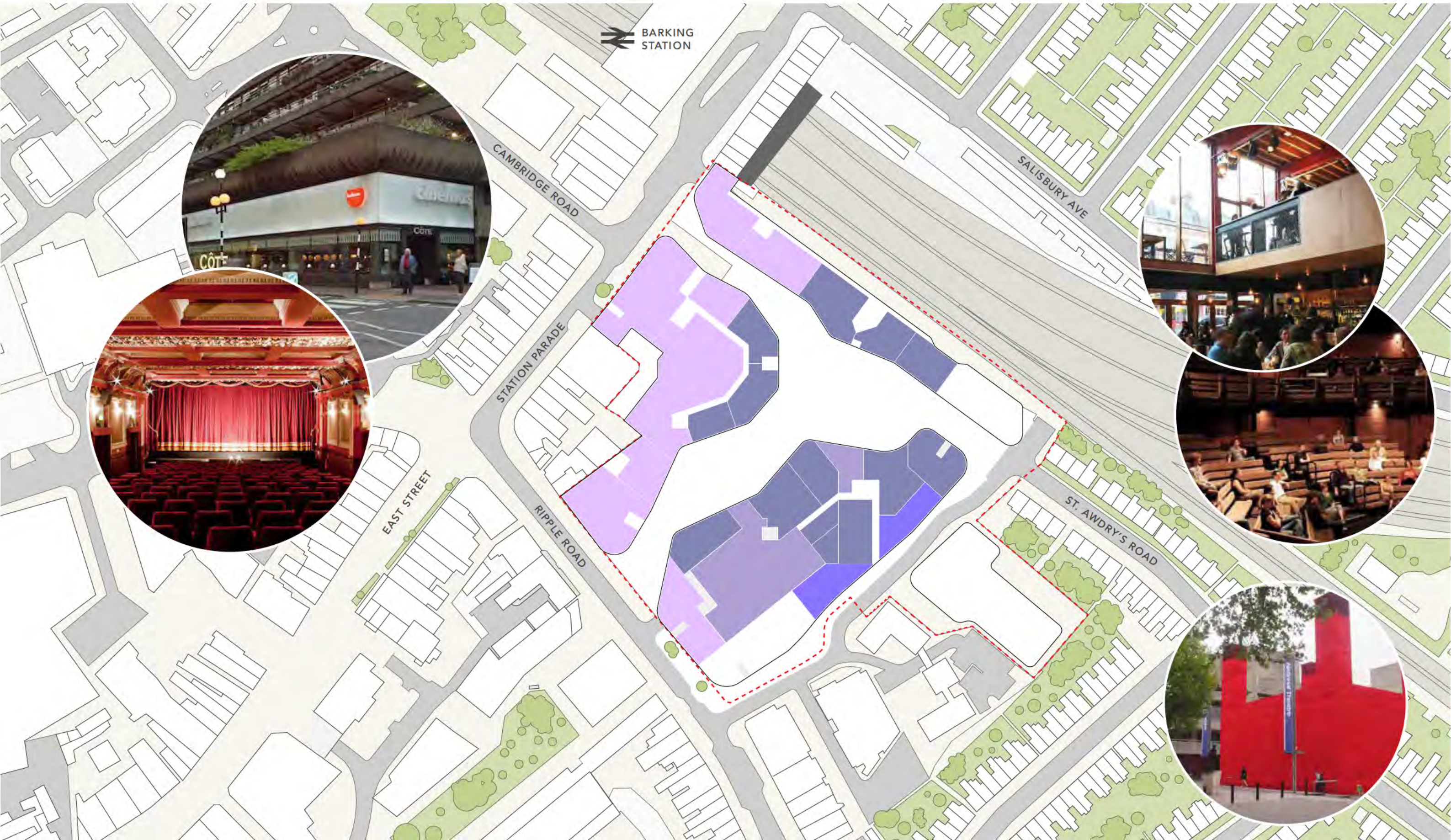
- Site
- Retail
- Leisure
- Enterprise



...Mixed with Leisure & Cultural Destinations

First Floor Plan

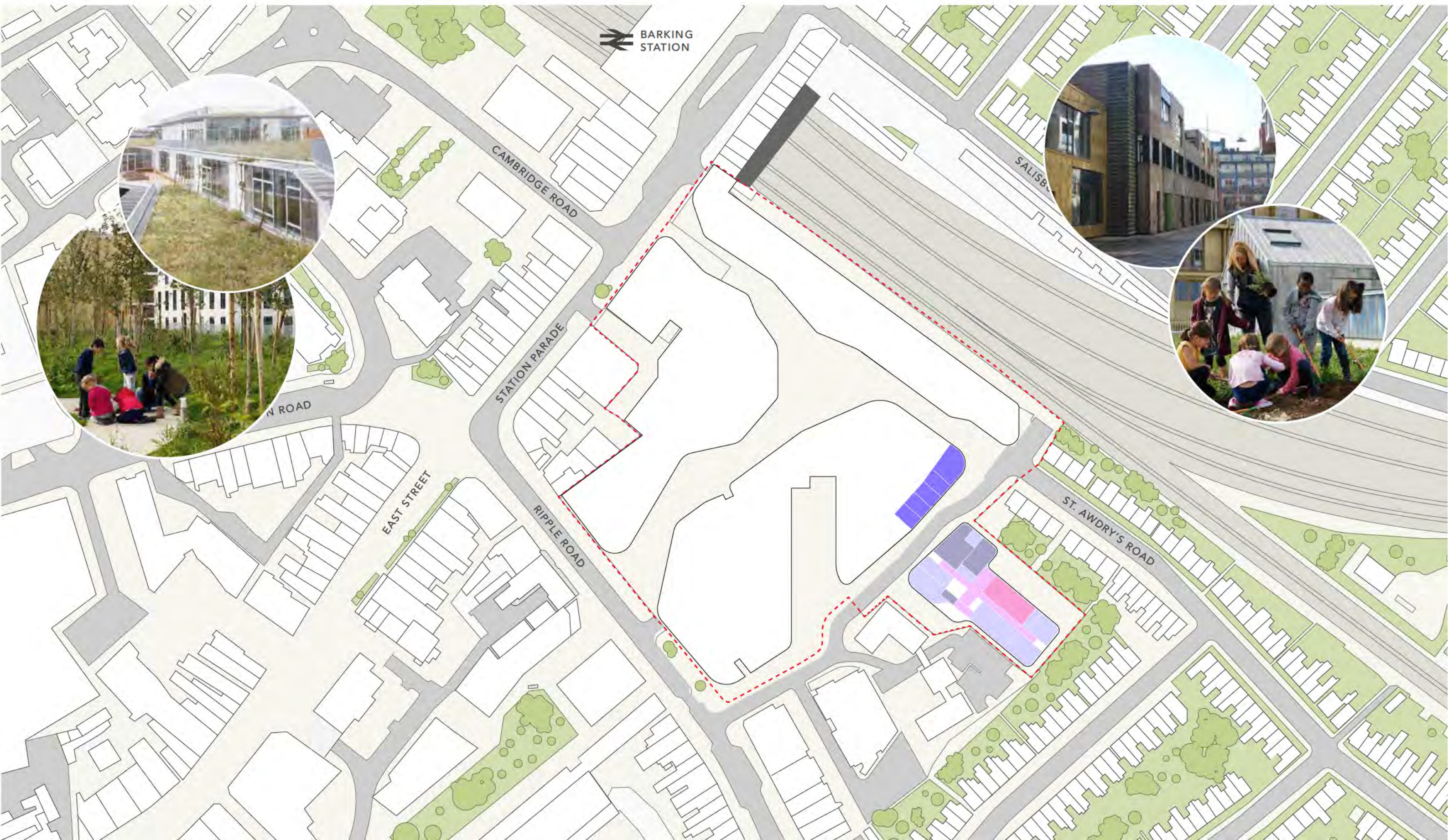
Site Retail Leisure Enterprise



Education & Enterprise Interfacing with the Existing Community

Ground Floor Plan

Site Enterprise School



Glued together by a Multi-Functional Layered Landscape

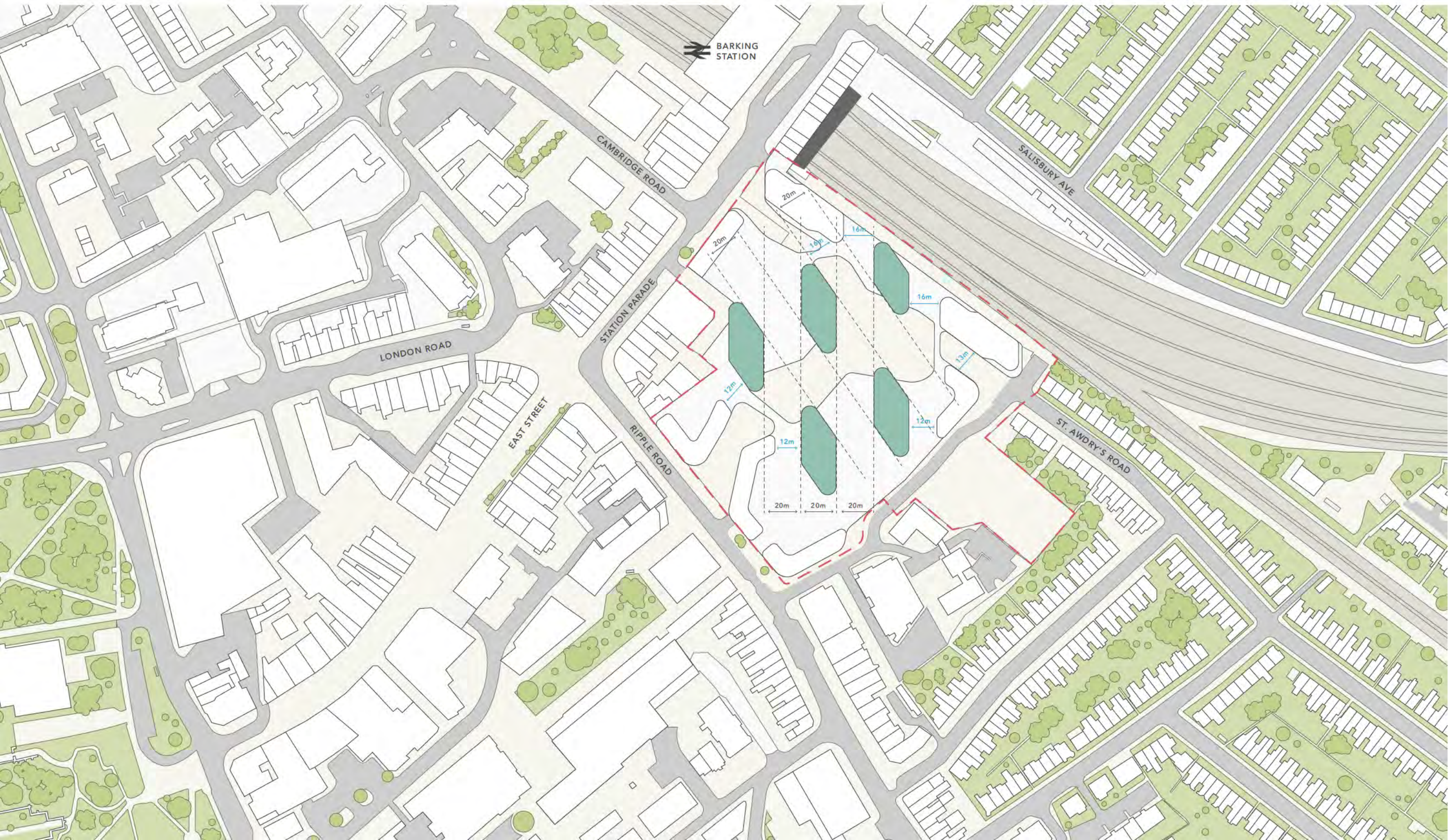
The Field

Private amenity Space Public space



Orientation

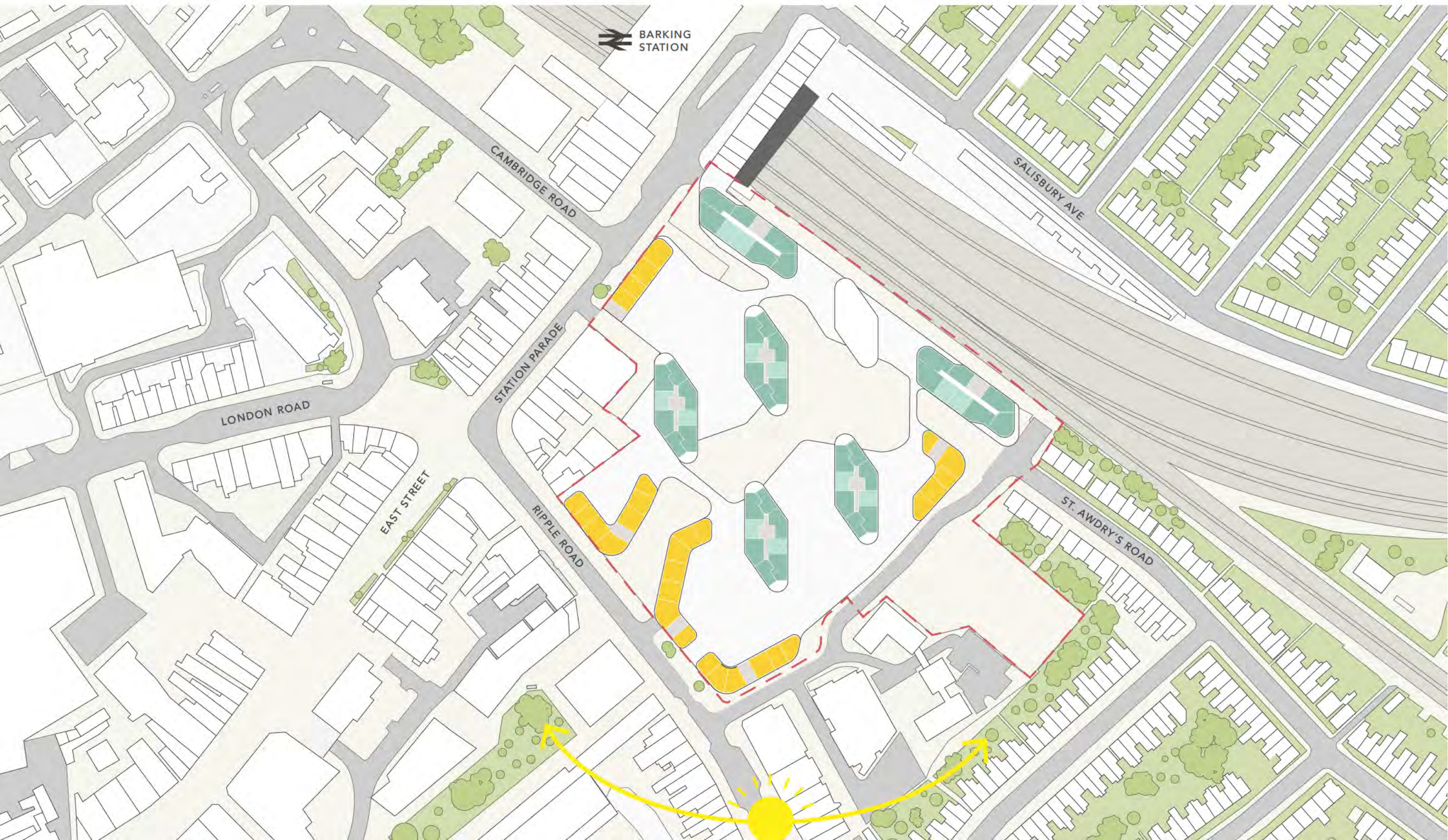
Maximise Daylight



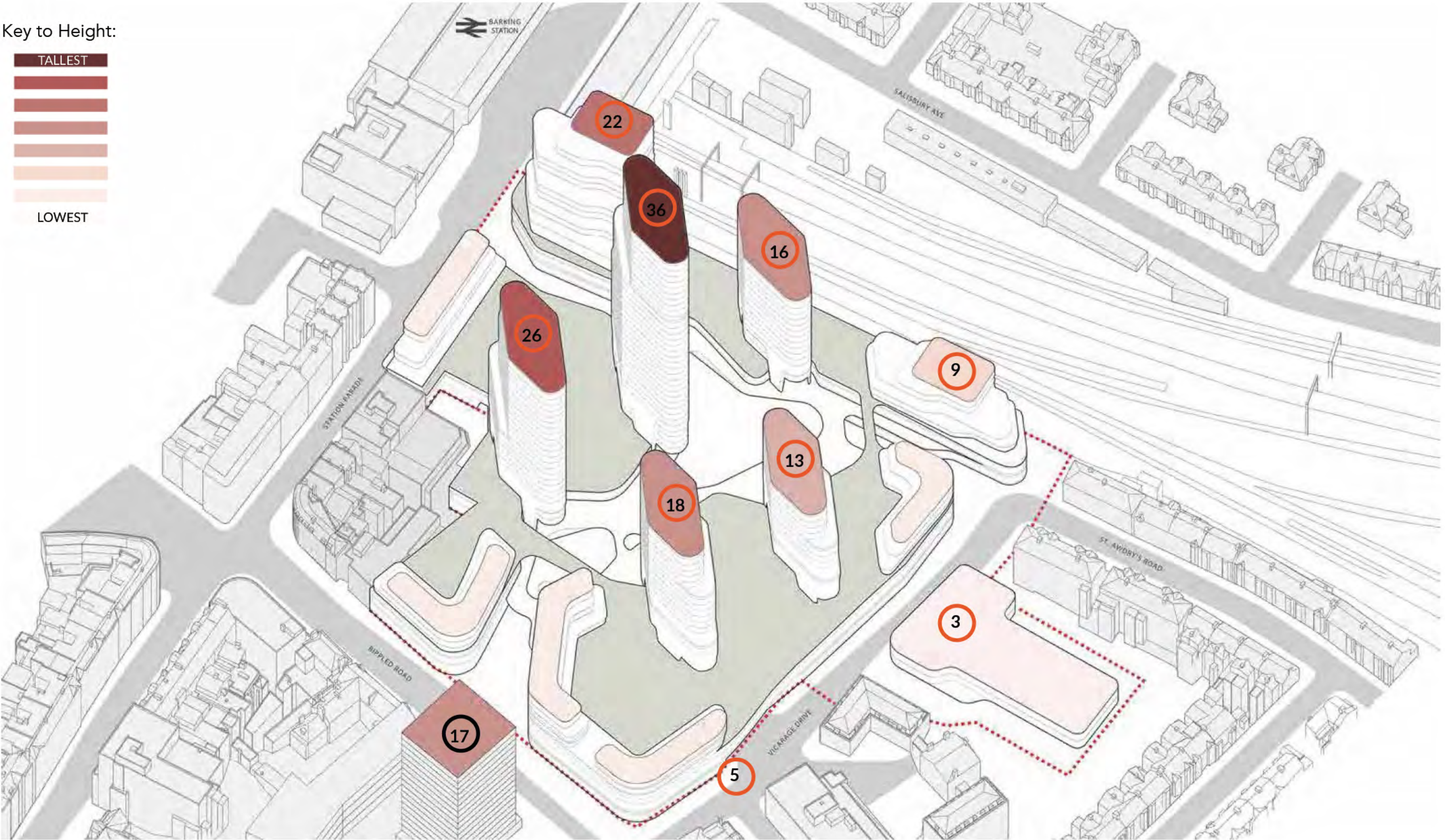
Aspect

Minimise North Facing Single Aspect Units

- Dual Aspect Corner Apartments
- Single Aspect
- Dual Aspect Duplex Apartments



Step Up Building Heights Towards the Centre of the Site

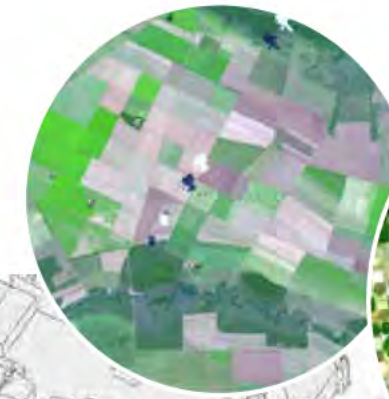


Vicarage Field will have a Strong Identity

Edible landscapes



Productive landscape

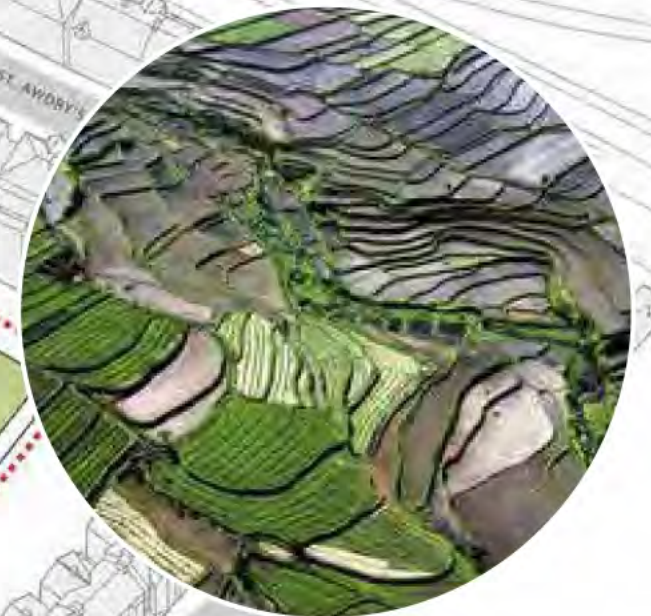


Field patterns
organise different uses



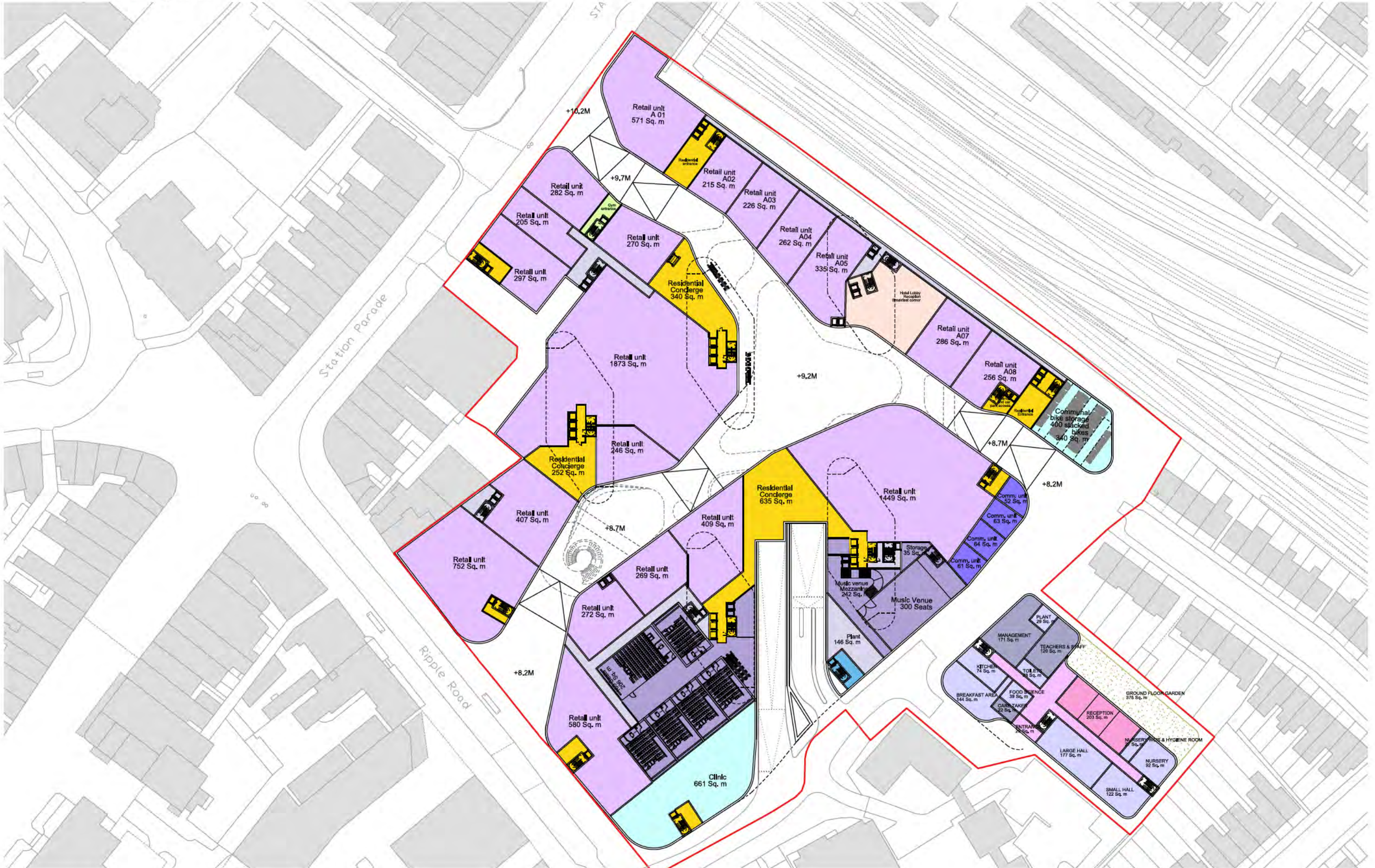
Urban farming

Resident gardens



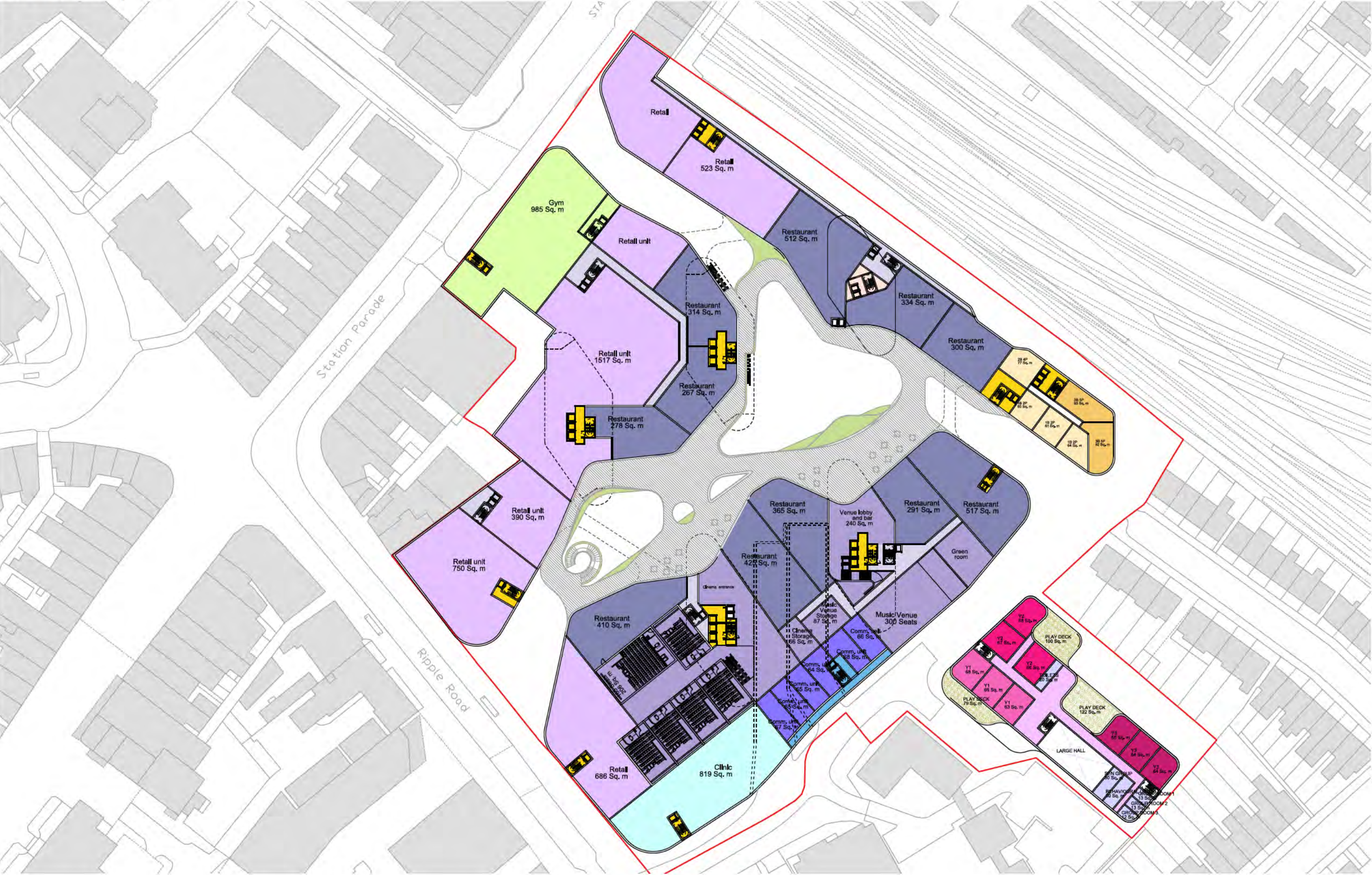
Floor Plans

Ground floor plan



Floor Plans

First floor plan



Floor Plans

Typical upper floor



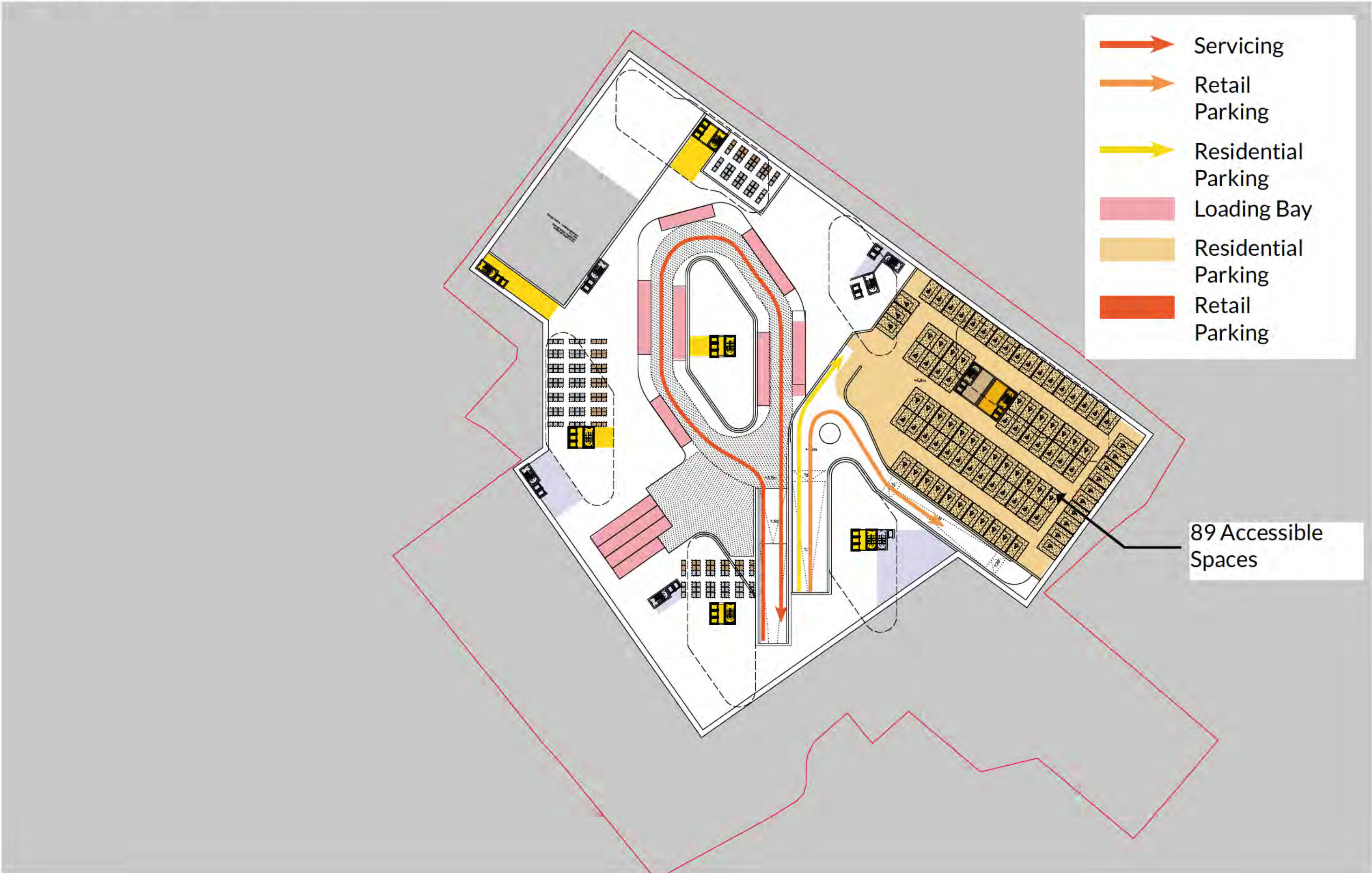
Servicing & Parking

Remove Servicing from Station Parade & Ripple Road



Servicing & Parking

Basement plan -01



Servicing & Parking

Basement plan -02

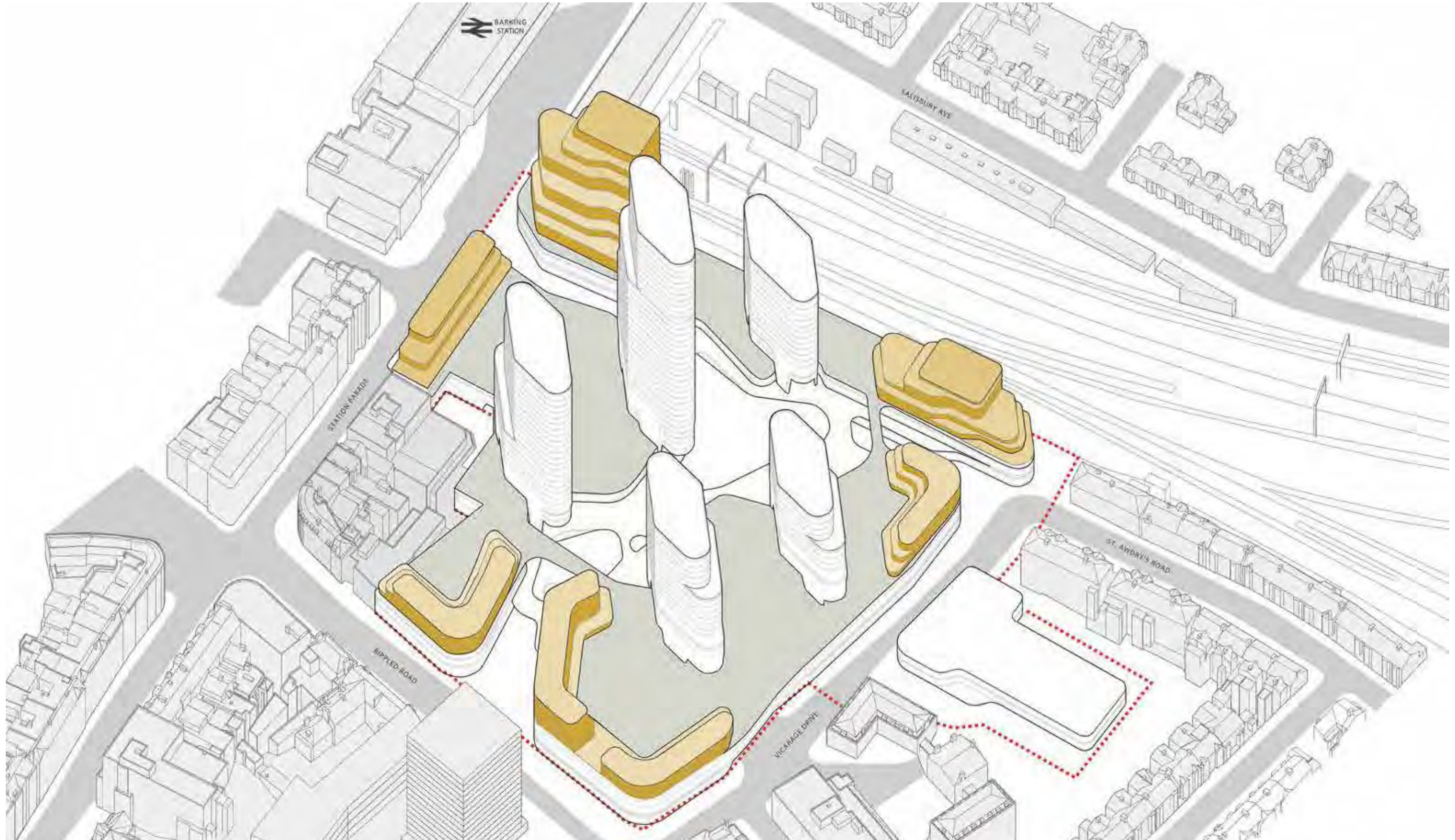


Scale & Appearance

Placemaking

Edge buildings

Repairing the existing fabric



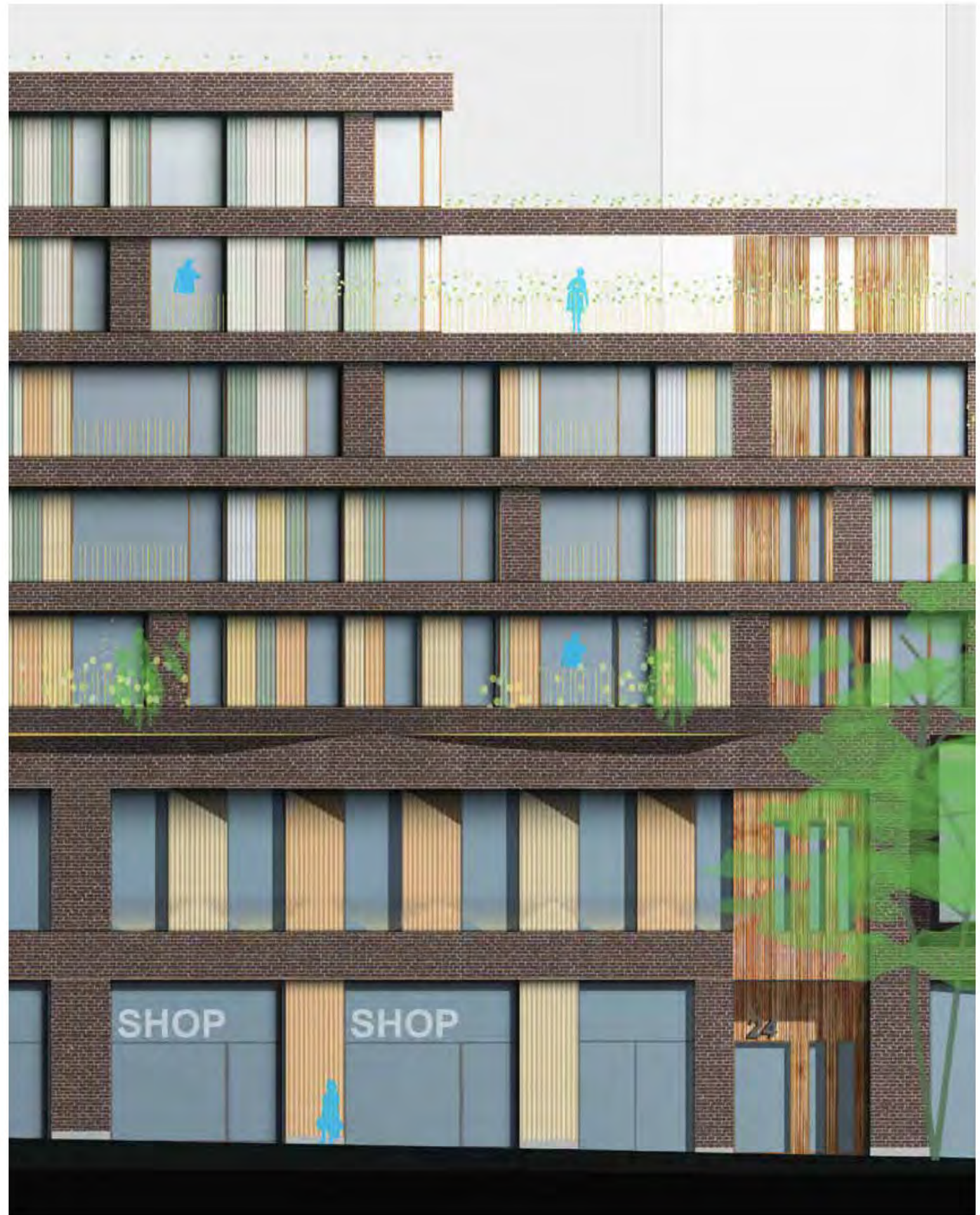
Station Parade Elevation

Looking Southeast



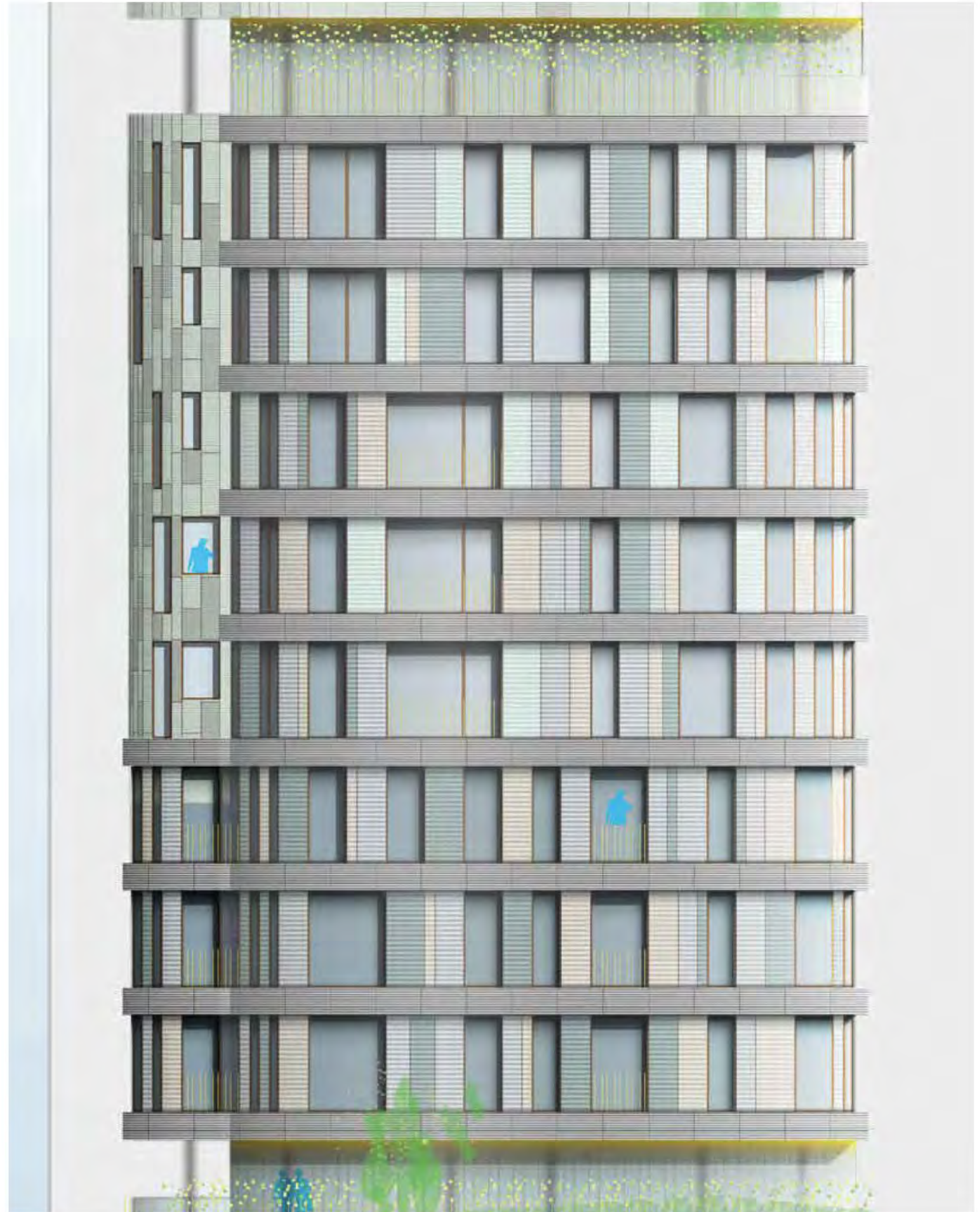
Station Parade Elevation

Lower level - Materials



Station Parade Elevation

Mid-level - Materials



Station Parade Elevation

Upper level - Materials



Ripple Road Elevation

Looking Northeast



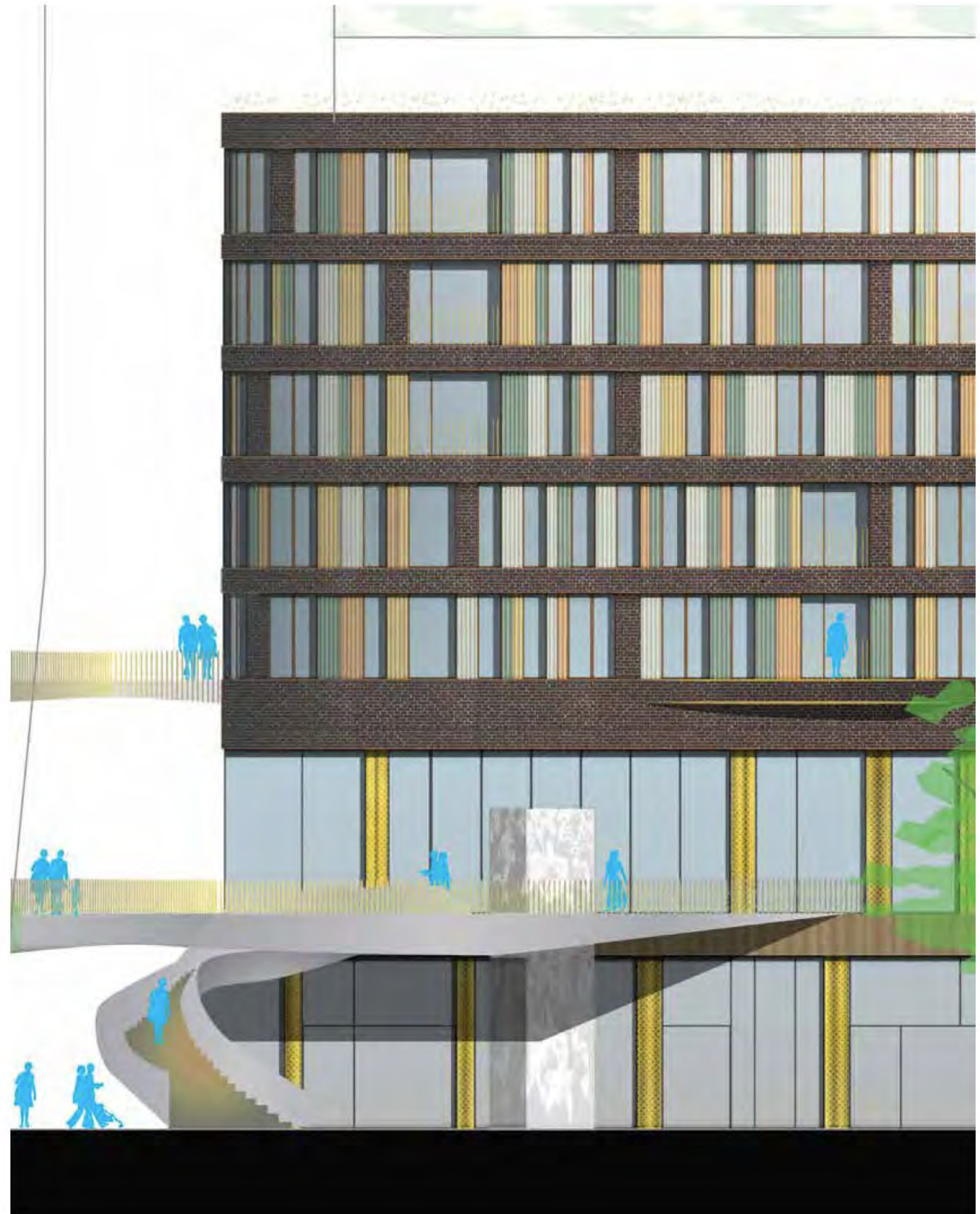
Ripple Road Elevation

Lower level - Materials



Ripple Road Elevation

Lower level - Materials



Vicarage Drive Elevation

Looking Northwest



Vicarage Drive Elevation

Lower level - Materials



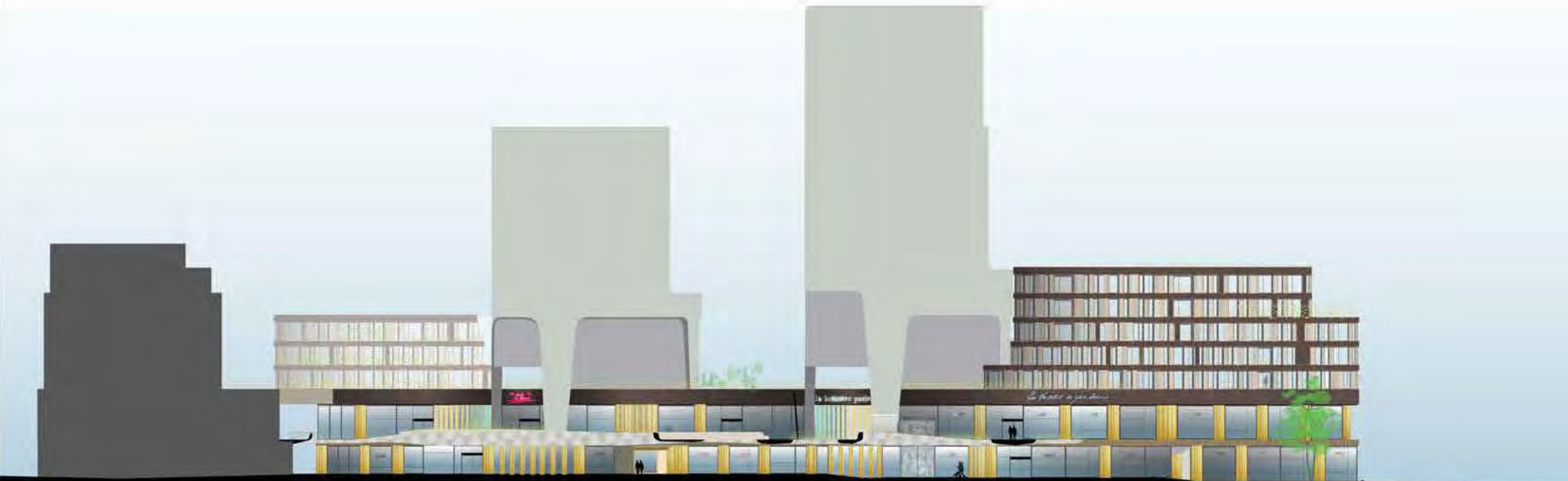
Vicarage Drive Elevation

Lower level - Materials



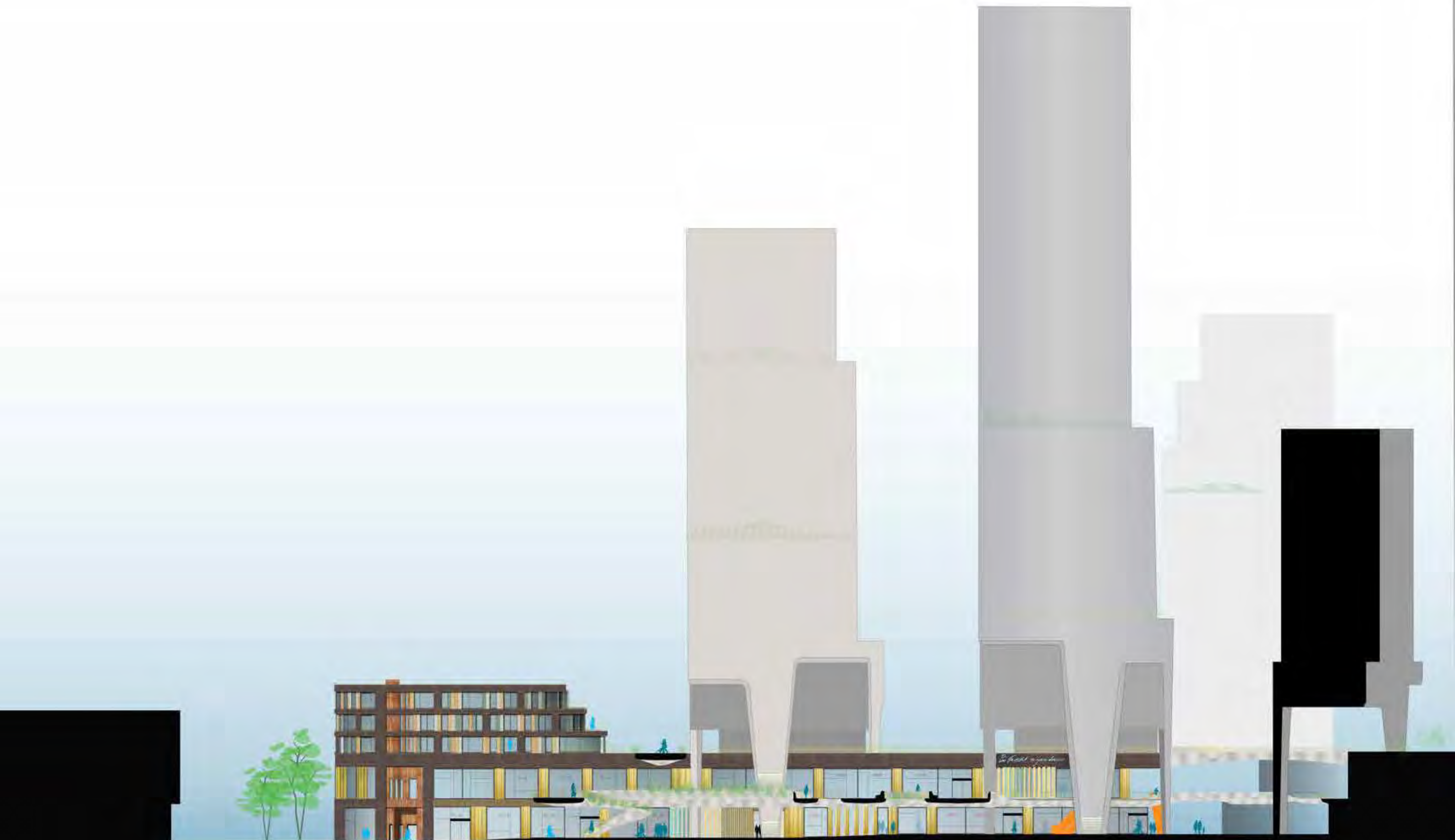
Vicarage Field Walk

Looking Southeast



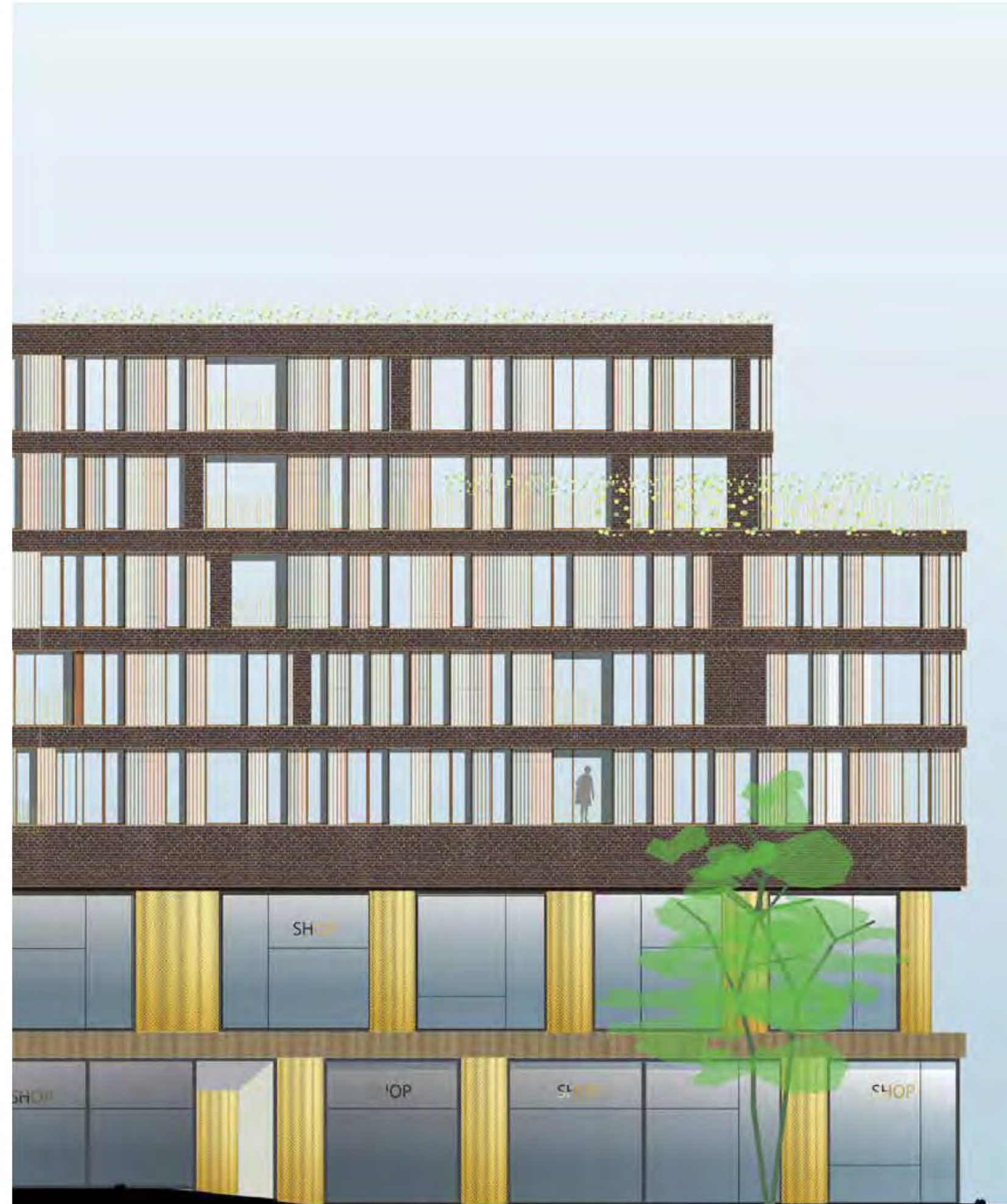
Vicarage Field Walk

Looking Northwest



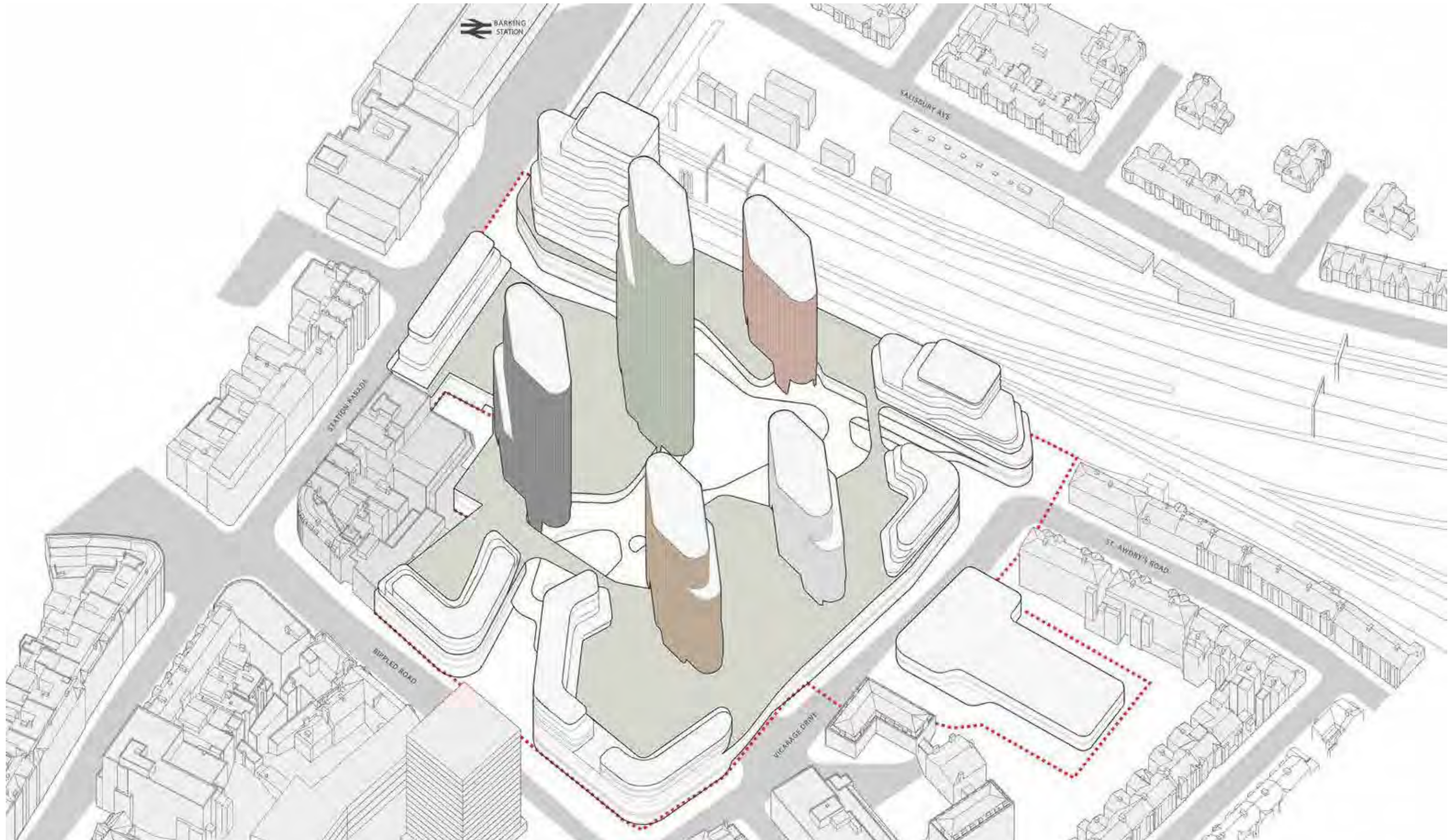
Vicarage Field Walk

Retail Frontage - Materials



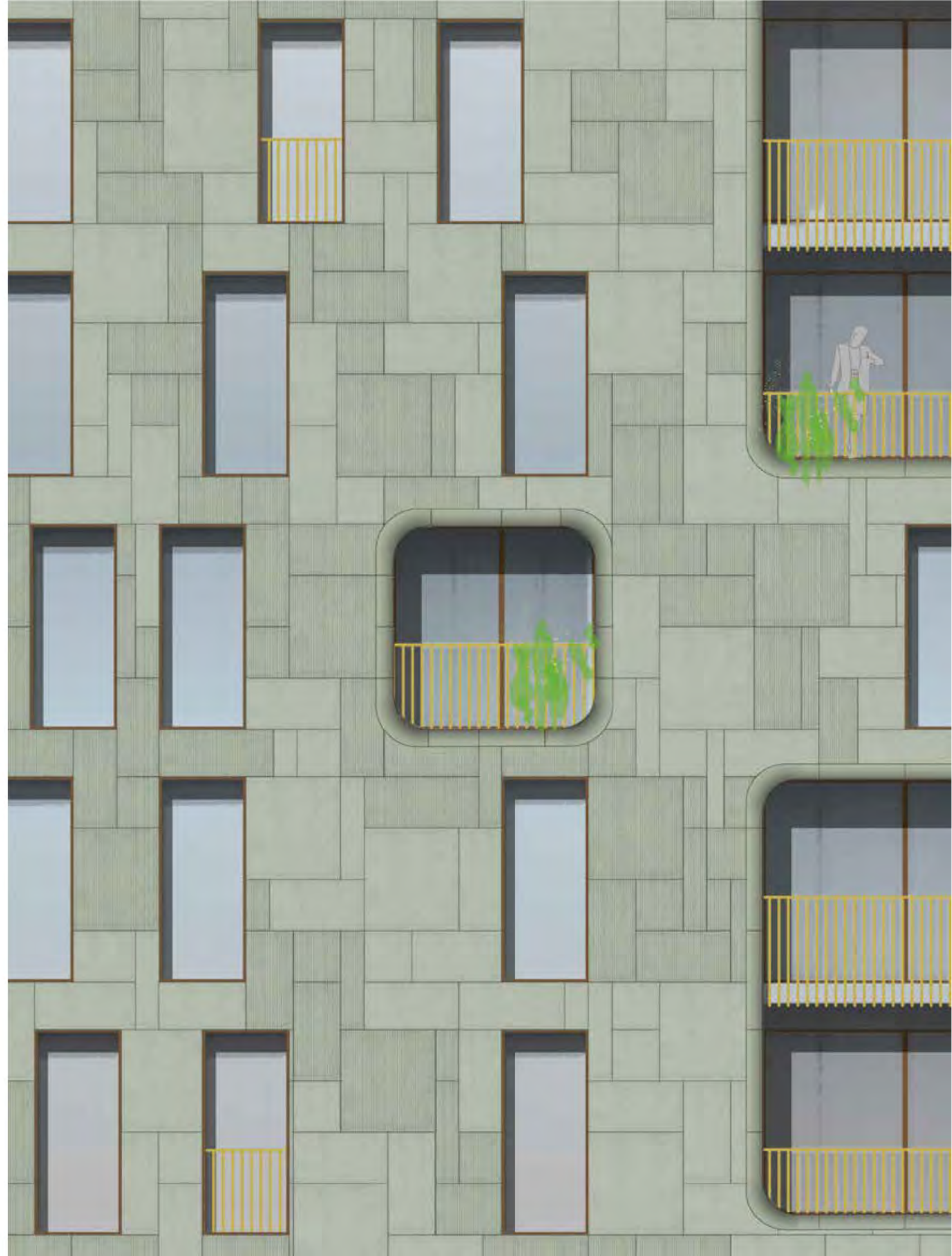
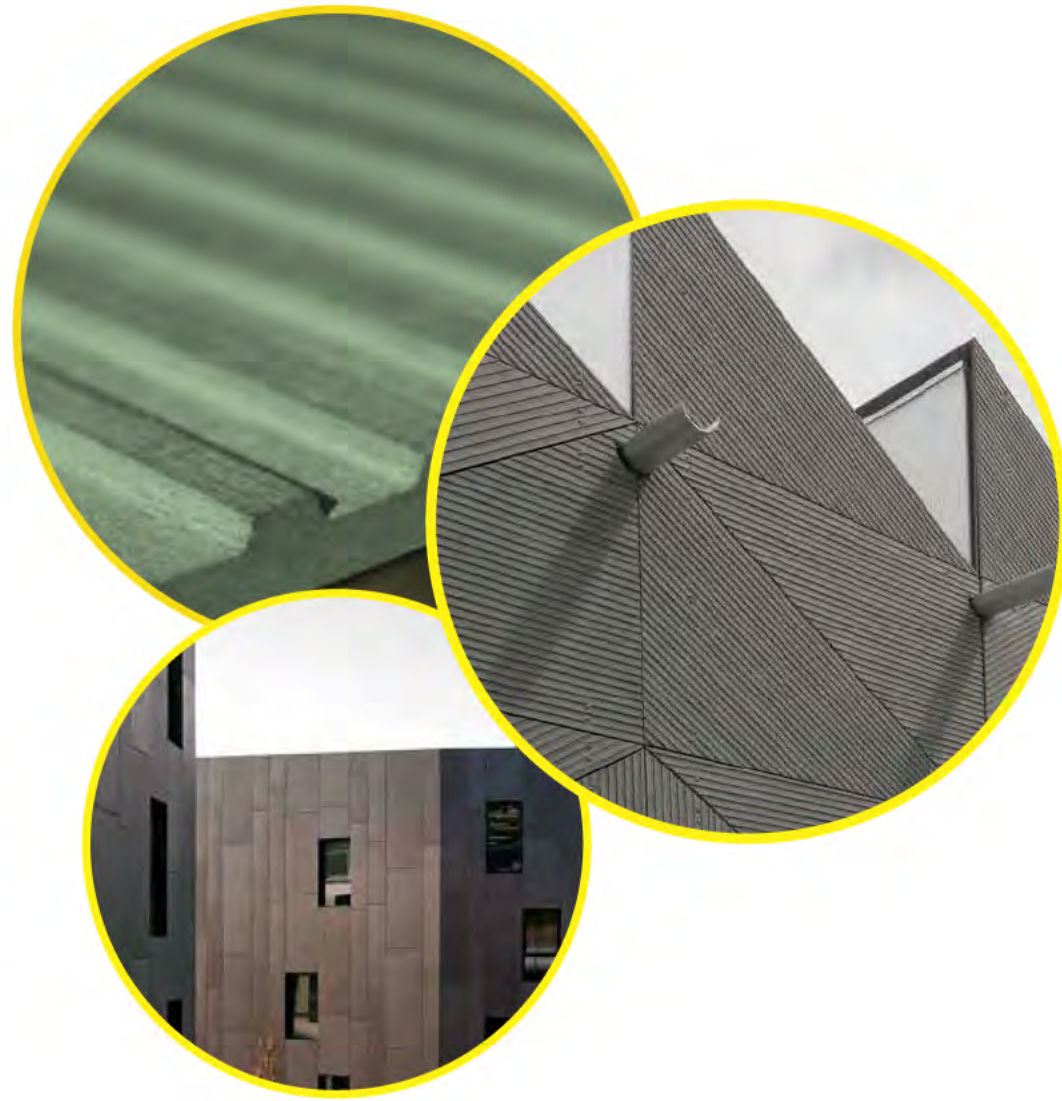
Family of Buildings

Lozenge buildings



Lozenge Building

Upper Levels - Materials



Lozenge Building

Lower Levels - Materials

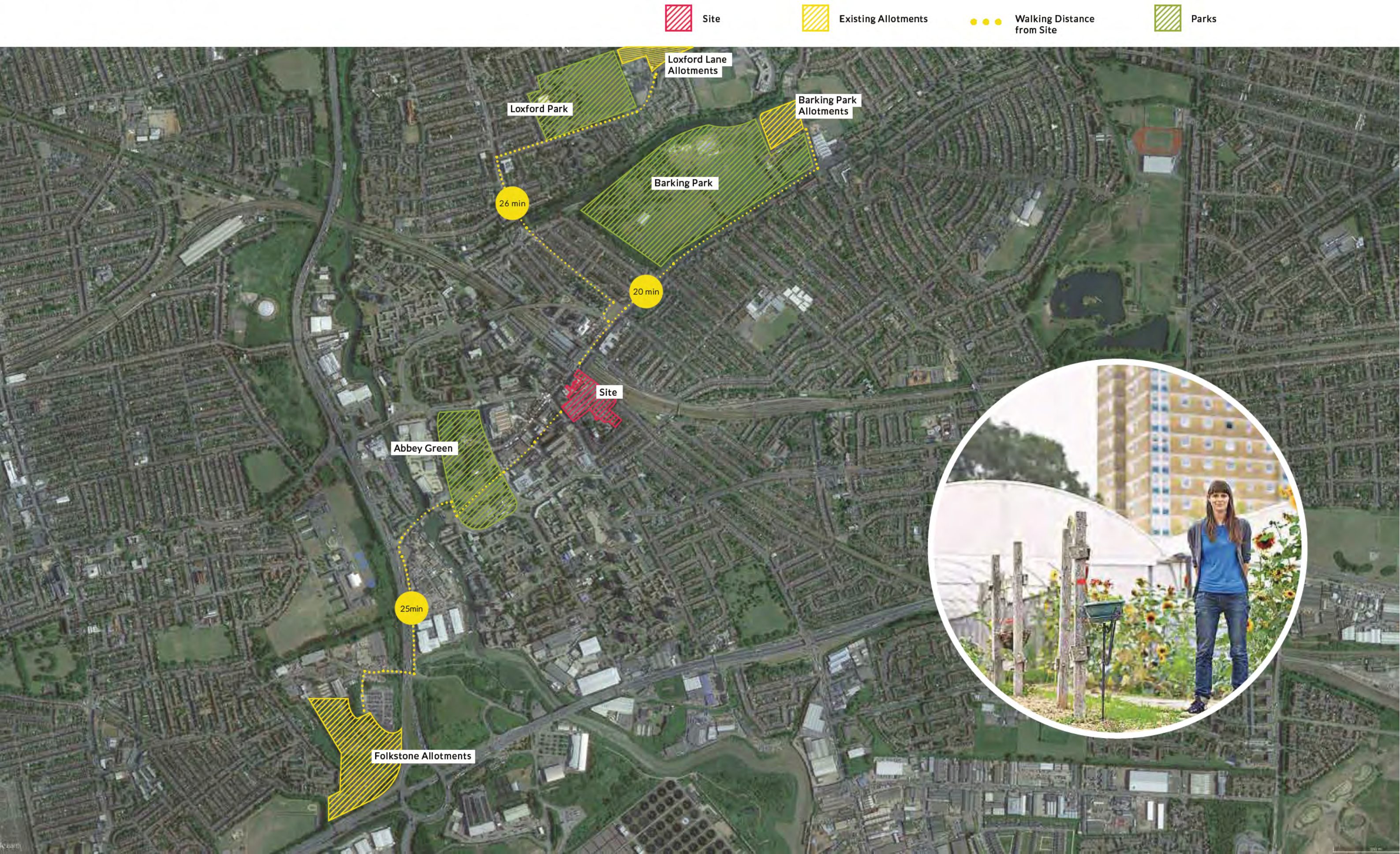


Landscape Design

Placemaking

Allotments

Barking Today



Fleet Street Hill Community Garden

By Londonewcastle in Tower Hamlets

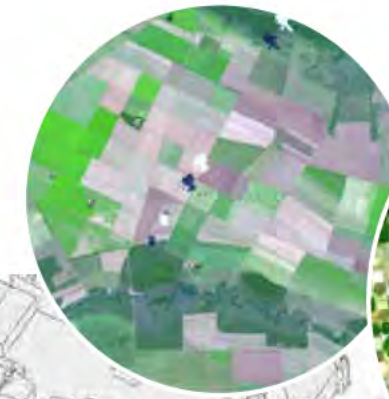


Vicarage Field will have a Strong Identity

Edible landscapes



Productive landscape

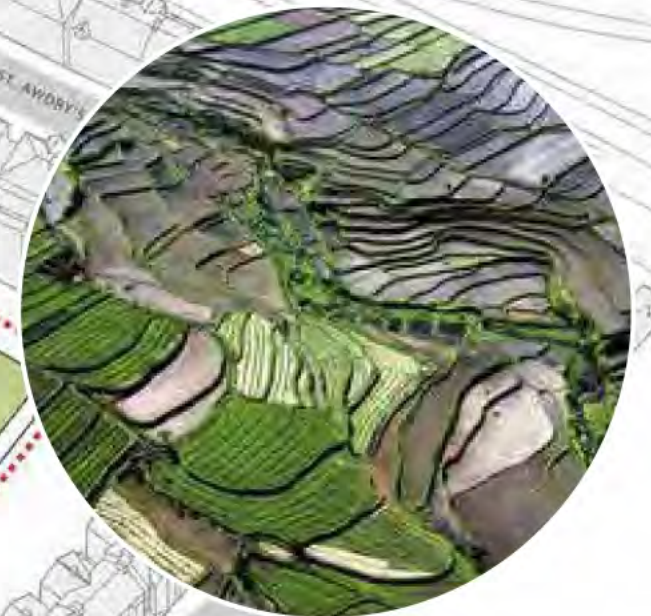


Field patterns
organise different uses



Urban farming

Resident gardens



Patterns



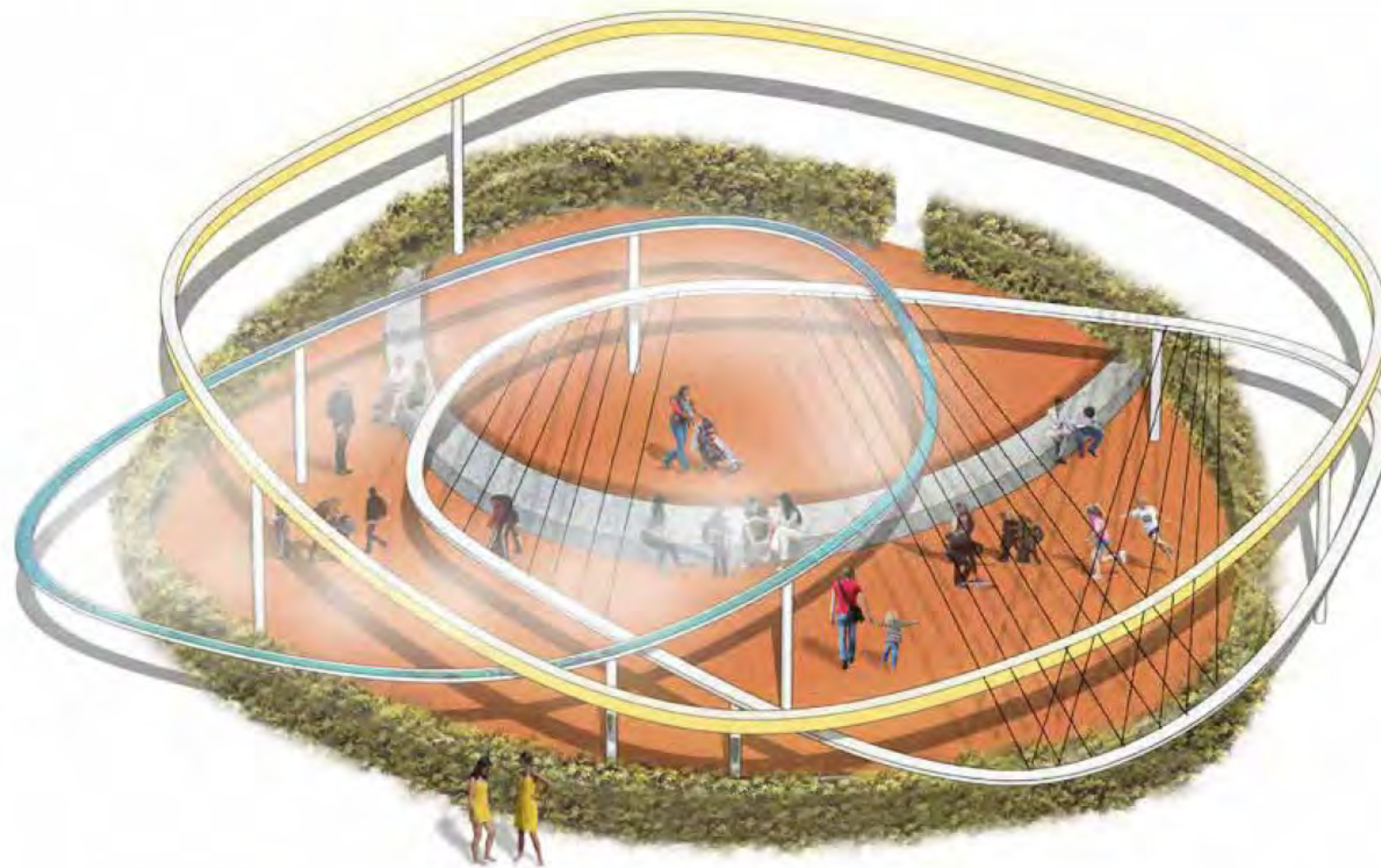
Allotments



Planting Beds



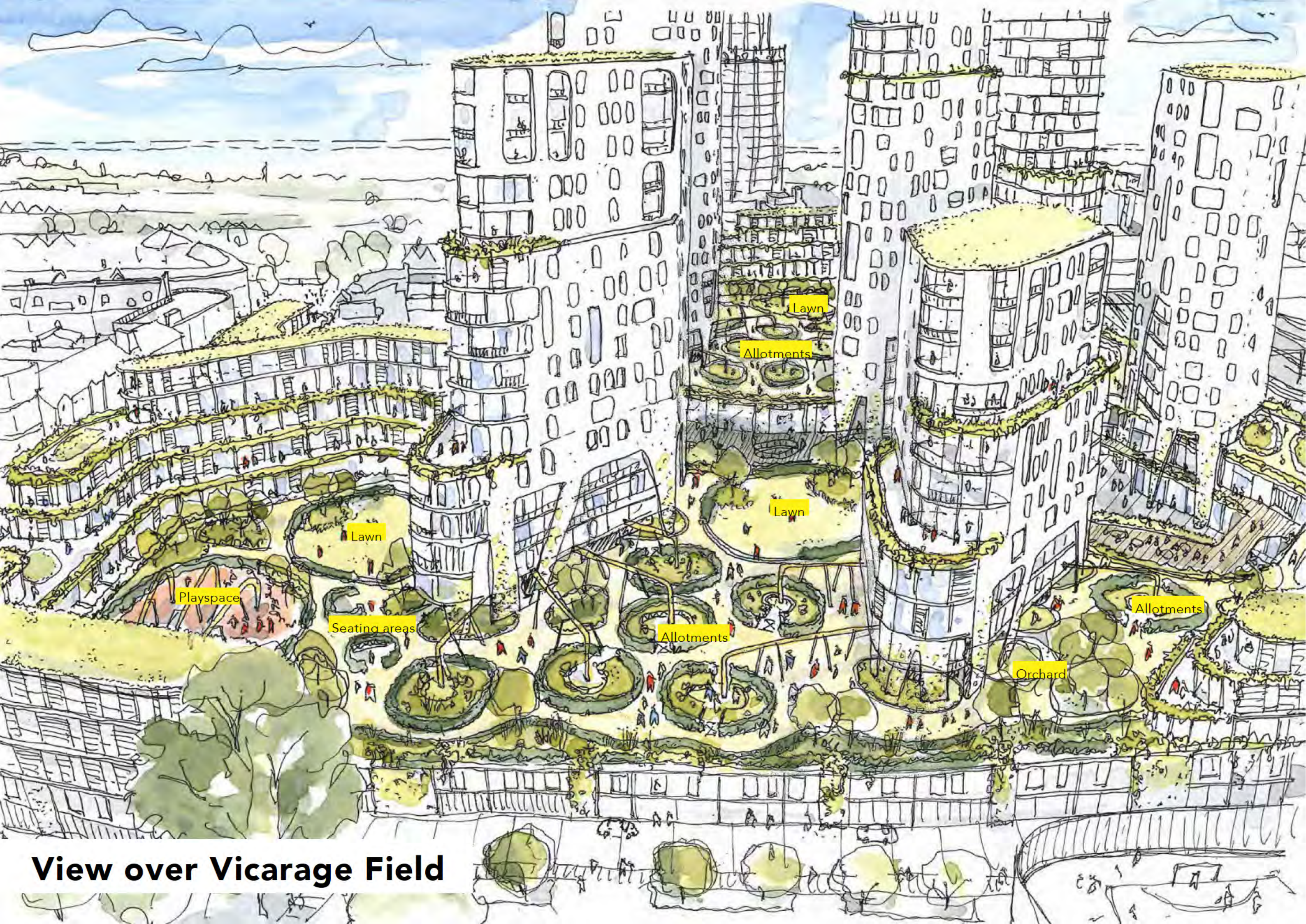
Play Areas



Seating Areas







View over Vicarage Field



Rain water
harvesting
system

View of residential growing spaces



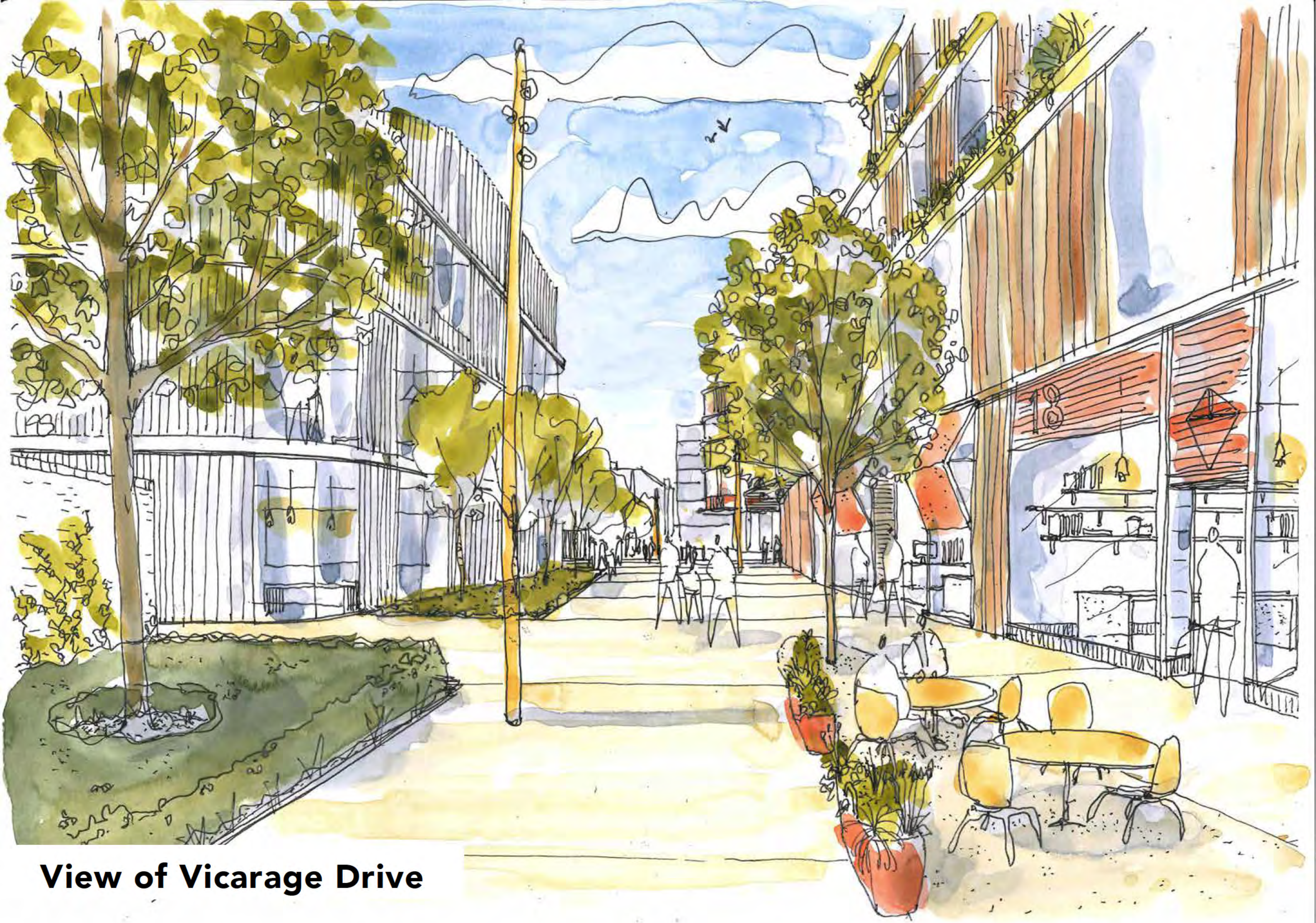
View of residential amenity spaces



View of shopping street



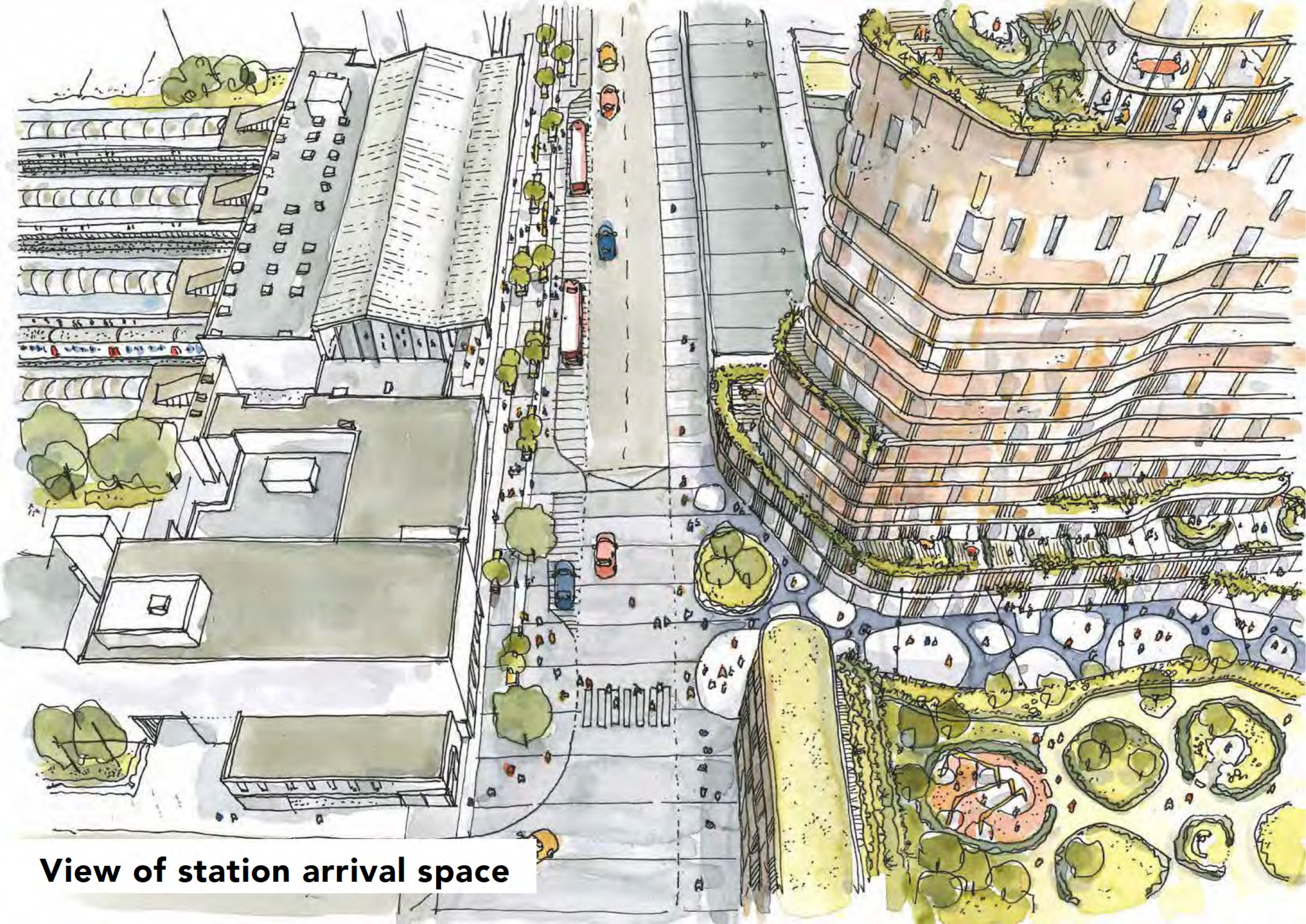
View from St Awdry's Road



View of Vicarage Drive

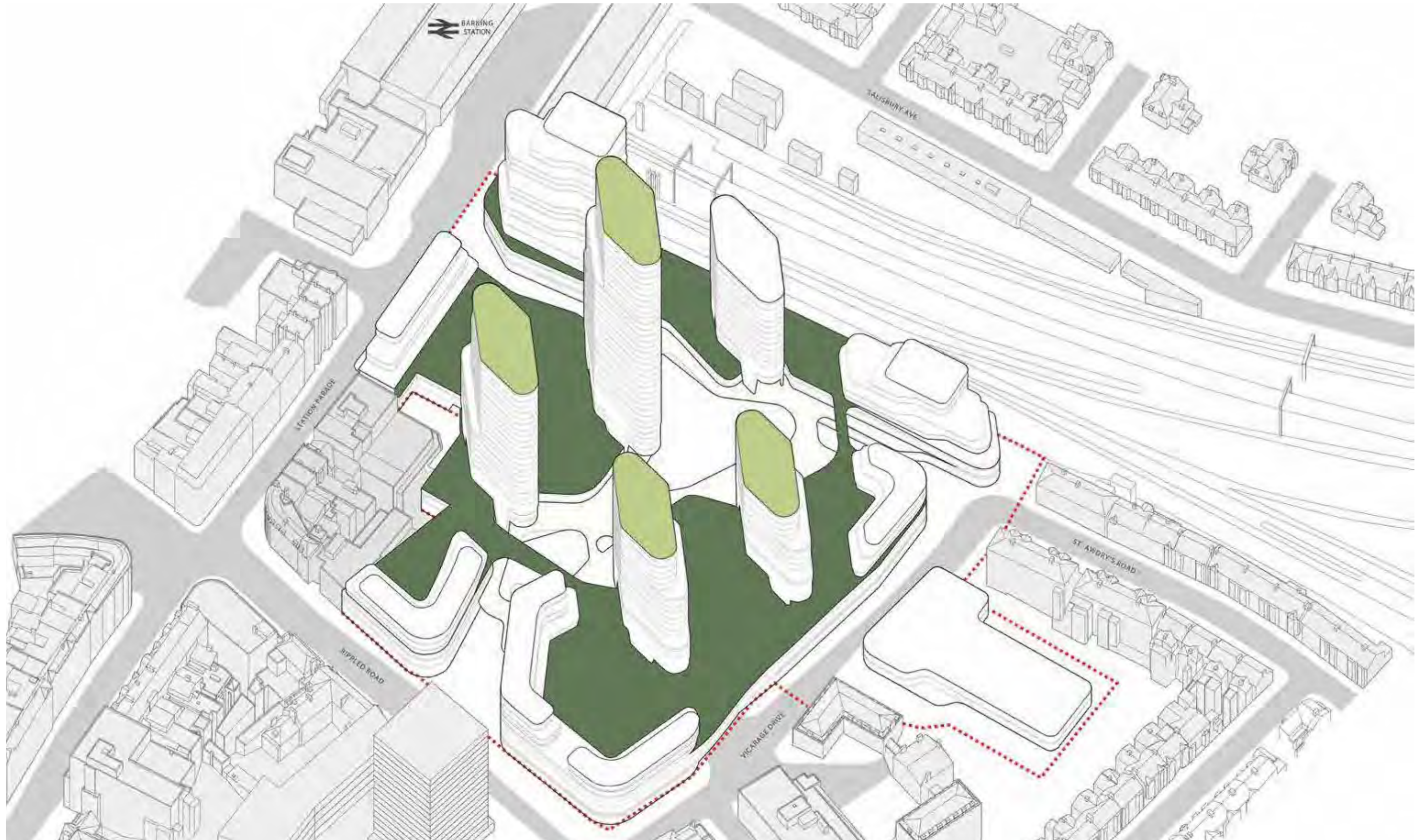


View of Ripple Road



View of station arrival space

Residential Communal Amenity



Play space Strategy



Overall Summary

Area schedule



Level	Retail	Office	Hotel	Residential				Community Uses	Leisure
	A1/A2/A3/A4/A5	B1	C1	C3				D1	D2
	GEA	GEA	GEA	GEA	GIA	NIA	Units	GEA	GEA
				0.97	0.8				
BLOCK A	4,618	0	7,444	16,645	16,146	12,917	197	369	0
BLOCK B	9,429	0	0	35,682	34,612	27,689	422	0	1,162
BLOCK C	6,969	1,157	0	19,798	19,204	15,363	234	1,593	3,206
BLOCK D	0	0	0	0	0	0		4,380	0
TOTAL	21,016	1,157	7,444	72,125	69,961	55,969	854	6,342	4,368

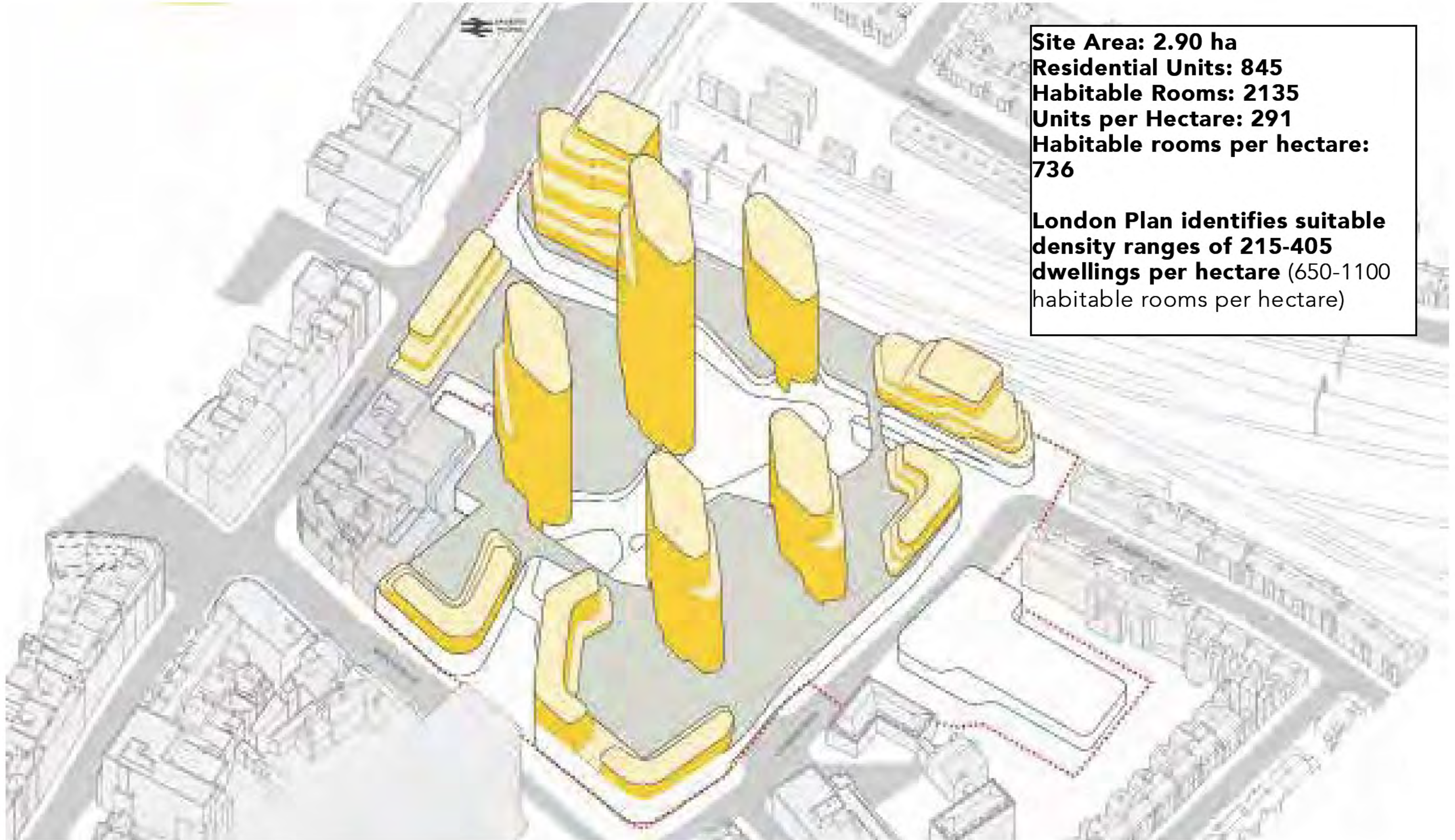
Residential Summary

Area schedule



Block		Residential Units						Residential Areas		
		Studio	1B 2P	2B 4P	3B 4P	3B 5P	Total	GEA	GIA	NIA
	Assumed Area	37	50	70	74	86				
	Assumed PA Area	5	5	7	7	8			0.97	0.8
A	Total	10	89	89	10	0	197	16,645	16,146	12,917
	Habitable Rooms	10	177	266	39	0				
	Percentage of Mix	5%	45%	45%	5%	0%				
B	Total	21	190	190	21	0	422	35,682	34,612	27,689
	Habitable Rooms	21	380	570	84	0				
	Percentage of Mix	5%	45%	45%	5%	0%				
C	Total	12	105	105	12	0	234	19,798	19,204	15,363
	Habitable Rooms	12	211	316	47	0				
	Percentage of Mix	5%	45%	45%	5%	0%				
D	Total	0	0	0	0	0	0	0	0	0
	Habitable Rooms	0	0	0	0	0				
	Percentage of Mix	5%	45%	45%	5%	0%				
Total	Total	43	384	384	43	0	854	72,125	69,961	55,969
	Habitable Rooms	43	768	1153	171	0				
	Percentage of Mix	5%	45%	45%	5%	0%				

Residential Density



Site Area: 2.90 ha
Residential Units: 845
Habitable Rooms: 2135
Units per Hectare: 291
Habitable rooms per hectare:
736

London Plan identifies suitable
density ranges of 215-405
dwelling per hectare (650-1100
habitable rooms per hectare)



Vicarage Field Shopping Centre

in the London Borough of Barking & Dagenham

Meeting Date: Monday 29 February 2016

Meeting Time: 10.00 – 12.00

Location: City Hall, Fourth Floor, Room 3.6W (capacity 14) - please report to reception on arrival

The proposal

Mixed Use redevelopment of the site for circa 20,000 sq.m. retail, up to 800 sq.m. commercial, up to 900 residential units, 150 bed hotel, and two-form entry primary school.

The applicant

The applicant is **BE Barking BV**, the agent is **DP9**, and the architect is **Studio Egret West**.

Context

On 22 December 2015, the GLA received a request for a pre-application meeting to discuss the above proposal.

Key issues for consideration and discussion at the meeting

Based on the material provided in advance of the meeting, the following agenda of strategic issues has been identified for discussion:

1. Presentation of scheme by applicant

2. Principle of development

- Town centre uses/retail.
- Enterprise space.
- Residential development.
- School/Social infrastructure

3. Housing

- Tenure/affordability/viability assessment
- Residential density
- Housing Choice
- Residential standards
- Children's play space

4. Historic environment

- Designated heritage assets – Conservation Area & listed buildings.
- Non-designated heritage assets – locally listed buildings.

5. Urban design

- Height, scale, massing and relationship to existing and developing townscape.
- Materials and architecture.
- Internal layouts, access and circulation, orientation, private amenity space, residential quality and space standards.
- Landscape and public realm proposals.

6. Transport

- General approach to the transport assessment: transport principles, routes, access, car parking, cycle parking, travel plan, etc.

7. Inclusive design

- Design & Access Statement requirements.

8. Climate change

- Climate change mitigation: the proposed energy strategy and its consistency with each stage of the London Plan energy hierarchy, and related policies – as agreed, this will not be discussed, however written comments will be provided.
- Climate change adaptation: the proposed sustainability strategy, including measures to manage the urban heat island, overheating, solar gain, flood risk, water usage, and protection and enhancement of green infrastructure.

9. Barking & Dagenham Council comments

10. Timetable for the application, and next steps

Attending

GLA Group:	[REDACTED]	Strategic Planner, case officer
	[REDACTED]	Principal Strategic Planner
	[REDACTED]	Strategic Planner, Urban Design Officer
	[REDACTED]	Planner, Transport for London
Applicant:	[REDACTED]	Benson Elliot
	[REDACTED]	Londonewcastle
	[REDACTED]	Londonewcastle
	[REDACTED]	SEW Architects
	[REDACTED]	SEW Architects
	[REDACTED]	TPP Transport
	[REDACTED]	DP9
	[REDACTED]	DP9
LPA:	[REDACTED]	LB Barking & Dagenham

for further information, contact Planning (Development & Projects) Unit:

[REDACTED], **Senior Strategic Planner, case officer**

[REDACTED] @london.gov.uk

Vicarage Field Shopping Centre

in the London Borough of Barking & Dagenham

Meeting Date: Monday 29 February 2016

Meeting Time: 10.00 – 12.00

Location: City Hall, Fourth Floor, Room 3.6W (capacity 14) - please report to reception on arrival

The proposal

Mixed Use redevelopment of the site for circa 20,000 sq.m. retail, up to 800 sq.m. commercial, up to 900 residential units, 150 bed hotel, and two-form entry primary school.

The applicant

The applicant is **BE Barking BV**, the agent is **DP9**, and the architect is **Studio Egret West**.

Context

On 22 December 2015, the GLA received a request for a pre-application meeting to discuss the above proposal.

Key issues for consideration and discussion at the meeting

Based on the material provided in advance of the meeting, the following agenda of strategic issues has been identified for discussion:

Welcome and round table intro's; comments in 10 working days.

1. Presentation of scheme by applicant

2.90 ha.

Site specific allocation – 250 units & 2,500 sq.m. increase retail:

- It reviews car parking provision and servicing arrangements to encourage a more efficient use of the site and a reduced impact on the local road system.
- The Station Parade facade provides a fitting response to its location opposite Barking Station.
- The quality of pedestrian movement through both the shopping centre itself and St Awdrey's Walk is improved.
- It addresses the need for enhanced integration of the scheme into the town centre.
- A sympathetic relationship with the houses in Vicarage Drive is provided and residents' environment protected.
- Conserve or enhance the significance including its setting of St Margaret's Vicarage (Cosco House), a grade II listed building.
- Conserve or enhance the significance including its setting, and views in and out of the Abbey and Barking Town Centre Conservation Area.

Council Regen area.

Existing permission (March 2011) – slightly smaller area; 28 storey tower; 229 units; 13,875 sq.m.; 483 parking.

2. Principle of development

- Town centre uses/retail.
 - Existing = 11,472 sqm retail, 450 car parking.
 - Proposed = 21,016 sq.m. retail, 1,157 sqm office, 7,444 sq.m. hotel; 854 resi; 6,342 sqm community; 4,368 sqm leisure; 89 resi parking; 148 retail.
 - Barking town centre - 'major centre' – development should sustain and enhance their vitality and viability, accommodate economic and/or housing growth through intensification, and be in scale with the centre; Policy 2.15 (Town Centres) and Annex 2 - Table A2.1 (night-time economy cluster of more than local significance; medium growth potential and in need of regeneration).
 - Supports Policy 4.7 (Retail & Town Centre Development) and 4.8 (Supporting a successful and diverse retail sector) – supports additional comparison goods retailing esp in major centres.
 - Policy 4.9 (small shops) – provide or support affordable shop units suitable for small/independent retailers/services.
 - Barking Town Centre AAP (2011) – 45,000 sq.m. retail – lack of investment, lack of comparison, need for 9,000 sqm additional up to 2016 (2009 study); dated office stock; poor hotel provision; poor leisure/entertainment.
 - 2013 Healthcheck – vacancy rate 8.2% (about average), very low rents.
 - 11,472 to 21,016 – significant increase, significantly beyond what AAP & SSA identified – will require significant justification (over-provision/vacancy) – specialist advice.
 - Existing site = low vacancy (from visit) – budget and local traders – assistance to relocate? Presumably targeting high st retailers.
 - Irregular shape of units?
 - Music venue indicated.
- Enterprise space.
 - What proposed – specialist provider?
- Residential development.
 - Policy 3.3 – Increasing housing supply (B&D 1,236 per year).
 - OAPF – minimum 26,500 new homes by 2025.
 - Housing Zone – 2,295 from 10 initial schemes. Site is one of additional sites identified.
 - Core strategy & AAP – 6,000 new homes for town centre.
- School/Social infrastructure
 - Policy 3.16 – Protection/Enhancement of SI – provision supported, resists loss where not re-provided.
 - Policy 3.18 – Education facilities – supports proposals that enhance education provision, especially new schools.
 - 2 form Primary.
 - Clinic?
 - Need to justify provision.

3. Housing

Studio	One bed	Two bed	Three bed	Total
43	384	384	43	854

- Tenure/affordability/viability assessment
 - Policy 3.9 – Mixed & balanced communities – by tenure and household income.
 - Policy 3.11 – Affordable housing targets – seeks to maximise affordable housing provision, 60% of affordable should be social and affordable rent, 40% for intermediate rent or sale, priority to affordable family housing.
 - Policy 3.12 – Negotiating affordable housing – maximum reasonable amount of affordable housing (regard to local requirements, site circumstances, resources available, etc), requirement for viability assessment, should be on-site.
 - No mention of affordable in documentation. Tenure? Provider?
- Residential density
 - Policy 3.4 – Optimising housing potential, and Table 3.2 Density matrix – Central setting and 6 PTAL = 140-405 units/ha – not applied rigidly (context, transport, soc infra, open space, etc) but above ranges means quality very high, good affordable housing offer etc.
 - They say 291 units/ha – haven't I calc approx 460 units/ha - see draft interim Housing SPG (p41) – guidance on calculating density on mixed use scheme in order to give an indication of the impact of scale and massing, activity and the demand for services.
- Housing Choice
 - Policy 3.8 – Housing choice – requires a mix of sizes; all to Lifetime Homes (need to demo in D&A); 10% wheelchair accessible; priority for affordable family housing.
 - Draft Minor Alterations to the London Plan proposes to replace this with “ninety percent of new housing meets Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’”. Policy 3.8 also requires 10% of units to be wheelchair accessible or easily adaptable, which the draft Minor Alterations to the London Plan proposes to replace with “ten per cent of new housing meets Building Regulation requirement M4(3) ‘wheelchair user dwellings’, i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users”.
 - No family sized – Barking has 30% target in town centre (Core Strategy 2010) – justification? Need more. There are duplex apartments?
- Residential standards
 - Policy 3.5 – Quality & design of housing developments, and Table 3.3 space standards.
 - Housing SPG – Housing SPG standards should be met as far as possible.
 - No detail provided in advance - further discussion under urban design.
 - Provide response to standards in Housing SPG.
- Children's play space
 - Policy 3.6, Children & Young People's Play & Informal Recreation SPG, spreadsheet to calculate child occupancy & play space requirements.
 - Approx 10 sq.m. per child, with under-5 child play space provided on-site as a minimum.
 - Indicated on podium level.
 - Need to recalculate and demonstrate that enough space is provided, where it is, access arrangements.

4. Historic environment

- Designated heritage assets – Conservation Area & listed buildings.
- Non-designated heritage assets – locally listed buildings.

- Borders Abbey & Barking Town Conservation Area & Grade II listed Costco House.
- 7.8 'Heritage Assets and Archaeology' states that development should identify, value, conserve, restore, re-use and incorporate heritage assets.
- SSA - Any development should preserve or enhance the significance including the setting of the St Margaret's Vicarage grade II listed building (Cosco House) and preserve or enhance the setting of the Abbey and Barking Town Centre Conservation Area.
- Need to identify designated and non-designated.
- Heritage assessment and views assessment.
- Less than substantial harm?
- Need to be careful with massing near to Cosco.

5. Urban design

- SSA - There is a potential for a tall building to be sited over the top of the existing station Parade service access as part of the Barking Station Group. Whilst the existing building is of low architectural merit, the building could become refreshed with a new skyline and improved entrances and active edges. The scale of buildings elsewhere on the site should respect the scale and character of neighbouring residential streets. Existing context and townscape.
- Some distances between blocks limited (12-16 metres).
- High dual aspect, no more than 8 per core.
- 6 towers (13-26 storeys).
- Service entrance treatment.
- Height, scale, massing and relationship to existing and developing townscape.
- Materials and architecture.
- Internal layouts, access and circulation, orientation, private amenity space, residential quality and space standards.
- Landscape and public realm proposals.

6. Transport

- General approach to the transport assessment: transport principles, routes, access, car parking, cycle parking, travel plan, etc.
 - Existing 450 parking, proposed 89 resi & 148 (or 298?) retail.

7. Inclusive Access

- Design & Access Statement requirements.
 - 10% accessible as already mentioned, need to show location and layout of flats.
 - Demonstrate how addresses Building Reg Reqs in D&A.
 - 89 accessible parking spaces.
 - Access to 1st floor retail?

8. Climate change

- Climate change mitigation: the proposed energy strategy and its consistency with each stage of the London Plan energy hierarchy, and related policies.
- As agreed, this will not be discussed, however written comments will be provided.
 - See Mark's.
- Climate change adaptation: the proposed sustainability strategy, including measures to manage the urban heat island, overheating, solar gain, flood risk, water usage, and protection and enhancement of green infrastructure.
 - Emphasise Policy 5.13, sustainable drainage hierarchy.
 - See also Sustainable Design & Construction.

- Expansion of green space – also responds to 7.18 ‘Protecting open space and addressing deficiency’; 7.19 ‘Biodiversity & access to nature’.

9. Barking & Dagenham Council

10. Timetable for the application, and next steps

- Subsequent meetings £1,320 for 1 hour (topic specific) – follow-up likely.
- When submitting?

Attending

GLA Group:



Strategic Planner, case officer
Principal Strategic Planner
Strategic Planner, Urban Design Officer
Planner, Transport for London

Applicant:



Benson Elliot
Londonewcastle
Londonewcastle
SEW Architects
SEW Architects
TPP Transport
DP9
DP9

LPA:



LB Barking & Dagenham

for further information, contact Planning (Development & Projects) Unit:



Senior Strategic Planner, case officer

@london.gov.uk

Memorandum

To: [REDACTED]

CC:

From: [REDACTED]

Date: 26 February 2016

Re: Vicarage Field Shopping Centre, Station Parade/Ripple Road pre-app PDU ref: 3879

Summary

Further information will be required to determine compliance with London Plan policies 5.12 and 5.13.

Proposal

Mixed use redevelopment: ca. 20,000 sq.m. retail, 800 sq.m. commercial, 900 residential units, 150 bed hotel, & two-form entry primary school, including basement.

Flood Risk

No FRA has been seen for this development. However, Environment Agency mapping reveals that the >1ha site is located in Flood Zone 1 and that parts of the site are at high risk of significant surface water flooding.

Any Stage 1 application should therefore carefully consider how to address the surface water flood risk.

Drainage

No Drainage Strategy has been seen for this development. However, given the surface water flood risk on the site, the application of London Plan policy 5.13 will be particularly important.

The Emerging Framework suggests that considerable greening of the retail roofs will be undertaken, together with greening of some of the tower block roofs. This is welcomed, but consideration should also be given to maximising stormwater retention of these landscaped areas, together with rainwater harvesting (for example, for irrigation). There could also be opportunities for creative use of attenuated stormwater, for example as water features or play features.

Consideration should also be given to Design for Exceedance, i.e. where some areas of open space are specifically designed to hold and attenuation rainwater for less frequent storms (say 1 in 10 years or less often).

[REDACTED]

From: [REDACTED] (DE&E)
Sent: 25 February 2016 15:54
To: [REDACTED]
Cc: [REDACTED]
Subject: 3879 Barking Vicarage fields - Energy pre-app comments

Hi [REDACTED]
General comments as requested – the site is within a district heating opportunity area so they need to ensure they are prioritising any possible connections.

cheers
[REDACTED]

- The applicant should note that that from 6 April 2014 the Mayor applies the 35% carbon reduction target beyond Part L 2013 of the Building Regulations as set out in the revised energy assessment guidance available on the GLA website.
- Updated energy assessment planning guidance is available on the GLA website. This provides further information on the revised targets to take into account the new Part L 2013 of the Building Regulations. It also provides details on the information that should be submitted within the energy statement to be submitted at stage 1. See link for the latest guidance published in April 2015
<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>
- The carbon emission figures should be reported against a Part L 2013 baseline.
- The applicant should commit to meeting Part L 2013 by efficiency measures alone. Sample SAP calculation worksheets (both DER and TER sheets) and BRUKL sheets including efficiency measures alone should be provided to support the savings claimed.
- Evidence should be provided on how the demand for cooling will be minimised through passive design in line with policy 5.9. The applicant should particularly consider how best to mitigate any restrictions posed by, for example, local air quality issues, ground floor apartments and single aspect units. Dynamic overheating modelling in line with CIBSE Guidance TM52 and TM49 is recommended.
- The site is located within an opportunity area for district heating (London Heat Map). The applicant should investigate opportunities for connection to nearby district heating networks and should commit to providing a site wide heating network, suitable for connection to wider district networks now or in the future.
- The site should be served by a single energy centre and the applicant should commit to providing a site wide heating network suitable for connection to wider district networks now or in the future.
- A plan showing the size and proposed location of the energy centre should be provided.
- The applicant should follow the energy hierarchy when considering the potential for CHP and renewable energy technologies
- If solar technologies are proposed, a plan showing the proposed location of the installation should be provided

LOG SHEET FOR SCOPING AND INITIAL PRE-PLANNING APPLICATION MEETING REQUESTS

The proposal (for completion by admin)

Meeting type: Initial

D&P Case No:

3879

PDD REF

Name of site:

Vicarage Field

Site address:

Vicarage Fields Shopping Centre
Station Parade/Ripple Road
Barking

Post code:

IG11

LPA:

Barking and Dagenham

**Description of
Proposal:**

Mixed use redevelopment of the site for retail, commercial, residential
and community facilities.

Anticipated referral category:

**Date received by
GLA:**

22/12/2015 (via E-mail)

**Estimated meeting
deadline:**

15/01/2016

**Documents
submitted:**

☐ request form

☐ payment

☐ site plan

☐ outline key planning issues
or draft planning statement

☐ draft Transport issues

☐ draft EIA

☐ other:.....

☐ outline Sustainability issues
(including Energy)

☐ outline design statement

☐ outline access statement

Agent:

DP9 Ltd.

Name of contact:

[REDACTED]

Tel no:

020 7004 1713

FOR D&P ADMIN USE ONLY

☐ Waiver costs ☐ Form completed

Allocation notes (for use by D&P Management)

Allocation date:

Case Officer:

Principal:

Urban Design officer:

Other:

Policy comments:

Notes:

D&P Management to pass file to D&P Administrator once allocated

[REDACTED]

From: Planning Support
Sent: 22 December 2015 09:25
To: Pre-applications
Subject: FW: Pre-application request
Attachments: GLA Pre-application Form.pdf; Site location plan.pdf; GLA pre-app cover letter 211215.pdf

From: [REDACTED]@dp9.co.uk]
Sent: 21 December 2015 09:43
To: planningadmin
Cc: [REDACTED]
Subject: Pre-application request

Dear Sir/Madam

Please find attached a pre-application request in relation to the site at Vicarage Field, Station Parade/Ripple Road, Barking.

I would be grateful if you could confirm receipt of this email.

Kind regards,

[REDACTED]

[REDACTED]

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

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Greater London Authority
Development & Projects
PP18
City Hall
The Queen's Walk
More London
London
SE1 2AA

DP9 Ltd
100 Pall Mall
London SW1Y 5NQ

Registered No. 05092507

telephone 020 7004 1700
facsimile 020 7004 1790

www.dp9.co.uk

21st December 2015

Dear Sir/Madam,

REQUEST FOR PRE-APPLICATION ADVICE MEETING

VICARAGE FIELD SHOPPING CENTRE, STATION PARADE/ RIPPLE ROAD, BARKING

On behalf of the applicant, BE Barking BV, we write to request a pre-application meeting and written feedback in relation to the proposed redevelopment of the site at Vicarage Field Shopping Centre. An overview of the proposals is set out below and is submitted alongside the GLA Pre-application Form and Site Location Plan, with further design documents and information to follow in advance of the meeting.

Background

The site comprises the existing Vicarage Fields Shopping Centre located on Station Parade and Ripple Road and associated open air car park to the rear. Barking Rail Station is located on the north side of Station Parade and the site has a high PTAL rating of 6b and 6a. The railway line runs along the north-east edge of the site.

The site is located within Barking Town Centre and falls within the following local policy



designations:

- Barking Town Centre AAP Boundary;
- Barking Town Centre Key Regeneration Area;
- Primary Shopping Area;
- Site Specific Allocation (for approximately 2,500sqm additional retail and 250 homes).

As you will be aware, Barking Town Centre obtained Housing Zone status in February 2015. Vicarage Field Shopping Centre is identified within this as a Future scheme (Site D).

The site is not listed, nor is it identified as an unlisted building of merit. The property is not located within any of the London View Management Framework (LVMF) viewing corridors. The site is adjacent to the Abbey and Barking Town Centre Conservation Area and this has been taken into consideration in the design development of the proposals.

By way of background, consent was granted in 2009 by the London Thames Gateway Development Corporation (LTGDC) for redevelopment of the site to provide 231 residential units ranging from 3 to 23 storeys in height, 1,333 sqm of shopping, financial and professional services, restaurants and cafes (Classes A1, A2 and A3), alterations to the highway and ancillary parking and landscaping facilities and services.

Proposals

The current proposals comprise the total redevelopment of the site to provide circa. 20,000 sqm retail floorspace, up to 900 residential units, 150 bed Hotel, upto 800 sqm commercial floorspace and a two-form Primary School. Building heights proposed range from three storeys stepping up to 36 storeys towards the centre of the site.

The applicant has entered into a Planning Performance Agreement (PPA) with the London Borough of Barking and Dagenham and has held a number of pre-application meetings in respect of the current proposals to date. The proposals are welcomed by the Local Planning Authority and the feedback has been positive to date.

I trust this is sufficient information at this stage to validate the pre-application request and we look forward to hearing from you in due course to organise a meeting to discuss the proposals. Please contact [REDACTED] at this office should you require anything further.



Yours Sincerely,

DP9

DP9 Ltd

GREATER LONDON AUTHORITY

Request for pre-planning application advice meeting

Please read the guidance notes first:

Fill in each section with the requested information.

Please ensure that the information provided in **Section 8** relates to the person and organisation that should be invoiced and includes the full address, contact details and the company registration number. The company registration number should only be left blank if the organisation is not registered with Companies House (including overseas).

Section 8 should be signed by an employee of the organisation, as it is confirmation of the declaration that the person/organisation has requested, and will pay for, the meeting(s). Ensuring that the signature is written by the applicant is for their protection against any potential deception, so we cannot accept third party signatures. **Failure to meet these requirements may result in a delay in setting a date for the meeting**

Requests can be sent via email to planningadmin@london.gov.uk or by post to Development & Projects, PP18, City Hall, The Queen's Walk, More London, London, SE1 2AA

Section 1: Type of meeting

Please tick the appropriate box to indicate which type of meeting you are requesting and the frequency – please see the guidance note for an explanation of each type of meeting

☒

Initial meeting

☐

Follow-up meeting

0

Number of meetings required

Section 2: Site details

Name of site: Vicarage Field

Address of site: Vicarage Fields Shopping Centre, Station Parade/Ripple Road, Barking

Postcode: IG11

Local Planning Authority: London Borough of Barking and Dagenham

Site area in sqm/ha: 2.32 ha

Section 3: Development details

Likely categories for referral: Category 1A, 1C

Brief description of proposed development:

Mixed use redevelopment of the site for retail, commercial, residential and community facilities.

GREATERLONDONAUTHORITY

Section 4: Involvement of interested parties

Please tick this box if you do **not** want the relevant Local Planning Authority to be notified of, and potentially attend a pre-application meeting. ☐

If you would like a representative from the Local Planning Authority to potentially attend the pre-application meeting, please provide contact details below.

Contact name

Email @lbbd.gov.uk

Section 5: Attached documents

Please tick the relevant boxes below to confirm what documents you are submitting (having regard to Section 9 below):

Initial meetings:

Essential

- ☒ Red line site boundary drawing
- ☒ Outline of proposed development

Desirable

- ☒ Outline key planning issues
- ☒ Indicative drawings and elevation
- ☐ Energy assessment and strategy

Other desirable documents

- ☐ Outline draft transport scoping report
- ☐ Outline environmental impact assessment
- ☐ Outline sustainability statement
- ☒ Outline design statement
- ☒ Outline access statement
- ☐ Other – please specify below

Follow up meetings only:

Topic:

Supporting documents submitted:

GREATER **LONDON** AUTHORITY

Section 6: Contact details for agent

Company name: DP9 Ltd.

Address of agent including postcode:

100 Pall Mall, London, SW1Y 5NQ

Please specify to whom we can direct all future correspondence:

Contact name:

Telephone number:

Email address: @dp9.co.uk

Section 7: Contact details for applicant

Name of applicant: BE Barking BV c/o DP9 Ltd

Address of applicant including postcode:

Contact name:

Telephone number:

Email address:

GREATER LONDON AUTHORITY

Section 8: Details of company paying invoice

Company name: Lagmar (Barking) Ltd

Company registration number: SC303267

Company registered address including post code:

50 Lothian Road, Festival Square, Edinburgh, EH3 9WJ

Correspondence address (if different to company registered address):

As above

I, the undersigned, confirm that I have requested a pre-planning application advice meeting for (site name) Vicarage Fields and that I will pay the full fee of £5,500 (£5,500 for an initial meeting, £1,100 for each follow-up [plus VAT at the standard rate]) on receipt of an invoice.

Company name: *BE BARKING BV*

Date: *11/12/15*

Section 9: Submission process

Please ensure your submission includes:

- 1x signed copy of this form ensuring that a person from the company being invoiced has signed under section 8
- 1x copy of each document detailed in Section 5
- 2x CDs containing electronic versions of each document detailed in Section 5

Please post your submission to:

Development & Projects (PP18)
Greater London Authority
City Hall
The Queen's Walk
London, SE1 2AA

Or email:

planningadmin@london.gov.uk



General Notes

ates

Planning
Application
Boundary

Ownership
Boundary

[illegible]

pyplan



ale Bar

sew Studio
Egret
West

Greenhouse Yard
London
E1V 4JQ
07 549 1730

hello@egretwest.com
egretwest.com

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Londonewcastle

Project
Carriage Fields
Marking

Site Location Plan

Project Number 247	Status DRAFT
Sale at A1 1250	Date 15.12.2015
Drawn by M	Checked by SEW

Drawing Number	Revision
247_SEW_VF_0001	00



To:



From:



TfL Borough Planning
10th floor Windsor House

Your ref: 3879

Our ref: 16/0902

Phone: 0203 054 7132

Date: 08 March 2015

Vicarage Fields Shopping Centre, Station Parade/Ripple Road Barking – TfL
comments for GLA pre-app letter

Located in close proximity to Barking Station the site is well served by public transport with National Rail, London Underground and London Overground services serving the station. The nearest bus stops are approximately 1 minutes walk away from the proposed development and are served by 10 bus routes. Therefore, the site records a high public transport accessibility level (PTAL) of 6b on a scale of 1-6b, where 6b is the highest. The nearest section of TLRN is the North Circular which is approximately one mile from the site.

Car Parking

Electric vehicle charging points (EVCPs) will need to be provided, and secured by condition. In accordance with the London Plan and Accessible London SPG there should be a 1:1 ratio of Blue Badge parking spaces for each accessible unit.

It is recommended that future occupants of the site be excluded eligibility for local authority car parking access, by the developer entering into a s106 agreement with the local authority.

Cycle Parking

To ensure compliance with the London Plan the applicant is advised to look at Table 6.3 of the London Plan 2015 to calculate the appropriate level of cycle parking to be provided. There are cycle parking standards for residential and commercial development and as the proposed development includes both, the application should clearly demonstrate the number and location of cycle parking spaces for each element of the development.

Public Realm, Walking and Cycling

While the proposals for improving the public realm are welcomed, the links from the Barking Rail Station to Abbey Ground are poorly connected at present. In addition existing Legible London signage in Barking town centre will need to be updated to integrate the new development into the Legible London wayfinding system.

TfL also encourages that a S278 agreement should be made between the applicant and the council to improve the any adjoining pedestrian routes outside the red line boundary. This helps to ensure the consistency of pedestrian pavements.

Transport Assessment

TfL provides guidance on the preparation of transport assessments on the TfL website. It is recommended the applicant follows this guidance. A particular area of interest will be the trip rate projections originating from the new development as these are needed to assess the likely impacts on the transport network.

Delivery and Servicing

TfL welcomes the basement car park including service bays. A swept path analysis should be included in the Delivery and Servicing Plan (DSP) in order to demonstrate the vehicles can enter and exit the basement in forward gear.

Planning Documents

The application should be supported by a Travel Plan, Design and Access Statement, Construction and Logistics Plan and a Delivery and Servicing Plan. The Travel Plan to be produced by the applicant as part of the submission should be in line with TfL's Transport Plan Guidance available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>. It is also understood that a school has been proposed in the application, and therefore a separate section for the school arrangement should be included in the Travel Plan.