

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA210720-8585

8 September 2020

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 21 July 2020. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for:

Could you provide all emails , communications and minutes of meetings about the proposed development on the Tesco's site in Goodmayes Ilford

Our response to your request is as follows:

Please find attached the information the GLA holds within 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.

The GLA holds further communications within scope of your request and they fall under the exception to disclose at Regulation 12 (5)(b) (The course of justice and inquiries exception – client lawyer email chains not included).

Regulation 12 (5)(b) is very wide in coverage, in this instance it is used to cover material covered by legal professional privilege (LPP). LPP exists in this instance to protect advice from lawyer to client.

For the exception to be engaged, disclosure of the requested information must have an adverse effect on the course of justice. Disclosure of the exchange between client and lawyer would undermine the public confidence in the efficacy of LPP.

Regulation 12(5)(b) constitute as qualified exemptions from our duty to disclose information under the EIR, and consideration must be given as to whether the public interest favouring

disclosure of the information covered by this exemption outweighs the public interest considerations favouring maintaining the exemption and withholding the information.

The GLA acknowledges that there is a public interest in transparency in relation to planning and development matters, disclosure would enable the local community to understand more fully the decision-making process.

The client / lawyer communications also took place in circumstances where a relationship of confidence was implied, and it is in the public interest to protect the principle of Legal Professional Privilege by allowing clients to have discussions with their lawyers in confidence. The best interest of the public – i.e. the public interest – is best served by ensuring that public authorities continue to debate robustly and comprehensively, considering all options and their potential impacts, for the best possible decisions to be taken.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely


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>

[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 07 January 2019 17:37
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: GLA 5001 - Tesco, Goodmayes

Dear [REDACTED]

Happy new year!

Ahead of our pre-app on the 29 January and issue of additional information on the 16 January, please could you let me know if there is a limit on the number of attendees from the applicant team that can attend this meeting. This will be in addition to the LB Redbridge officers.

Following your confirmation, I will be able to issue a full list of names and organisation on 16 January, along with the additional pre-app information.

As [REDACTED] outlined in an email below, if you require any additional information ahead of the 16 January or indeed the 29 January, please do not hesitate to contact me.

Kind regards

[REDACTED]

--

[REDACTED]
Planner

You can now follow us on:



From: [REDACTED] <[REDACTED]@torltd.co.uk>
Date: Thursday, 20 December 2018 at 15:43
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: Re: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

Thank you for the clarification.

We will ensure any new documents are uploaded via the portal and also confirm by email – along with attendees for the meeting.

Kind regards

[REDACTED]

--

[REDACTED]
Technical Director

You can now follow us on:



From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Thursday, 20 December 2018 at 14:00
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Cc: [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – yes that would be fine. If I could have any updated information by 16 Jan, also with names/organisations of attendees.

Thanks

[REDACTED]

██████████ | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 ██████████ | M: ██████████ | E: ██████████@london.gov.uk

From: ██████████ <██████████@torltd.co.uk>

Sent: 20 December 2018 10:51

To: ██████████ <██████████@london.gov.uk>

Cc: ██████████ <██████████@london.gov.uk>; ██████████ <██████████@torltd.co.uk>

Subject: FW: GLA 5001 - Tesco, Goodmayes

Dear ██████████

GLA 5001 - Tesco, Goodmayes

I refer to the emails below in relation to the above pre-application request.

We submitted information on 6 December 2018 via the portal upload. In light of our meeting date arranged for 23 January 2019, please could you advise if there is an opportunity to submit any further information – and if so, the deadline for doing so?

We may be in a position to update the pre-app document, and support with additional transport information in early January.

Please note that I will be on leave for the first few weeks of the New Year, so please copy my colleague ██████████ into any correspondence relating to the forthcoming meeting.

Kind regards

██████████

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██████████ ██████████ ██████████
Technical Director
██████████

You can now follow us on:



From: Pre-applications <Pre-applications@london.gov.uk>

Date: Thursday, 20 December 2018 at 10:14

To: ██████████ <██████████@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi ██████████

We have both just missed each other's calls. Regarding submitting additional information it is best to liaise with ██████████ the case officer directly. If you want to add documents to PAWS please feel free but drop the case officer an email just to let him know.

Kind regards

██████████ ██████████

Planning Support Officer

Development, Enterprise & Environment | Planning

Greater London Authority

City Hall, The Queens Walk, London SE1 2AA

020 7084 ██████████

From: ██████████ [<mailto:██████████@torltd.co.uk>]

Sent: 19 December 2018 17:18

To: Pre-applications <Pre-applications@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes

Hi ██████████

In addition to below, Weston Homes do not operate a purchase order system for the invoice of pre-apps. I trust this is not an issue, but please let me know if you need any further assistance.

For 23rd January I will update Redbridge officers that we intend to schedule the meeting for this date. Do you invite officers separately, as we understand the case officer wishes to attend?

Kind regards

██████████

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██████████ ██████████ ██████████
Technical Director
██████████

You can now follow us on:



From: [REDACTED] <[REDACTED]@torltd.co.uk>
Date: Wednesday, 19 December 2018 at 16:33
To: Pre-applications <pre-applications@london.gov.uk>
Subject: Re: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]
Thank you. If we could schedule 11.30am on 23rd January that would be great.
I will confirm attendees and purchase order query before the Christmas break.
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

You can now follow us on:



From: Pre-applications <Pre-applications@london.gov.uk>
Date: Wednesday, 19 December 2018 at 16:23
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]
Later on that day (10 Jan) is available but then there is nothing until 11:30 on the 23rd Jan and then 29 Jan at 12:00.
Please be aware that I cannot hold more than one date in our system so these dates could be taken at any time.
Kind regards
[REDACTED]

Planning Support Officer
Development, Enterprise & Environment | Planning
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA
020 7084 [REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 19 December 2018 16:13
To: Pre-applications <Pre-applications@london.gov.uk>
Subject: Re: GLA 5001 - Tesco, Goodmayes

Dear [REDACTED]
Thank you for the email. I will come to you as soon as possible on the details requested, but to assist co-ordination is there an alternative to the 10th January 2019 meeting date proposed below?
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

You can now follow us on:



From: <pre-applications@london.gov.uk>
Date: Wednesday, 19 December 2018 at 16:04
To: "[REDACTED]"

[REDACTED]

Cc: "pre-applications@london.gov.uk" <pre-applications@london.gov.uk>

Subject: GLA 5001 - Tesco, Goodmayes

Dear [REDACTED]

GLA reference number: 5001

Site Name: Tesco, Goodmayes

Site Address: 822 High Road, Goodmayes, RM6 4HY

LB: Redbridge

Proposal Description: Existing Tesco Extra Store with car parking.

On 06 December 2018 the Development Management Unit received your request for an initial meeting for the above pre-planning application proposal. The case officer assigned to this case is [REDACTED]

We can only comment on information provided in advance of the meeting. Where we have no or limited information we will not be able to provide a comprehensive assessment. 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.

The advice letter will only address issues that you have sent documentation on. The case officer will carry out a site visit and assess the documentation prior to the meeting. A meeting note will be sent to you two working days prior to the meeting which will outline the issues that will be discussed.

Finance

As per GLA Financial Regulations we can only confirm the meeting date upon receiving a correct application form.

The form you have sent to us is correct and we can confirm the meeting date upon receipt of purchase order information and your acceptance of the proposed meeting date and time at the bottom of this email.

In order to invoice the company paying for the meeting, we need to confirm whether they use a purchase order system. Please could you confirm this?

If they do use a purchase order system, then a PO will need to be raised by them and sent to accountspayable@tfl.gov.uk before the meeting.

Cancellation

If, due to circumstances out of our control, we cancel the meeting we will reschedule for another time as soon as practical. Meetings can be rescheduled at your request up to 48 hours prior. The fee is non-refundable on cancellation.

We can offer a tentative date and time of **Thursday 10 January 2019 @ 11:30**. Please let us know if this is acceptable and who will be attending.

Regards



Planning Support
Greater London Authority

#LondonIsOpen

[REDACTED]

From: Planning Support
Sent: 16 January 2019 10:31
To: [REDACTED] torltd.co.uk
Cc: [REDACTED]
Subject: RE: 5001 Pre-app Tesco, Goodmayes

Hi [REDACTED]

If the model is less than a meter in width then it can be brought in via reception. If it is bigger it must be brought via the loading bay. Please inform us at least a day in advance if you want to come via the loading bay and include the vehicle registration if possible.

Kind regards

[REDACTED]
Planning Support Officer
Development, Enterprise & Environment | Planning
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA
020 7084 [REDACTED]

From: [REDACTED]
Sent: 16 January 2019 07:41
To: Planning Support <planningsupport@london.gov.uk>
Subject: FW: 5001 Pre-app Tesco, Goodmayes

Hi - could someone contact [REDACTED] over arrangements for the model they want to bring for this pre-app next week.

Thanks
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@torltd.co.uk]
Sent: 15 January 2019 15:54
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: Re: 5001 Pre-app Tesco, Goodmayes

Dear [REDACTED]

We have now uploaded the additional information for the pre-app on 23 January to the PAWS portal. This information includes:

- ☐ Updated design pack, titled: Post Design Review Panel – Design Development Options.
- ☐ Draft Landscape Proposals
- ☐ Draft Scoping and Transport Baseline Report.

While we have uploaded this information to the portal, I have included the submission within the following link for your information:

<https://we.tl/t-R9whJtekFV>

Further, and following my recent email concerning attendees on 8 January, we have amended the list of attendees slightly. The finalised and confirmed list is as follows:

1. [REDACTED] – Tesco
2. [REDACTED] – Tesco
3. [REDACTED] – Weston Homes
4. [REDACTED] – Weston Homes
5. [REDACTED] – Terence O'Rourke
6. [REDACTED] – [REDACTED] Architects
7. [REDACTED] – Motion.

We would also like to bring the model to the meeting, if possible. Please can you send through the relevant requirements for security? I have advised the team to arrive half an hour before the meeting in order to clear security.

Please do not hesitate to contact me if you have any questions or require any further information.

Kind regards

[REDACTED]

--

[REDACTED]

Planner

You can now follow us on:



From: [REDACTED] [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>

Date: Friday, 11 January 2019 at 16:55

To: [REDACTED] [REDACTED] <[REDACTED][torltd.co.uk](mailto:[REDACTED]@torltd.co.uk)>

Subject: RE: 5001 Pre-app Tesco, Goodmayes

Hi [REDACTED] – yes I'll send an agenda a few days in advance of the meeting, based on the information provided. If the architects could do a presentation on the scheme – we'll have a laptop and projector so it could be on a USB. CAD models would probably require the projector to be plugged into the architects laptop but that should be okay. I'd recommend not bringing a model – firstly the room is quite small and there's little room for it, and there are some strict requirements for delivering models to City Hall, which we can give you if needed.

Thanks

[REDACTED]

From: [REDACTED] [REDACTED] [[mailto:\[REDACTED\]@torltd.co.uk](mailto:[REDACTED]@torltd.co.uk)]

Sent: 11 January 2019 11:13

To: [REDACTED] [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>

Cc: [REDACTED] [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; [REDACTED] [REDACTED] <[REDACTED][torltd.co.uk](mailto:[REDACTED]@torltd.co.uk)>

Subject: Re: 5001 Pre-app Tesco, Goodmayes

Dear [REDACTED]

Following on from my email below confirming the attendees for our pre-app on the 23 January at 11.30 am, I wondered if I could clarify the format of the meeting if I may.

I have consulted the first email issued to [REDACTED] which establishes the suggested date and time of the meeting. This email also details that a meeting note will be provided 2 workings days prior to the meeting to set out topics for discussion. With this in mind, would a formal presentation from our team be suitable/helpful or do you envisage discussions will stem from your notes and suggested topics?

In any event, our architects will be bringing a model of the scheme and print out of all relevant plans for discussion. In addition, (and if IT facilities in the room allow) we can also show you CAD models of the scheme.

Happy to discuss further if needs be. Look forward to hearing from you.

Thanks

[REDACTED]

--

[REDACTED]

Planner

You can now follow us on:



From: [REDACTED] <[REDACTED]@torltd.co.uk>

Date: Tuesday, 8 January 2019 at 16:49

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: "[REDACTED]@london.gov.uk" <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: Re: 5001 Pre-app Tesco, Goodmayes

Hi [REDACTED]

I can now confirm our attendees (7), detailed below:

1. [REDACTED] – Weston Homes
2. [REDACTED] – Weston Homes
3. [REDACTED] – Weston Homes
4. [REDACTED] – Terence O'Rourke
5. [REDACTED] – [REDACTED] Architects
6. [REDACTED] – Motion
7. [REDACTED] – Allen Pyke Associates.

Kind regards

[REDACTED]

--

[REDACTED]

Planner

You can now follow us on:



From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Tuesday, 8 January 2019 at 10:12
To: [REDACTED] <[REDACTED]@redbridge.gov.uk>, [REDACTED]
<[REDACTED]@torltd.co.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>, [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: RE: 5001 Pre-app Tesco, Goodmayes

Hello [REDACTED] - yes that should be fine. The room isn't very big so apologies if it's a bit cosy.

[REDACTED] – could I ask you limit attendees to 7 at the most.

Thanks

[REDACTED]
[REDACTED] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [REDACTED] | M: [REDACTED] | E: [REDACTED]@london.gov.uk

From: [REDACTED] [mailto:[REDACTED]@redbridge.gov.uk]
Sent: 08 January 2019 10:04
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: 5001 Pre-app Tesco, Goodmayes

Dear [REDACTED]

Further to the above pre-application meeting scheduled for 23 January 2019 at your office, is there space for another attendee from the Council (would then be 3 attendees in total from our side)?

Kind regards,

[REDACTED]

[REDACTED]
Principal Planner
Regeneration, Property and Planning
Chief Executives Office
London Borough of Redbridge
11th Floor (Front), Lynton House 255-259 High Road, Ilford, IG1 1NY

[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 16 January 2019 10:34
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: 5001 Pre-app Tesco, Goodmayes

Morning [REDACTED]

Please see the link below which includes the original submission from December as well as the updated information submitted yesterday. I have ensured that the date is clear on the files names for ease:

<https://we.tl/t-1emllG3xgi>

As ever, please let me know if you require anything further ahead of our meeting next Wednesday.

Kind regards

[REDACTED]

--

[REDACTED]
Planner

You can now follow us on:



From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Wednesday, 16 January 2019 at 08:05
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: 5001 Pre-app Tesco, Goodmayes

Thanks [REDACTED] – could you send a link with all of the documents to [REDACTED] (cc'd) who will be representing TfL. That includes the original documents, which I guess are still relevant.

Many thanks

[REDACTED] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [REDACTED] | M: [REDACTED] | E: [REDACTED]@london.gov.uk

From: [REDACTED] [mailto:[REDACTED]@torltd.co.uk]
Sent: 15 January 2019 15:54
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: Re: 5001 Pre-app Tesco, Goodmayes

Dear [REDACTED]

We have now uploaded the additional information for the pre-app on 23 January to the PAWS portal. This information includes:

[Remainder of email chain duplicates]

[REDACTED]

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 21 January 2019 11:56
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 5001 Pre-app Tesco, Goodmayes

Morning [REDACTED]

Here goes:

- ☐ [REDACTED] - Development Control Manager
- ☐ [REDACTED] - Urban Design Manager

Kind regards,
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 17 January 2019 16:33
To: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: RE: 5001 Pre-app Tesco, Goodmayes

Hello [REDACTED]

I guess it's [REDACTED] and [REDACTED] attending next week, as well as yourself – could you give me their job titles please.
I'll put an item up-front on the agenda for the Council to give its views if that's okay with you. Happy to have a chat on the phone before the meeting too.

Many thanks

[REDACTED] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [REDACTED] | M: [REDACTED] | E: [REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 08 January 2019 10:04
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: 5001 Pre-app Tesco, Goodmayes

Dear [REDACTED]

Further to the above pre-application meeting scheduled for 23 January 2019 at your office, is there space for another attendee from the Council (would then be 3 attendees in total from our side)?

Kind regards,
[REDACTED]

Principal Planner
Regeneration, Property and Planning
Chief Executives Office
London Borough of Redbridge
11th Floor (Front), Lynton House 255-259 High Road, Ilford, IG1 1NY

From: [redacted] <[redacted]@torltd.co.uk>
Sent: 22 January 2019 15:05
To: [redacted]
Cc: [redacted]
Subject: Re: 5001 Tesco Goodmayes - pre-application meeting

Hi [redacted]
Thank you for sending the agenda through for tomorrow's meeting. We note that the height of the development is referenced as 4-10 storeys, however please could this be amended to read 4-20 storeys.

Many thanks

[redacted]

--

[redacted]
Planner

You can now follow us on:



From: [redacted] <[redacted]@london.gov.uk>
Date: Monday, 21 January 2019 at 12:25
To: [redacted] <[redacted]@torltd.co.uk>, [redacted] <[redacted]@torltd.co.uk>, [redacted] <[redacted]@redbridge.gov.uk>, [redacted] <[redacted]@tfl.gov.uk>, [redacted] <[redacted]@london.gov.uk>, [redacted] <[redacted]@london.gov.uk>, [redacted] <[redacted]@redbridge.gov.uk>, [redacted] <[redacted]@redbridge.gov.uk>
Subject: 5001 Tesco Goodmayes - pre-application meeting

Hello all – please find attached the agenda and details for Wednesday's meeting. Let me know if you have any queries.

Kind regards

[redacted]
[redacted] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [redacted] | M: [redacted] | E: [redacted]@london.gov.uk

#LondonIsOpen

Pre-application GLA/5001/01

Tesco, Goodmayes

in the London Borough of Redbridge

Meeting Date: Wednesday 23 January 2019

Meeting Time: 11.30-13.30

Location: City Hall, Fourth Floor, Room 4.7w (please report to reception upon arrival)

The proposal

Demolition of existing Tesco Extra store, and construction of a residential led mixed-use development of 4-10 storeys, to provide a 9,000 sq.m. Tesco Extra store, 1,360 new homes, a 3-form entry primary school, a range of smaller commercial units, public open space, and car parking.

The applicant

The applicants are **Weston Homes** and **Tesco**, the architect is [REDACTED] and the agent is **Terence O'Rourke**.

Context

On 6 December 2018, 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 strategic issues have been identified for discussion.

1. **Welcome and introductions**
2. **Introduction to scheme and presentation by applicant**
3. **LPA Position**
4. **Principle of development**
 - High density mixed-use development
 - Residential
 - Retail and town centre uses
 - Social infrastructure
5. **Housing**
 - Tenure/affordability/Affordable Housing and Viability SPG
 - Housing Choice
 - Residential density
 - Children's play space

6. Urban design

- Site layout, routes, landscape and public realm.
- Internal layouts, access and circulation, orientation.
- Residential quality.
- Height, scale, massing, relationship to existing and proposed townscape, daylight/sunlight impacts.
- Materials and architecture.
- Inclusive design.

7. Transport

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

8. Climate change

- Energy strategy – this will not be discussed at the meeting; however, a draft strategy can be provided from comment at any time.
- Flood Risk Assessment, sustainable drainage, water efficiency (to highlight policies but not discussed at the meeting).

9. Timetable for the application, and next steps

Attending

GLA group:	<div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div>	Principal Strategic Planner, case officer Team Leader, Development Management Senior Strategic Planner – Urban Design Assistant Planner, Transport for London
Applicant:	<div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div>	Tesco Tesco Weston Homes Weston Homes Terence O'Rourke ██████████ Architects Motion
LPA:	<div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div>	Principal Planner, LB Redbridge Development Control Manager, LB Redbridge Urban Design Manager, LB Redbridge

for further information, contact GLA Planning Team:

██████████ ███████████ **Principal Strategic Planner, case officer**
020 7983 ███████████ email ███████████@london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 06 February 2019 16:41
To: [REDACTED]
Subject: RE: 5001- Tesco, Goodmayes

Hi [REDACTED] finally got round to looking at this! – some comments below... let me know of any queries. Thanks, [REDACTED]

The general layout principles of containing the Tesco store, car parking and service yard within a podium in the eastern portion of the site and the arrangement of blocks in the western portion to create new routes, a connection to the station and new zones of public realm is supported.

The applicant has worked positively to address the access and spatial constraints of the site and the scheme has also evolved through design review input which is welcomed.

As discussed at the meeting, further clarity is needed on the east/west route along the railway edge. This will be a key point of access between the station, the application site and future development to the east. At present, vehicular access to the service yard dominates the central part of the route and the applicant should ensure that a clearly defined and legible pedestrian link is secured along its full length, including the piece of land linking through to Goodmayes Road that falls outside of the red line boundary. This should be designed to be physically delineated from vehicles to ensure safety and accessibility. Utilising the north/south level change and decking over the vehicle drop-off area to the rear of the residential block that edges the railway would help to achieve this. Relocating the 'hub'/concierge space to allow an additional north/south pedestrian link between the Tesco's western frontage and southern residential block should also be considered as this would create a sightline between the railway route and park while optimising the site's permeability.

The eastern edge of the podium block should present a predominantly active frontage to the street and options for enlarging both residential lobbies on this edge so that they appear welcoming and legible should be explored. The two levels of car parking frontage above the Tesco store will appear overbearing from street level and the quantum of car parking should be reduced, in line with TfL comments, to allow double height entrance lobbies to be introduced along the eastern edge of the podium. It is encouraging that the applicant is working with the design team of the neighbouring site to deliver a joined up approach to the public realm along this edge, however, the drawings suggest that this will be vehicle dominant at present and further work is needed to create a pedestrian-friendly, street based environment.

The setting back of the building line along High Road to accommodate future road widening and create a generous zone of public realm is welcomed. The applicant should confirm that sufficient pavement widths are secured to accommodate free pedestrian flow, potential crossing points to the park and access requirements to the supermarket. There is also strong potential to draw on the green character of the park opposite and the landscaping strategy should aim to maximise tree/mature planting coverage along the length of High Road as well as the zones of public space within the site.

The arrangement of residential buildings to form a perimeter block with the existing properties along Goodmayes Road is supported and creates clear separation between public and private realm and allows for the redevelopment of the Goodmayes Road frontage should this come forwards in the future.

The sizing of the key zone of public space between the school and western-most residential blocks has potential to form a vibrant and flexible area of public amenity and this will be further enhanced by the ability to align with a future pedestrian crossing to the park. The setting back of the north-western block's frontage to create a secondary area of public space is welcomed and flanking this area with commercial frontage will help to animate it. The applicant is also encouraged to consider positioning the school's main frontage onto this space to allow sufficient gathering space for pupils/parents and avoid the need to spill out onto High Road.

The appropriateness of including ground floor residential units at the southern end of the main space is questioned. This is likely to create privacy issues for residents, particularly as this is will become a key desire line towards the station in the future. The applicant should consider either removing/relocating these units and replacing them with additional commercial units, or repositioning residential lobbies to be accessed direct from the central space. Introducing duplex units with individual front doors in this area should also be explored as this would address the privacy issues and help to promote passive surveillance and a sense of ownership for residents.

The east/west zone of public realm between the school and residential blocks to the south is currently largely flanked with inactive, cycle store frontage. This risks limiting the amount of activity along this route. The applicant should explore swapping the cycle 'hotel' with the community hall. This would significantly increase the amount of external frontage to the hall and improve its presence in the public realm. It would also allow potential to create a positive connection with the school's play space and MUGA opposite.

The colocation approach to the school block is unconvincing at this stage. The applicant should consider how the building can create an active frontage onto High Road whilst safeguarding the school's security and addressing air quality standards. As mentioned at the meeting, Tiger Way in Hackney is a good example of successfully balancing high quality residential amenity whilst avoiding direct overlooking between the two, through clear physical separation between school and residential uses.

<http://planning.hackney.gov.uk/Northgate/PlanningExplorer/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&TYPE=PL/PlanningPK.xml&PARAM0=236286&XSLT=/Northgate/PlanningExplorer/SiteFiles/Skins/Hackney/xslt/PL/PLDetails.xslt&FT=Planning%20Application%20Details&PUBLIC=Y&XMLSIDE=&DAURI=PLANNING>

Residential layouts at upper levels create predominantly east/west facing aspects with no single aspect north facing units fronting onto High Road which is welcomed. There are however a number of instances of more than eight units sharing the same core at each level. Corridors within the linear blocks above the Tesco store should be compartmentalised to reduce the core to unit ratios and avoid the risk of creating an institutional environment. The use of 'scissor' duplex units to maximise the proportion of dual aspect is welcomed and as discussed, direct front doors to units opening onto the podium courtyards should be introduced to promote a sense of community and limit access routes between street level and front doors. The applicant should confirm the overall percentage of dual aspect achieved, this should meet a minimum of 50% and aim to exceed this as far as is feasible.

The roof of the service yard is poorly resolved and the applicant should extend the amenity deck to the southern edge of the block or explore means of greening the roof to improve the quality of outlook and amenity for residents. Shifting the southern wing of the central residential block above the Tesco store should be explored to create a more generous courtyard area, increase the amount of south light penetration into it and allow residents to enter directly into the courtyard from the central lobby space.

The principle of optimising housing delivery through a mix of linear blocks and taller buildings is supported subject to the comments above being addressed. As discussed, the applicant should demonstrate how the massing and heights composition will respond to the wider context of the site, including the future development site to the east, the open space to the north and the lower rise context along Goodmayes Road. Relocating the tallest building to mark the north-west entrance into the site and minimise the extent of overshadowing to the school block is supported subject to townscape and microclimate testing.

The site is large enough to create a range of character areas, ranging from the station square through to the lower rise residential blocks to the east. As the scheme evolves, the articulation and materiality of blocks should reflect this. The scheme will be expected to demonstrate an exemplary quality of architecture and landscaping and officers would welcome further discussion on the points raised above to ensure this is achieved and secured as part of the application.

From: [REDACTED]
Sent: 04 February 2019 11:02

To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: 5001- Tesco, Goodmayes

Hi [REDACTED] – ‘gentle nudge’ – cheers!

From: [REDACTED] [REDACTED]
Sent: 24 January 2019 12:06
To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>
Subject: FW: 5001- Tesco, Goodmayes

Hi [REDACTED] – presentation and Cabe comments are saved here – could I have your comments by next Thursday (31st).

<S:\Planning Decisions\Cases\Cases\5001\Pre-app>

Thanks

[REDACTED]

From: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 24 January 2019 10:43
To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@weston-homes.com>; [REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] [REDACTED]
[REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: 5001- Tesco, Goodmayes

Hi [REDACTED]

Thank you for your time yesterday to discuss the redevelopment proposal for Tesco, Goodmayes.

As requested, please see attached response from Design Council Cabe. A link to the presentation is available below:

<https://we.tl/t-pnrShAFdcw>

If you have any issues accessing the file, or any other queries, please do not hesitate to get in touch.

Kind regards

[REDACTED]

--

[REDACTED] [REDACTED] [REDACTED]
Technical Director

[REDACTED]

You can now follow us on:

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21st December 2018

[REDACTED]
Weston Homes
The Weston Group Business Centre
Parsonage Road
Takeley, Essex
CM22 6PU

Our reference: DCC/1001

London Borough of Redbridge: 822 High Road

Dear [REDACTED]

Thank you for providing Design Council with the opportunity to advise on the proposal for 822 High Road at the Design Review session held on 10th December 2018.

Summary

822 High Road presents an exciting opportunity to create an exceptional mixed-use area that will benefit from connectivity to wider London, once Crossrail is opened. The development will help deliver on the borough's housing targets whilst setting a precedent in Redbridge that prioritises placemaking and sustainable communities. Redbridge Council and the project team share a goal to develop this land and contribute to the future of Goodmayes. 822 High Road marks the beginning of what is likely to be a series of developments in the area and will set a precedent for design quality, height, density, placemaking and sustainability. It is important for that precedent to be an ambitious one.

We support the provision of a residential-led development that includes a new primary school. We welcome the project team's initial studies and analysis of the site and its surrounding context, as well as the subsequent development of the masterplan's objectives. However those objectives do not yet seem to have informed the project successfully at this early stage and ultimately the proposal does not yet deliver on the stated ambitions of the project team. Specifically, the scheme is not delivering a significantly robust or varied public realm to cater for the proposed quantum of users or meaningfully contribute to Goodmayes' community infrastructure. The desired urban permeability could be better achieved by redesigning the site layout and the proposed network of movement-routes across the site. The proposed height and massing appear bulky and tend to exaggerate the scheme's significant scale. We question the proposed quantum of 1360 homes which nearly doubles the outlined 723 homes that are identified in the Opportunity Area's framework. However, in our view potential impacts of a high-density development could be offset by very high-

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quality design and increased social amenities. We strongly encourage the team to develop a more integrated placemaking strategy for areas within and surrounding the development.

To support the design team in achieving their overarching objectives of creating an exceptional place and community, we offer the following advice:

Wider Context

The arrival of the Elizabeth Line in the coming year will transform Redbridge's connectivity to greater London. As a designated *Crossrail Corridor Investment and Growth Area*, Goodmayes will be facing a significant change in the coming years, specifically increased densities through the delivery of new housing. Whilst this brings exceptional opportunities to the area, it also raises concerns about the quality of places that will be delivered. As a newly well-connected flagship development, the site should become an enriched, diverse centre of activities throughout the day, rather than a dormitory of central London.

It is our view that large-scale development should bring significant benefits to the local community, including contributions to social amenities, community infrastructure and public space, which ultimately aid community development and placemaking. We are not yet convinced that the proposed plan is making adequate contributions to these areas. The Redbridge Local Plan identifies the 822 High Road area of Goodmayes as having '*Open Space Deficiency -Deficient in access to all levels of the hierarchy*'. Therefore, it is our view that – in addition to delivering new and affordable housing – the development should bring forward a meaningful contribution to the area's open and public space. This could be partly achieved by better utilising and integrating existing open spaces, but specifically, we encourage the project team to deliver a significant public space on site. The Local Plan also notes a chronic need for affordable and family housing and the scheme should make significant contributions to both. We support the Council in their request for 40% family units.

The project would strongly benefit from an integrated strategy that addresses wider issues of sustainability, health and well-being, as well as adaptability to future changes. The scheme will set a benchmark for large-scale developments in Goodmayes and should be aspirational in its approach to these principles. These should include but are not limited to low- and zero carbon targets, increased biodiversity, the promotion of healthy lifestyles and comprehensive sustainable drainage systems. We strongly encourage the project team to be more visionary and think beyond current ways of living. Setting a precedent in the area does not only mean that the design team considers the future behaviours of the project's residents but promotes desired behaviours through a well-designed place.

Urban Realm

To achieve the best possible outcome, we encourage both the project team and the local authority to look beyond the development's red boundary and consider 822 High Road as

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part of a wider masterplan, within the context of an Area Action Plan. We understand that an AAP does not yet exist and advise that it is a priority that one should be created now for the benefit of future developments. This will ensure that the Council continues to set the agenda for the area and help deliver projects that prioritise the needs of the local community. We support the acquisition of properties along Goodmayes Road to enhance permeability between Goodmayes Station, 822 High Road and the wider community. This will be essential to the overall integration and success of the project within Goodmayes. Barley Lane Park, immediately adjacent to the site, presents an exceptional opportunity for providing additional amenity for the residents of 822 High Road. However, the park is currently in a poor condition and fenced, which limits easy accessibility for residents and the wider community. We welcome the project team's inclusion of Barley Lane Park into their masterplan. We encourage them to pursue and ensure mutually beneficial enhancements to the Park in the delivery of their scheme. Whilst we recognise that enhancements to the park and acquisition of additional properties are outside the sole remit of the project team, they are, in our view, essential in achieving the overarching objectives of creating a place that successfully integrates into Goodmayes. Early dialogue with the local authority to identify opportunities and agree contributions will assist this scheme in coming forward.

Site Layout

For the London Borough of Redbridge place-making is a very high priority, which we share. At this early stage we feel that this has not been a priority in the proposed site layout, which we feel to be subservient to the problem of housing large numbers, and of integrating the bulk of Tesco and its carparking. This approach compromises the success of the public realm, such that open spaces appear fragmented, undefined and not conducive to intuitive use. They do not support the legibility of the site or guide movement across the development. A site-wide spatial hierarchy across all open spaces would help define both uses and movement. In particular, the project would highly benefit from the provision of a large, central public space that matches the scale of the development and would assist in placemaking within the scheme and the wider community. The relationship between the ground floor of the different buildings and adjacent public spaces requires further clarification and development, prioritising active frontages and their potential links to open spaces. Additionally, the scale and dimensions of the podium gardens do not yet match the placemaking ambition for these spaces. They currently appear to be too small and disparate to provide meaningful amenity for the proposed number of residents.

The pedestrian movement routes through the site appear disjointed and at times disrupted or inhibited by the site layout. We recognise the strict internal requirements of Tesco; however, the proposed massing of the store and surrounding servicing spaces cut the site in two and inhibit site-wide permeability. This layout also isolates the east residential offering from the larger, western residential and educational community spaces and amenities. We encourage the design team to test and explore alternative layouts that could facilitate public

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east-west permeability. One option discussed by the panel was the layering of servicing spaces beneath Tesco that would ease and free up street level movement.

The layout, scale and links of the onsite-streets appear overly complicated and primary and secondary routes illegible. We question the provision of the primary east-west pedestrian route at the back of the site, along the railway line and servicing route. Instead we encourage the design team to pursue solutions that facilitate diagonal east-west permeability and draw public movement through the site. Currently the service road to the rear of the site and the side access road appear vehicle-dominated and inhospitable to pedestrians. We encourage the project team to pursue alternatives that prioritise pedestrians and cyclists.

Height and Massing

822 High Road would significantly change the urban grain of Goodmayes and would set height and massing precedents for emerging developments. We share the local authority's view that height is secondary to design quality and placemaking. Compared to its surrounds, the scale of the 822 High Road proposal is vast and appears monolithic -- a condition exacerbated by the proposed bulky massing and a monotonous approach to height. The proposed crescendo height strategy does not yet appear to be working successfully as the shifts in height are too minimal to perceive and undermined by 'landmark' buildings. Consequently, we encourage the design team to reconsider its current massing strategy and explore alternatives that might articulate the building mass more elegantly. The proposed length and width of the buildings are bulky, therefore we strongly recommend that the project team explores options that minimise building footprints, and potentially break the blocks into a series of buildings. This would also minimise overshadowing of surrounding public spaces and assist with emerging internal issues such as natural ventilation and long circulation corridors. The project would benefit from a thorough investigation of the relationship between the proposed built form and its surrounds, particularly in regard to its relationship to the adjacent low-rise high street, Goodmayes Road. This includes the implications of open spaces to the rear of these properties and the discrepancy between the scale of the high street and corner 'landmark' building.

Uses

We welcome the principle of a residential-led scheme that includes a provision of an onsite three-form primary school. In our view the primary school should drive the residential offering, specifically through a high number of three or four bed apartments. A family-driven, community-orientated scheme would contribute positively to Goodmayes' diversity, vitality and a sense of place. We encourage the project team to consider more thoroughly how families might live within a high-density development long-term, and how areas of play for children of various ages and spaces for families to gather outside of their apartment could be provided. Currently the commercial, residential and primary school uses appear largely segregated and we encourage the design team to pursue more innovative uses and design

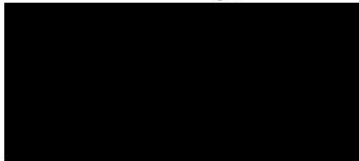
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solutions for better cross-over. We acknowledge issues of stewardship, management and security will need to be thoroughly considered but encourage the project team to investigate alternatives for shared residential and educational open and play spaces during weekends and evenings.

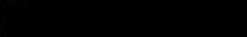
Next Steps

We congratulate you and Redbridge on the start of a supremely important scheme for the borough and thank you for consulting Design Council on 822 High Road at this important point in the project's development. We welcome the opportunity to continue the discussion regarding the project's design ambition going forward. Given the project is currently at a masterplan stage and has public consultation planned for January 2019, we are concerned that the project team will not be able to sufficiently develop a detailed application in time to meet the proposed March 2019 application date. We have not yet had an opportunity to comment on the details of the building and public realm design and would welcome the opportunity to review the scheme again prior to the submission of the scheme.

Yours sincerely,



Design Council CABE Advisor

Email: @designcouncil.org.uk

Tel: 

Review process

Following a site visit, discussions with the design team and local authority, the scheme was reviewed on 10th December 2018 by Jo van Heyningen (chair), Roland Karthaus, Alistair Barr, Nicole Collomb, Robin Buckle, Kathy MacEwen. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to dc.cabe@designcouncil.org.uk.

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Attendees



Weston Homes
Weston Homes
Weston Homes
Russ Drage Architects
Terence O'Rourke
Allen Pyke
Motion
Terence O'Rourke
Redbridge Council
Redbridge Council
Design Council Cabe
Design Council Cabe

From: [redacted] <[redacted]@tfl.gov.uk>
Sent: 06 February 2019 17:45
To: [redacted]
Subject: RE: 5001- Tesco, Goodmayes
Attachments: Tesco Goodmayes - TfL Response GLA Pre-App.docx

Hi [redacted]
Attached is drafted Tesco Goodmayes Comments. Happy to review final letter before it goes out.
Any issues let me know.
Thanks,
[redacted]

From: [redacted]
Sent: 04 February 2019 11:19
To: [redacted]
Subject: RE: 5001- Tesco, Goodmayes
Thank you [redacted]

From: [redacted] [mailto:[redacted]@london.gov.uk]
Sent: 04 February 2019 11:18
To: [redacted]
Subject: RE: 5001- Tesco, Goodmayes
OK, no later than Wednesday please.
Thanks
[redacted]

[redacted] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [redacted] | M: [redacted] | E: [redacted]@london.gov.uk

From: [redacted] <[redacted]@tfl.gov.uk>
Sent: 04 February 2019 11:13
To: [redacted] <[redacted]@london.gov.uk>
Subject: RE: 5001- Tesco, Goodmayes

Hi [redacted] – Apologies for not updating on Friday it's still in draft stage with [redacted] needing to add her comments, looking more like Wednesday morning.
Any issues do let me know and I can prioritise it more for today.
Thanks,
[redacted]

Assistant Planner (East Area Team) | Spatial Planning
Phone: +44 (0)20 3054 [redacted] Auto: [redacted] Email: [redacted]@tfl.gov.uk
9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN

From: [redacted] [mailto:[redacted]@london.gov.uk]
Sent: 04 February 2019 11:01
To: [redacted]
Subject: RE: 5001- Tesco, Goodmayes

Hi [redacted] – just checking on progress?
Thanks
[redacted]

[redacted] | Principal Strategic Planner | Development Management | Planning Department
GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA
T: 020 7983 [redacted] | M: [redacted] | E: [redacted]@london.gov.uk

From: [redacted] <[redacted]@tfl.gov.uk>
Sent: 31 January 2019 14:07

To: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: 5001- Tesco, Goodmayes

Hi [REDACTED]

Just working through these comments now. Is it possible to send them over tomorrow? I'll endeavour to do today but may need a little more time.

Any issues let me know.

Thanks,

[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]

Sent: 24 January 2019 12:01

To: [REDACTED]

Subject: FW: 5001- Tesco, Goodmayes

Hi [REDACTED] – there's a link to the presentation below, if you need it. Could I have your comments by next Thursday (31st).

Thanks

[REDACTED]

[REDACTED] | Principal Strategic Planner | Development Management | Planning Department

GREATER LONDON AUTHORITY | City Hall, The Queen's Walk, London, SE1 2AA

T: 020 7983 [REDACTED] | M: [REDACTED] | E: [REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 24 January 2019 10:43

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED]@weston-homes.com>; [REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED]
[REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: 5001- Tesco, Goodmayes

Hi [REDACTED]

Thank you for your time yesterday to discuss the redevelopment proposal for Tesco, Goodmayes.

As requested, please see attached response from Design Council Cabe. A link to the presentation is available below:

<https://we.tl/t-pnrShAFdcw>

If you have any issues accessing the file, or any other queries, please do not hesitate to get in touch.

Kind regards

[REDACTED]

--

[REDACTED]

Technical Director

[REDACTED]

You can now follow us on:

Transport for London



To: [REDACTED]
From: [REDACTED]
Our Ref: RDBG/19/227
Your Ref: 5001
Phone: +44 (0)20 3054 [REDACTED]
Email: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Date: 05th February 2019

Tesco - 822 High Road, Goodmayes – TfL comments for GLA pre-app letter

Thank you for the opportunity to contribute to this pre-app process. The following paragraphs are offered for inclusion in your letter to the applicant. I would be grateful for a copy of your finalised letter to the applicant.

Summary

It is understood the proposals are for redevelopment of the site to provide a mixed use commercial and residential scheme.

- TfL will require a Transport Assessment to be submitted as part of the application.
- TfL will require a Residential Travel Plan and Workplace Travel Plan to be submitted as part of the application.
- TfL will require an Outline CLP and DSP to be submitted as part of the application.
- TfL will expect to see cycle parking provided in excess of the minimum draft London Plan standards and designed in line with LCDS standards.
- TfL will expect the development to reduce car parking in line with draft London Plan standards, except for Blue Badge spaces.
- TfL will expect to see a Healthy Streets assessment and CLoS audit to support the application.

The following comments summarise Transport for London's (TfL) views on the proposed development, including those offered during the GLA pre-application meeting held on 23rd January 2019. Please note that these comments represent the views of TfL officers and are made entirely on a "without prejudice" basis.

It is noted that the developer has requested a separate pre-application consultation with TfL. Pre-app details are available at www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-advice.

The draft London Plan was published on 29 November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. TfL expects all current planning proposals to consider the policies set out within this document, noting that the decision-maker is to determine the balance of weight to be given to adopted and draft policies.

Site Location and Development Description

It is understood that the applicant is proposing to re-develop the existing Tesco store at Goodmayes, Redbridge, to provide a new mixed use commercial and residential development, comprising the redevelopment of the application site comprises circa 1,400 residential units, a replacement Tesco foodstore and a 3-form primary school. The existing signal-controlled access junction onto High Road would remain as the sole vehicular access into the application site, with access into the site via the current Tesco arm of the Tesco /Goodmayes.

The site is located on the on High Road Morning Lane which is part of the Strategic Road Network (SRN). The nearest section of the Transport for London Road Network (TLRN) is approximately 2km to the north. The nearest station is Goodmayes approximately which provides access to TfL rail and future Elizabeth Line services. Bus routes 86 and N86 serve High Road with services 364 and EL3 run along Goodmayes Road, stopping close to the site. The application site is located in an area with a PTAL rating 4.

General

TfL will expect to see a Transport Assessment (TA), Delivery and Servicing Plan (DSP), Construction Logistics Plan (CLP), Residential Travel Plan (RTP) and Workplace Travel Plan (WTP) as part of any planning submission for the development. These should all be in line with TfL guidance.

The developer should provide a multi-modal trip generation assessment for the proposed development. The residential and commercial mode splits should be based on surveys undertaken within the local area or other relevant data source less than five years old. TfL require further reasoning for the use of ward and borough wide census data to derive car ownership as it reflects a very suburban low density borough. Taking data from similar high density flatted scheme in Ilford may be more robust and relevant

Walking and Cycling

TfL support the change of ground floor level with the High Road as it enables better integration with the wider pedestrian realm, including the widening of the frontage to High Road and potential improvements to cycling.

It is believed the layout of school should have a High Road entrance as well to encourage walking from wider area. Plus measures to prevent car drop off should be undertaken. A school High Road entrance should be recessed to allow for arrival and departure peaks.

Cycle parking for the residential and commercial elements of the development should be clearly assigned, at least meet draft London Plan standards, be accessible to all and conveniently located,

and supported by end of journey facilities where appropriate. The cycle parking should be designed in accordance with the London Cycle Design Standards.

The applicant's proposals for public realm improvements are welcomed in principle. Short Stay (visitor/customer) cycle parking should be located close to the proposed entrance points to the site and should be clearly visible. Placing good quality cycle parking within the public realm space will be important for the success of the public space, as many people will not live within easy walking distance of the site, but might live within an easy cycling distance.

A Healthy Streets assessment will be expected as part of the application. This assessment should cover the site's immediate surrounding area and should show how the development will deliver Healthy Streets. This assessment should be undertaken in line with TfL's Healthy Streets guidance and should incorporate the Healthy Streets Check for Designers tool, which can be found at <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

Car Parking

The proposal would reduce the number of retail car parking spaces to 450 from 613, however this falls short of the draft London Plan policy which seeks maximum car parking standards for retail would suggest a maximum of 171 car parking spaces for a retail store of this size meaning car parking should be reduced. TfL feel the case for linked trips within the scoping note to the town centre are weak, given it is a linear centre and that there is potential the Car Park will be used by parents dropping at school which will increase am congestion and discourage active travel.

Furthermore, the currently proposed level of ground floor car parking results in an inefficient use of space within the scheme, which could be allocated to more retail, plant, residential or other facilities. Through lowering parking and better public realm would equal fewer vehicle trips thus encouraging more walking and cycling through the development.

In line with Draft London Plan standards, blue badge parking should be provided for 3% of residential units from the outset. The developer should also identify space where an additional 7% blue badge parking could be facilitated, should the demand arise.

It is also proposed to provide 600 car parking spaces for the 1,400 residential dwellings. This equates to a ratio of 0.43 spaces per unit and is therefore below the maximum thresholds set out within the existing and draft London Plans.

To comply with the London Plan, 20% of car parking spaces should be provided with an active electric vehicle charging point with all remaining car parking spaces subject to passive parking provision in accordance with the Draft New London Plan Policy T6.1C.

Servicing.

A Delivery and Servicing plan, covering servicing arrangements to all elements of the development as well as refuse collection arrangements will be expected to be submitted. Given the significant retail development proposed, including food and beverage retail, and the potential for many deliveries from online orders associated with the residential element of the development, a robust management plan will be expected.

The DSP should include details such as the number of deliveries expected on a daily basis and the size of the vehicles expected.

Given the cycling demand in the area, the developer will be expected to provide facilities geared towards cargo bikes so that smaller deliveries can be undertaken using this mode of transport. The use of cargo bikes should also be promoted as part of the DSP and TPs, as they can also be used to do groceries, thereby further reducing any demand for car use.

MCIL

The development will be subject to Mayoral Community Infrastructure Levy as well as Borough CIL. The applicant should ensure they are fully aware of the regulations.

[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 30 April 2019 10:03
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: GLA 5001 - Tesco, Goodmayes
Attachments: TfL Pre-app Letter Response - Tesco Goodmayes RDBG-19-234.pdf

Hi [REDACTED]
Sorry for not updating sooner - I was meant to forward over our TfL response letter from the pre-app which is now attached.
So yes the GLA advice probably does need updating, the TfL pre-app took place after the GLA and we looked into the PTAL a little further updating our comments to:
Residential Parking
The applicant has provided evidence to suggest that the proposed development will have a PTAL of 5. In line with the draft London Plan standards, this means that no parking should be provided for the residential element of the site, except blue badge parking. It is considered that with the Elizabeth Line station adjacent to the site as well as several bus services which provide good access to destinations in the surrounding area, car ownership is not required. Car parking for residents should not be based on historical data.
I've attached our TfL response letter for your reference. I am yet to receive the applicant response.
Hope this helps.
Thanks,

[REDACTED]
Assistant Planner (East Area Team) | Spatial Planning
Phone: +44 (0)20 3054 [REDACTED] Auto: [REDACTED] Email: [REDACTED]@tfl.gov.uk
9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN
From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 26 April 2019 11:22
To: [REDACTED]
Subject: FW: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – would you be able to answer the queries below? Maybe the TfL pre-app took place after the GLA pre-app so perhaps the GLA advice needs updating?
Thanks

[REDACTED]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]
london.gov.uk
[REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 25 April 2019 14:42
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: FW: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]
I hope you had a good Easter break.
At the time, I meant ask you a question about your attached advice letter, and now it is already end of April.....
With regards to residential parking provision (paragraph 54 of your letter) are you able to let me know how you/your colleagues applied to (adopted) London Plan threshold to come to the conclusion you did (i.e. that it accords)?

Also, at a pre-application meeting with TfL, the applicant evidence to suggest that the proposed development will have a PTAL of 5 (taking account of the site's proximity to Goodmayes Station/Elizabeth Line). With this in mind, the TfL pre-application response letter requires that in line with the draft London Plan standards, this means that no parking should be provided for the residential element of the site, except blue badge parking. I assume that when you provided your advice, you considered the residential parking element on the basis of the site having a PTAL of 4? Given that TfL has accepted a PTAL 5 for the site, would you do the same, and would your advice regarding the proposal meeting the draft London Plan parking policy change (currently you consider it to accord)?

As you would know, parking is an important matter for Members, and I would like to be clear on parking numbers to respond to a member enquiry.

Thank you in advance for your help.

Kind regards,

[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]

Sent: 18 February 2019 08:28

To: [REDACTED]

Subject: FW: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – please see attached.

Kind regards

[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED] london.gov.uk



Our ref: RDBG/19/234

■■■■
Motion

BY E-MAIL ONLY

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

5th April 2019

Dear ■■■■

Redevelopment of Tesco Extra Site, Goodmayes. Redbridge - TfL Pre-application advice

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA).

The new draft London Plan was published on 29 November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It is expected that all planning decisions within London should follow London Plan policies. As such, TfL will be expecting all new planning applications to look to be compliant with the policies as set out within the new draft London Plan.

General

Firstly, I would take this opportunity to thank you for taking advantage of the TfL pre-application service, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter follows the pre-application meeting to discuss the

development proposals with the GLA (held on 23rd January) followed by this TfL pre-app. Prior to the meeting, a site visit was undertaken on 11th March and the applicant provided TfL with a Transport Statement and various proposed drawings.

The TfL pre-application meeting was held on the 19th March 2019 and included the following attendees:

TfL Attendees:

[REDACTED]	TfL City Planning, Spatial Planning (Chair)
[REDACTED]	TfL City Planning, Spatial Planning
[REDACTED]	TfL City Planning, Spatial Planning
[REDACTED]	TfL City Planning, London Plan
[REDACTED]	TfL Public Transport Service Planning – Bus
[REDACTED]	TfL Asset Operations

Borough Attendees:

[REDACTED]	Principle Planner, LB Redbridge
[REDACTED]	Urban Design Manager, LB Redbridge
[REDACTED]	Urban Design, LB Redbridge
[REDACTED]	Transport, LB Redbridge

Applicant Attendees:

[REDACTED]	Motion
[REDACTED]	Motion
[REDACTED]	Terence O'Rourke
[REDACTED]	[REDACTED]
[REDACTED]	Weston Homes

TfL will continue to provide transport technical advice through the pre-application period and welcome the opportunity to provide further advice on specific matters, as and when appropriate. The applicant should note that if further meetings are required they might need to pay a follow up pre-application fee.

Site Context

The site of the proposed development is located on High Road A118 which is part of the Strategic Road Network (SRN). While the Local Planning Authority is also the Highway Authority for those roads, TfL is the Traffic Authority and has a

duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

The nearest section of the Transport for London Road Network (TLRN) is approximately 2km to the north. The nearest station is Goodmayes directly south of the site which provides access to TfL Rail and future Elizabeth Line services. Bus routes 86 and N86 serve High Road with services 364 and EL3 run along Goodmayes Road, stopping close to the site.

As such, it has been estimated by the Webcat tool <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat> that the application site has a Public Transport Accessibility Level (PTAL) ranging from 3 - 4 which indicates a moderate/good level of public transport accessibility on a scale of 0 to 6b where 6b is the most accessible.

Development Overview

At the time of the pre-application meeting, the proposed development site comprised the following principal elements:

- the demolition of the existing Tesco foodstore
- its replacement with ("the Proposed Development") circa 1,400 residential units and its associated petrol filling station
- a replacement 9,000sqm Tesco foodstore
- 2,000sqm B1 'flexible commercial space
- a 3-form primary school (600 students)
- car and cycle parking

The development is in the 'Crossrail Growth Corridor' as identified by Redbridge. The entire corridor is expected to support/deliver 6,000 new homes in total, in addition to other uses including education and health.

Healthy Streets and Vision Zero

TfL has adopted the Healthy Streets Approach, which aims to reduce vehicle dominance, improve air quality, increase walking and cycling, and make attractive places to live, work and do business. There are ten Healthy Streets indicators which put people and their health at the heart of decision making, and aim to result in a more inclusive city where people choose to walk, cycle and use public transport. TfL expects all developments to deliver improvements that should be assessed against the Healthy Streets policy indicators, in line with draft London Plan Policy T2.

The development proposals and associated public realm should support the aims of the Mayor's Transport Strategy (MTS) including that all Londoners undertake 20 minutes of active travel each day, and for at least 80% of trips across London to be made by active, efficient, and sustainable modes by 2041, i.e. walking, cycling and public transport. It should also be demonstrated how the development connects to the wider walking and cycling network and links to local destinations including public transport stops and stations. An Active Travel Zone (ATZ) assessment should also form part of the transport assessment. Guidance on how to undertake an ATZ assessment is set out on TfL's website: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>

The MTS sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. TfL's Vision Zero Action Plan includes the Safe System Approach which should be taken into account when designing for new development. The transport assessment should support the Vision Zero approach, consider the road safety environment in the direct vicinity of the site and provide appropriate safety mitigation for any issues identified through the ATZ assessment.

Examples of good design for cycle lanes, cycle tracks, bus bypasses and other potential design options for the site are set out in TfL's Streets Toolkit, available to view at <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>.

Car Parking

The site is accessible by public transport, in an area of PTAL 3-4. The applicant also suggests that the site will have a true PTAL of 5 once the Elizabeth Line is operational.

The applicant proposes 600 car parking spaces for the residential element and 450 car parking spaces for the retail element. There are no car parking spaces proposed for the school or the flexible commercial space.

In general, as the first site to come forward along the Redbridge Crossrail corridor the site should aim to be ambitious and aim for car-free to create a sustainable site that is highly accessible for residents, pupils, employees and visitors to the site.

A CPZ should form part of the parking strategy to help avoid any parking on local roads by customers of the Tesco or any other element of the site. The Mayor, and by extension TfL, will assess the site partly on whether it meets our ambition to meet the MTS targets and it should embed sustainable modes as

the natural choice for travel from the outset. In practice, this means planning for car-free growth as the starting point, and only providing car parking that is absolutely necessary, based on robust evidence.

Residential Parking

The applicant has provided evidence to suggest that the proposed development will have a PTAL of 5. In line with the draft London Plan standards, this means that no parking should be provided for the residential element of the site, except blue badge parking. It is considered that with the Elizabeth Line station adjacent to the site as well as several bus services which provide good access to destinations in the surrounding area, car ownership is not required. Car parking for residents should not be based on historical data.

In line with Draft London Plan standards, blue badge parking should be provided for 3% of residential units from the outset. The developer should also identify space where an additional 7% blue badge parking could be facilitated, should the demand arise.

To comply with the draft London Plan, 20% of car parking spaces should be provided with an active electric vehicle charging point with all remaining car parking spaces subject to passive parking provision in accordance with the draft London Plan Policy T6.1C.

Supermarket Parking

Retail is a significant trip attractor, and many retail trips are walkable. New development should encourage and enable trips to be made by walking and cycling through appropriate design, public realm improvements, and improvements to local walking and cycling routes. Many longer journeys can be made by public transport. The Elizabeth line will provide improved local and regional connectivity.

The retail element exists as part of a mixed use development. Mixed use developments can enable a high mode share for walking, cycling and public transport. Any proposed retail car parking should reflect this.

Tesco have stated that they require at least 450 car parking spaces to operate this store. This is well beyond the standards set out in draft London Plan Policy T6 – Car Parking which seeks maximum car parking standards for retail would be a maximum of 171 car parking spaces for a retail store of this size meaning car parking should be reduced and is not considered acceptable. It is further noted that during the construction of the site (which is expected to take several years) the store is proposed to operate with fewer spaces.

At the moment the car parking “requirement” of 450 spaces is not justified especially given that the applicant indicates that the site’s true PTAL is 5. Any car parking proposed for the retail part of the development should be justified. TfL would want evidence of calculations undertaken to support the proposed level of car parking. Basing car parking provision on existing levels of car parking is not appropriate, as it does not take an ambitious approach to encouraging and enabling mode shift to walking, cycling and public transport.

TfL also consider that the case for linked trips to the town centre within the scoping note is weak, given it is a linear centre and that there is potential the Car Park will be used by parents dropping at school which will increase AM Peak congestion and discourage active travel.

Furthermore, the currently proposed level of ground floor car parking results in an inefficient use of space within the scheme, which could potentially be allocated to more retail, plant, residential or other facilities.

Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking with 6 per cent (of total parking provision) for designated bays alongside 4 per cent for enlarged bays. Where car parking is provided for the retail development, provision for rapid electric charging vehicles should be made.

School Parking

No dedicated car parking will be provided for the proposed primary school. However, as noted during the meeting, the 450-space Tesco car park is likely to be mostly empty at school drop-off times. It is considered likely that due to its position next to the school this availability will encourage student drop-off by car, therefore increasing the number of vehicle trips to and from the site and making the site less attractive for all users to walk, cycle or scooter to the school. This is not in line with draft London Plan Policy T2 – Healthy Streets. TfL request the applicant provide a strategy to discourage drop-off and pick-up by car.

Cycle parking

The applicant has stated that the number of cycle parking spaces at the site will be in line with Draft London Plan standards. This is welcomed, but it should be ensured that all cycle parking is in line with the London Cycle Design Standards (LCDS), which set out specific recommended and minimum standards for the length, width, and height of spaces, the amount of space required between stands, aisle widths, and access requirements.

Cycle parking should be viewed as an important element of the proposed development. As the applicant is proposing significant numbers of car parking spaces on-site TfL will expect cycle parking design to the recommended highest standards, and not just to the minimum standards. This includes providing a good provision of non two-tier stands and sufficient (5% minimum) provision for larger bikes including tricycles, cargo bikes, and bikes used by people with a disability.

Any public realm cycle parking, for example for visitors, will need to be designed to avoid any fly-parking around the site which may impede pedestrian or vehicular flows and building entrances. Cycle parking should preferably be on ground floor level for easy access. However, if cycle parking is proposed on a lower level, given the level differences on site, the developer should consider step-free ramped access into the main cycle parking area. If the use of lifts to access the cycle parking area is proposed, the applicant should consider the capacity of lifts compared to the number of cycle parking spaces they serve and show the calculation made to ensure that lifts will have sufficient capacity to take bicycles from the bike store outside. Depending on the number of spaces accessed by lift, it may be appropriate to provide stairs with cycle rail to allow people to choose how they transport their bicycle up and down.

Attention should also paid to the new TfL Streets Toolkit and Streetscape Guidance document, which is available to view on TfL's website (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>), when designing their street layout.

Accessibility

TfL would expect to see more detailed consideration of how people access various parts of the site by all modes, focusing particularly on the access from the Goodmayes station to the site. Pedestrian and cycle desire lines should be identified and appropriate routes designed to accommodate them.

The applicant is encouraged to design the site in such a way as to make it as easy, safe and convenient as it possibly can be to walk and use a bicycle to get around the area. The Transport Assessment and designs should include detailed information on access arrangements and distribution of cycle parking within the site to be able to understand the likely circulation of cyclists. This is particularly important at the two access routes proposed which appear to narrow on exit and it is unclear how the proposed route leads onto the surrounding pathways.

In order to support the aspiration for more people cycling both shorter local journeys and longer trips, the application should contain some analysis of local cycling and walking conditions compounded by the walk and cycle to the nearest bus stops, railway stations and other local facilities being in whole or in part along the High Road with its poor pedestrian and cycle environment.

It is recommended that the applicant undertakes a Healthy Streets Check for Designers of the study area and an assessment of the nearest bus stops, the scope to be agreed by the applicant and TfL, to determine any necessary improvements in order to encourage sustainable trips associated with the development and address current deficiencies.

Given the constrained nature of the site, new connections are needed to integrate the site satisfactorily into the wider urban environment, improving access to public transport and encouraging walking and cycling, particularly for short local trips. We believe not only that the proposal to provide an eastern entrance to Goodmayes station directly into the site is essential for delivering Good Growth on this site, but also that a bridge needs to be extended to the area south of the railway line. It would help overcome the severance caused by the railway line, alleviate passenger congestion at the existing Goodmayes station entrance, connect communities to the north and south of the railway line and allow for through-movement on foot and by cycle through the area in a way that avoid the busier main roads. Without this, the site is compromised and the prospects for encouraging people to walk, cycle and take public transport are much reduced.

The proposed connection to Goodmayes Road and the existing Goodmayes station entrance at the south-western corner of the site is also needed to improve overall connectivity. This should not be regarded as a substitute for the second station connection further east.

It is also essential to break down the barrier that High Road currently represents, and to open up access to open spaces beyond the site such as Barley Lane Park. While there is public space proposed within the site, there is a need to provide good, safe access to other kinds of open space, particularly larger areas for recreation. The desire lines and crossings should ideally be reflected in the proposal. Clarity is needed about where controlled pedestrian and/or pedestrian/cycle crossings are proposed. Were there to be only one crossing, this would not be adequate to meet the likely pedestrian crossing

demand from and to the development. In particular, a controlled crossing on the western arm of the High Road / Retail Park Access Road junction is needed.

The applicant proposes providing a new footway and cycleway along the northern perimeter of the site which TfL welcomes. It is recommended that the proposed cycle route be segregated from motorised traffic and that appropriate provisions are made to allow easy access to the bus stop on the southern side of High Road. For example, by using a bus stop bypass
<http://content.tfl.gov.uk/bus-stop-design-guidance.pdf>

The applicant mentioned widening the High Road at the TfL Pre-application Meeting. Increased capacity on the road network needs to be carefully managed to avoid wider negative impacts on the road network and on other road users, including bus users and people walking and cycling. Increased capacity should mitigate impacts on air quality, noise and public health. Any improvements to streets should be made in accordance with the Healthy Streets Approach and should help meet the London-wide aim of 80 per cent of all journeys being made by walking, cycling and public transport by 2041, as set out in the MTS. This includes the need to encourage and enable shorter trips to be made by walking and cycling, and longer trips by public transport.

TfL request clarity as to whether a new potential access to the Elizabeth line will form part of this application. Any new access should be designed to be fully integrated into the public realm, and should be accessible by all (step-free).

It was stated at the TfL Pre-application meeting that 2-3 articulated lorry movements are expected per day. The applicant should demonstrate how these movements can be made safely, both in accessing the site from the High Road and internally within the new development itself.

High Road Public Realm

Providing a footway on the southern side of High Road is welcome, but little information has been provided about this. Although the highway is beyond the site boundary, the character and function of it is fundamental to the kind of place that will be created by the new development – more detail on how the road will change and how the public realm will look and feel is therefore required. Significant improvements to pedestrian and cycle facilities must be part of this. In line with the MTS, the proposal should set out how changing High Road can help to achieve both mode share targets and Vision Zero objectives. High Road will have a residential and town centre retail frontage and the kind of

movement it accommodates should change accordingly – in the future, this will be more about people movement along and across High Road than about vehicular through-movement.

The relationship between ground floor uses and the public realm on High Road needs further development should be explored further. High Road could and should become an extension of the Goodmayes town centre area, capable of generating significant footfall and able to support ground floor retail and other non-residential uses that can help enliven the public realm and transform High Road into a mixed-use street. The set-back of building frontages at the north-western corner of the site is welcome, but needs to go further, with more consideration given to how this works as a public space, capable of hosting different types of activity, which might include rest, relaxation and play, and also offer commercial opportunities. The form and dimensions of the space, and the way it is bounded currently appear to limit the potential of this important part of the public realm.

The proposal should generally demonstrate how High Road could become a Healthy Street. A clear vision and a strategy are therefore needed for tackling the High Road corridor, one that goes beyond the immediate area of the site. This should have reference to the prospect of linking to the proposed Cycle Future Route 6, which is currently proposed to end at Seven Kings but which could be extended further east along the A118. This would require dedicated, safe and comfortable cycle provision in place of the current narrow advisory cycle lanes and lack of provision at junctions. TfL would expect to see proposed cross-sections and more detailed elevations, showing how the current carriageway space should be relocated in order to provide a better balance between vehicles and people, and more developed proposals for how trees and landscaping can help support a positive relationship between ground floor uses and the street.

Southern boundary and car park / servicing accesses

As a new part of Goodmayes, and a place many people are going to call home, the most problematic part of the site in the current proposal is the portion along the southern boundary, which is highway-dominated and treated as a backland area. Given that it will be on the doorstep of people's homes and will be experienced by many people seeking to move to and through the site from the south, east and west (if all proposed new connections can be secured) then it is unacceptable that highways are not treated as streets, where people are going to be walking and cycling.

Rationalising car parking will help reduce demand for vehicular movement in this area. Given the need for servicing of residential uses across the site, we would question the strategy of doing so from only one point of access – this is leading to the convoluted highways arrangements along the southern boundary. Alternative strategies should be explored, or revisited as appropriated, which could include a second vehicular access from High Road. Although this may be seen to compromise the proposed pedestrianised spaces within the western part of the site, it may be a more balanced approach. Any vehicular access in this area could be designed as a people-friendly street, with no access for through-traffic.

Rethinking the highways in the southern part of the site would also open up the opportunity to create a more positive relationship between buildings, railway line and the urban area to the south, which would help to support a new station entrance.

Trip generation, Distribution and Transport Assessment

The Transport Assessment report submitted in support of the application should be in line with TfL's 'Transport Assessment Best Practice Guidance':

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>.

The estimated mode split of the development could be determined by several factors including existing mode share trends in the area, the amount of car parking proposed to be provided, and the proposed improvements to walking and cycling by the developer. TfL will expect the developer to provide the impact of the development on bus and Elizabeth Line services in the AM and PM peak split by direction and therefore the applicant should evidence the likely origins and destinations of the future residents, employees, visitors and customers who will travel to each of the residential, educational and commercial elements of the site. The use of the Redbridge 022 MSOA in the context of trip generation can be considered robust for the assessment of vehicle trips and can be used for that purpose if the applicant would wish to do so.

However, as with the car ownership, TfL consider that the Ilford town centre MSOA or a combination of OAs around Goodmayes Station below the A118 High Road within similar walking distance of the Station would be more representative and would want the applicant to use one of these options to determine Public Transport and Cycling/Walking trip generation.

When looking at the number of walking and cycling trips generated by the proposals, the applicant should bear in mind that all public transport trips (except those that start on a bicycle) start and end on-foot. The impact of the scheme on the High Road and Goodmayes Road footways and cycle facilities should therefore not be underestimated.

Residential Trip Generation criteria

- Only Greater London sites should be used;
- Only Sites with a PTAL of 4+ should be used;
- The range of units selected should more closely resemble the provision on-site.
- Affordable housing flats should also be included if sufficiently relevant sites are available and these should be proportionally added in line with the split (35% affordable and 65% private);
- The total people trip rate looks to be very low, with only 18% of residents departing from the site in the AM peak.

Retail/Petrol Filling Station (PFS)

The search criteria for the PFS are too generic. Travel patterns for food superstores (with or without PFSs) across the UK are highly unlikely to be similar to travel patterns for a Tesco located less than 300m from a mainline railway station in London. The applicant should only use sites in London and for the weekdays only Friday should be used to provide a worst-case scenario.

If the above does not produce sufficiently relevant survey sites, the applicant should undertake their own survey of the Tesco and PFS showing the number of trips it generates and compare this to a survey of a Tesco superstore with a similar location (i.e. similar PTAL and car park to floorspace ratio) without a PFS. Alternatively, the survey of the existing Tesco could capture vehicles that visit both the Tesco store and/or other retail accessed via the Goodmayes Retail/High Road junction and the PFS, as these trips would be unlikely to disappear once the PFS is removed.

Junction Capacity Assessment

The junction capacity assessment will likely need to be adjusted following the amendments above. However, it should be noted that with the current trip generation assessment the Tesco and Goodmayes Retail Park/High Road Signalised Junction has a DoS of 85.7 in the 2018 baseline scenario, which in London means that a junction operates at capacity given fluctuations in traffic.

Therefore, it is considered likely that this junction, as well as potentially the High Road/Goodmayes Road/Barley Lane Signalised Junction will operate at or over capacity in 2024, even without the development in place.

Additionally, it appears that the Tesco and Goodmayes Retail Park/High Road Signalised Junction, while seemingly operating at or within capacity, has average queues up the Retail Park access arm of 6 vehicles on a Friday peak and 10 on a Saturday peak. However, as the Retail Park access arm is less than 30m long between its stop line and the Tesco/Goodmayes Retail Park Roundabout Junction, this level of queueing, assuming 6m length for each queuing car (car + buffer space in front and back) could affect the operation of the roundabout.

TfL request further evidence of how the models have been validated. It is stated that queue length surveys were undertaken, but it is not stated how the queues were measured. This is especially important for the signalised junctions. TfL guidance states: *“To try and collect maximum queue length data on-street, it is best to stand at the back of the queue at the start of green. Considering the case where vehicles will start discharging at the front of the queue and vehicles are joining the back of the discharging queue, the maximum length of the queue occurs at the point where an arriving vehicle is no longer delayed by the back of the discharging queue. If there are no arriving vehicles, then the queue length remains the queue at the start of green.”*

Impact on the Transport Network

The full impact of the development on the public transport network can only be determined when the application is submitted. It is dependant on a number of factors including the number of car parking spaces provided and measures which will improve uptake of active travel modes.

Impact on Bus Network

Directionality of bus trips should be outlined in the transport assessment to allow TfL to fully understand the impact of the development on the local bus network.

TfL would strongly support bus priority, i.e. a bus lane, being provided westbound on the A118 approaching the Barley Lane junction. This is a congestion hotspot that causes delays to bus passengers and increases run-time variability, meaning passengers journey times can vary considerably, while also making the route hard to control. LB Redbridge advised that they are

considering a project to improve the entire A118 High Road corridor. TfL would expect bus priority to feature highly in any such study, so a bus lane at this location would support this development, and the wider network.

TfL are currently looking at how the 6000+ new dwellings expected along the Crossrail intensification corridor (Ilford to Goodmayes), of which this development is a significant element, will impact bus routes in the area. It is likely to generate a large number of trips, and intervention will probably be required (e.g. enhancements to frequencies of existing routes). TfL would normally request funding of any intervention over a 5 year period with payment at a specified point in the build, e.g. completion of 50% of the units, which allows us to forward fund the bus service improvements so they are in place from when developments are delivered, rather than reacting after usage increases.

Impact on Elizabeth Line

Based solely on the information currently provided in the transport scoping note of an additional 16 passengers per train in the peak hour using the Elizabeth Line, it is envisaged that there will not be a significant impact on the network. However, TfL can only make full comment on the total impact to the Elizabeth Line and other public transport network after reviewing the full application and supporting documents.

Access to Public Transport, Goodmayes Station and Local Services

As stated previously, it is expected of the applicant to be ambitious for this scheme as it will help to set the standard of future schemes in the area. LB Redbridge and the applicant have taken advice on a potential new station entrance to the south side of the site at Goodmayes which would enable easier access to the station. TfL would need to consider how passenger numbers accessing the station are managed, particularly those entering the station on platform 1, which is normally out of use with trains passing at high speed. TfL and Crossrail would hope the applicant continues to engage as plans progress on the potential for a new station entrance.

Mitigation

TfL is unable to comment on expected mitigations fully at this stage. Providing a robust trip generation, public transport, and active travel impact assessment will help determine whether additional mitigation is required. The applicant should mitigate as much of its impact as possible through good design of the scheme

in line with draft London Plan and the MTS including the Healthy Streets approach.

Delivery and Servicing Plans (DSP) and Construction Logistics Plans (CLP)

Although details are still being developed, TfL welcomes the intention to provide for all servicing within the site. Deliveries to and collections from the development will need to be carefully considered. This includes trying to separate HGV vehicle movements as much as possible from vulnerable road users. Residential deliveries will generate a significant number of trips to the site and the DSP will need to show how these deliveries will be received to minimise failed deliveries (e.g. concierge services) which generate even more vehicle trips. Furthermore, the applicant should look at innovative delivery solutions for the commercial element of the site, such as cargo bike deliveries. Guidance on producing a DSP is available here:

<http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

TfL will expect the applicant to provide an Outline CLP in line with TfL's 2017 CLP guidance. This should include a construction phasing plan, site layout plans for each construction phase showing locations of vehicle loading areas, tower cranes, and welfare facilities, an estimate of the likely number of construction vehicles per day for each month of construction, a review of all likely construction vehicles that will be present at the site and swept path analysis showing how vehicles will access and egress the site in forward gear.

Summary

In summary, there are a number of strategic issues which need to be adequately addressed as part of the submission for TfL to confirm its 'in principle' support.

- Detailed justification and clarification of car parking numbers, allocations and locations (including Blue Badge parking and EVCPs);
- Clarification of Cycle parking numbers, allocations and locations (including 5% of provision be suitable for larger models of cycle);
- Details of the provision of pedestrian and cycling links and local connectivity in the area;
- Further details on trip generation rates and modal split measures of similar sites to ensure a robust assessment of the impacts to all transport networks;

- Clarification of the walking and cycling improvements proposed at the site along and across High Road; and
- Demand management through Construction Logistics Plans and Delivery and Servicing Plans.

This letter has set out a number of strategic issues that need to be addressed as part of the forthcoming submission. If you have any queries, further questions or seek clarification please contact the case officer [REDACTED] [REDACTED] (020 3054 [REDACTED] [REDACTED] tfl.gov.uk) or myself.

GREATER **LONDON** AUTHORITY
Development, Enterprise and Environment

Terence O'Rourke
7 Heddon Street
London W1B 4BD

Department: Planning
Our ref: GLA Pre-application
Report/45001/01/MJ
Date: 14 February 2019

Dear Mr [REDACTED]

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

Site: Tesco, Goodmayes

LB: Redbridge

Our reference: GLA Pre-application Report/5001/01

Further to the pre-planning application meeting held on 23 January 2019, I enclose a copy of the GLA's assessment, which sets out our advice and matters that will need to be fully addressed before any applications are 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]

PP [REDACTED]
Head of Development Management

Cc. [REDACTED], TfL
Principal Planner, Regeneration, Property and Planning, Chief
Executives Office, London Borough of Redbridge, 11th Floor (Front), Lynton House, 255-
259 High Road, Ilford, IG1 1NY

14 February 2019

Tesco, Goodmayes in the London Borough of Redbridge

The proposal

A full planning application to demolish the existing Tesco Extra store, and construct a residential led mixed-use development of 4-20 storeys, including a 9,000 sq.m. Tesco Extra store, 1,360 new homes, a 3-form entry primary school, a range of smaller commercial units, public open space, and associated car parking.

The applicant

The applicants are **Weston Homes** and **Tesco**, the architect is [REDACTED] and the agent is **Terence O'Rourke**.

Context

1 A request was received for a pre-planning application meeting with the Greater London Authority on 6 October 2018, for a proposal to develop the above site for the above uses. On 23 January 2019, a pre-planning application meeting was held at City Hall with the following attendees:

GLA group:	[REDACTED]	Principal Strategic Planner, case officer
	[REDACTED]	Team Leader, Development Management
	[REDACTED]	Senior Strategic Planner – Urban Design
	[REDACTED]	Assistant Planner, Transport for London
Applicant:	[REDACTED]	Tesco
	[REDACTED]	Tesco
	[REDACTED]	Weston Homes
	[REDACTED]	Weston Homes
	[REDACTED]	Terence O'Rourke
	[REDACTED]	[REDACTED] Architects
	[REDACTED]	Motion
LPA:	[REDACTED]	Principal Planner, LB Redbridge
	[REDACTED]	Development Control Manager, LB Redbridge
	[REDACTED]	Urban Design Manager, LB Redbridge

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.

Site description

3 The 4.2 hectares rectangular site comprises a 9,000 sq.m. Tesco Extra store on the western third of the site, with a surface-level car park occupying the remaining land. The site is bounded by High Road to the north, beyond which is Barley Lane Park; 2-3 storey retail/residential buildings as part of a local centre fronting onto Goodmayes Road to the west; Goodmayes Station and associated railway lines to the south; and a service road to the east, beyond which are large

retail sheds with surface-level car parking. The store is largely screened from High Road frontage views due to the land level change, with the site at a lower level to the road. The wider area mainly comprises low-rise houses/flats and local shops and services, ranging between 2 and 4 storeys.

4 The site is allocated in the Redbridge Local Plan 2015-2030 (adopted March 2018), as suitable for comprehensive redevelopment for housing, retail and education uses. The site to the east is also allocated for housing, retail and health use.

5 The site is located on High Road, which is part of the Strategic Road Network (SRN). The nearest section of the Transport for London Road Network (TLRN) is approximately 2 kilometres to the north. Goodmayes Station is adjacent to the site, which provides access to TfL rail and future Elizabeth Line services. Bus routes 86 and N86 serve High Road, with services 364 and EL3 running along Goodmayes Road, stopping close to the site. The site therefore achieves a PTAL rating of 4, on a scale of 1 to 6b, where 6b is the highest.

Details of the proposal

6 A full planning application is proposed to demolish the existing Tesco Extra store, and construct a residential led mixed-use development of 4-20 storeys, including a 9,000 sq.m. Tesco Extra store, 1,360 new homes, a 3-form entry primary school, a range of smaller commercial units, public open space, and associated car parking. The proposals are expected to be delivered in two phases, with the existing Tesco store continuing to trade while the new store and residential buildings above/adjacent are constructed on the eastern half of the site, after which the existing store would be demolished and the school, smaller commercial units, and residential blocks would be constructed.

Strategic planning issues and relevant policies and guidance

7 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Redbridge Local Plan 2015-2030 (March 2018), and the 2016 London Plan (Consolidated with alterations since 2011).

8 The following are also relevant material considerations:

- The National Planning Policy Framework 2018 and National Planning Practice Guidance.
- The draft London Plan 2017 and the Mayor's Minor Suggested Changes, which should be taken into account on the basis explained in the NPPF.
- In August 2017, the Mayor published his Affordable Housing and Viability Supplementary Planning Guidance. This must now be read subject to the decision in *R(McCarthy & Stone) v. Mayor of London*.

9 The relevant issues and corresponding policies are as follows:

- Retail and town centre uses *London Plan; draft London Plan; Town Centre SPG*
- Social infrastructure *London Plan; draft London Plan; Social Infrastructure SPG*
- Housing *London Plan; draft London Plan; Housing SPG; Mayor's Housing Strategy; Providing for Children and Young People's Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; draft London Plan; Housing SPG; Mayor's Housing Strategy; Affordable Housing and Viability SPG*

- Urban design *London Plan; draft London Plan; Shaping Neighbourhoods: Character and Context SPG; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; draft London Plan; the Mayor's Transport Strategy*
- Climate change *London Plan; draft London Plan; Sustainable Design and Construction SPG; Mayor's Environment Strategy*

Summary of meeting discussion

10 Following a presentation of the proposals for the site, meeting discussions covered strategic issues with respect to the retail and town centre uses; social infrastructure; housing; affordable housing; urban design, and transport. Advice with respect to these strategic issues, as well as climate change, which was not discussed in detail at the meeting, is provided under the associated sections below.

11 It is understood that the applicant plans to submit in Spring 2019, 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

High-density residential use

12 London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,123 units per year between 2015 and 2025 for Redbridge. Policy H1 and Table 4.1 of the draft London Plan sets an increased annualised average 10 year housing completions target of 1,979 between 2019/20 and 2028/29. These policies emphasise the importance of optimising housing delivery on suitable brownfield sites and in particular encourages the mixed-use redevelopment of low density retail sites, supermarkets and car parks. Draft London Plan Policy CG2 'Making the best use of land' supports high-density mixed-use development on well-connected sites within or on the edge of town centre.

13 The high density, mixed-use redevelopment with 1,360 new homes of this under-utilised supermarket site, which includes a substantial area of surface car parking; adjacent to an existing station that will become an Elizabeth Line station, is strongly supported.

Retail and town centre uses

14 London Plan Policies 2.15, 4.7 and 4.8, and draft London Plan policies SD6, SD7 and SD8 provide support new housing as part of high-density mixed-use developments within or on the edge of town centres, particularly in locations near to public transport.

15 The application proposes to replace the existing 9,000 sq.m. Tesco store with a store of similar size. The application materials should clearly set out the existing and proposed sales floorspace, and internal servicing/back-of-house floorspace. Whilst the re-provision of a large supermarket in this location perpetuates a substantial quantum of out of centre retail use, it is recognised that the proposals represent the comprehensive redevelopment of what is a significantly under-utilised site to provide a high-density mixed-use scheme, housing intensification, a reduction in retail car parking provision, and new walking and cycling connections. In order to allow Tesco to avoid any break in trading, the new store will be further away from the existing local centre, and while the proposal for further non-residential use (and the school) along the intervening route would allow a physical/active use connection between the store and the local centre, this raises some concerns about the impact on the local centre, and potentially other nearby centres. No figures or detail of the type of additional non-residential floorspace has been provided at this stage. Draft London Plan Policy SD7 states that intensification of out of centre retail use should not result in a net increase in retail or leisure floorspace, and it is noted that the Council's site allocation indicates a gross retail provision of 2,500 sq.m. (rather than net as stated at the meeting). This raises some concerns about the scale of retail uses proposed, and subject to confirmation of the scale and type of floorspace, a retail impact assessment is likely to be required, in line with London Plan Policy 4.7 and draft London Plan Policy SD7 (formerly SD8).

16 An element of small-scale office use would be supported, in line with London Plan Policy 4.2 and draft London Plan Policies E1 and E2.

17 The applicant should note that draft London Plan Policy E9 states that Use Class A5 hot food takeaways should not be permitted within 400 metres of an existing or proposed school.

Social infrastructure

18 London Plan Policy 3.16 'Protection and Enhancement of Social Infrastructure' supports the provision of social infrastructure in areas of need, and Policy 3.18 'Education Facilities' supports the provision of new schools, particularly in locations with good public transport provision. These policies are reflected in draft London Plan Policies S1 and S3.

19 It is recognised that a proposal of this scale will result in increased demand for social infrastructure facilities. The proposal includes a three-form entry primary school, which would align with the Council's projected need from 2023. A 'community hub' facility may also come forward, in line with the Council's strategy to rationalise provision in focused locations. The proposals for a school and other social infrastructure facilities are strongly supported; however, any application should provide a full assessment of the need for all social infrastructure requirements, both existing and arising from the proposed development.

Principle of development – conclusion

20 Overall, the principle of the high-density mixed-use redevelopment, including a primary school, on this significantly under-utilised site with good public transport access, is strongly supported, in accordance with the London Plan and the draft London Plan.

Housing

Affordable housing

21 London Plan Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. Policy H5 'Delivering affordable housing' of the draft

London Plan and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H6 'Threshold approach to applications' identifies a minimum threshold of 35% (by habitable room) affordable housing without grant, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, as well as investigating grant funding, can follow the 'fast track route' set out in the SPG. This means that they are not required to submit a viability assessment or be subject to a late stage viability review. Policy H7 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined in partnership with the local planning authority and the GLA.

22 The following breakdown by unit size and tenure was provided:

	Social Rent	Shared ownership	Discount market sale	Market	Total
One bed	13	71	60	364	508 (37%)
Two bed	46	92	79	497	714 (53%)
Three bed	73	9	8	48	138 (10%)
Total	132	172	147	909	1,360
35% (hab room), 35%:65% split					

23 The applicant proposes 35% affordable housing (without grant), made up of 35% social rent and 65% intermediate. Subject to investigation of the availability of grant funding in order to increase the level of affordable housing, the offer would meet the requirements for the fast track route and a viability assessment and late stage viability review would not be required. The requirement for an early stage viability review would be triggered if an agreed level of progress on implementation is not made within two years of any permission being granted, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. Suggested review formulas are those set out as Formula 1a and 2 in the SPG. Due to the potential phased nature of the proposals, consideration should also be given to updated early stage/mid-term reviews, as set out in paragraphs 3.62-3.63 of the SPG.

24 The affordability of intermediate units must be in accordance with the Mayor's qualifying income levels, as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. Affordability thresholds for a range of incomes should be identified in the application materials and secured in the section 106 agreement attached to any permission.

Housing choice

25 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy H12 'Housing size mix' of the draft London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market homes.

26 As set out above, the mix of units includes approximately half of the social rent units as family-sized, which is welcomed, while the intermediate units are weighted towards one and two-bed units, which responds well to affordability concerns. Affordable tenures should be

spread across the site to contribute towards mixed and balanced communities. Council officers indicated that they are supportive of the mix currently proposed. It is recognised that the mix is likely to change to a degree as the scheme develops; however, the mix set out above is supported.

Children's play space

27 London Plan Policy 3.6 and Policy S4 of the draft London Plan seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10 sq.m. per child, with further detail in the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG and the accompanying play space calculator, available at <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/play-and-informal>.

28 No detail was provided on play space provision; however, the applicant expects all under-eleven play space to be provided on site, with some off-site provision for older children. It is recognised that the site is immediately adjacent to the facilities of Barley Lane Park; however, access to the park across High Road would need improvement, and the Council is likely to require contributions to off-site play provision. The application materials should identify off-site facilities in the area and ensure existing and proposed access routes are direct, legible and safe.

Urban design

Site layout

29 The general layout principles of containing the Tesco store, car parking and service yard within a podium in the eastern portion of the site; and the arrangement of blocks in the western portion to create new routes, a connection to the Station, and new zones of public realm, is supported. The applicant has worked positively to address the access and spatial constraints of the site and the scheme has also evolved through design review input, which is welcomed.

30 As discussed at the meeting, there are concerns about the east/west route along the railway edge. Although not currently in the applicant's ownership, the potential link through to the Station at the south-west corner of the site will be important in improving links across the site, and its delivery is strongly supported. The east/west route will be a key point of pedestrian access between the Station, the application site and future development to the east; however, at present, vehicular access to the service yard dominates the central part of the route. The applicant should ensure that a clearly defined and legible pedestrian link is secured along its full length, which should be designed to be physically delineated from vehicles to ensure safety and accessibility. Utilising the north/south level change and decking over the vehicle drop-off area to the rear of the residential block that edges the railway line would help to achieve this. Relocating the 'hub'/parcel storage area to allow an additional north/south pedestrian link between the Tesco's western frontage and southern residential block should also be considered, as this would create a sightline between the east/west railway route and the park, while optimising the site's permeability.

31 The eastern edge of the podium block should present a predominantly active frontage to the street and options for enlarging both residential lobbies on this edge, to appear more welcoming and legible should be explored. As discussed at the meeting, the site levels, particularly at the eastern end of the site are not completely clear, and the application materials should clarify this. The upper level of car parking at the eastern end will create an element of

inactive frontage, which the applicant should seek to remove by reducing the quantum of car parking, in line with TfL comments. This may also allow the introduction of double height entrance lobbies to be introduced along the eastern edge of the podium. It is encouraging that the applicant is developing a design code to be applied to the neighbouring site, which should deliver a joined-up approach to the public realm along this edge; however, the drawings suggest that this route will be vehicle dominated and further work is needed to create a pedestrian-friendly, street-based environment.

32 The setting back of the building line along High Road to accommodate future road widening and create a generous zone of public realm is welcomed. The application materials should confirm that sufficient pavement widths are secured to accommodate free pedestrian flow, potential crossing points to the park, and access requirements to the supermarket. There is also potential to reflect the green character of the park and the landscaping strategy should aim to maximise tree/mature planting coverage along the length of High Road, as well as the zones of public space within the site.

33 The arrangement of residential buildings to form a perimeter block with the existing properties along Goodmayes Road is supported, and creates clear separation between public and private realm. This also allows for the redevelopment of the Goodmayes Road frontage should this come forwards in the future. Although not currently in the applicant's ownership, the proposed removal of the existing corner building would greatly improve links and cohesion with the local centre, and is strongly supported.

34 The sizing of the main public space at the western end of the site has the potential to provide a vibrant, flexible area of public amenity. This would be further enhanced by the ability to align with a future pedestrian crossing to the park. Setting back of the north-western block's frontage to create further public space connecting to the local centre is welcomed. Lining this area with commercial/community frontage will help to animate it; as will positioning the school's main entrance onto this space, which would provide gathering space for pupils/parents, away from High Road.

35 The appropriateness of including ground floor residential units at the southern end of the main public space is questioned. This is likely to create privacy issues for residents, particularly as this is expected to become a key desire line towards the station in the future. The applicant should consider either removing these units and replacing them with additional commercial units; repositioning enlarged residential lobbies to be accessed direct from the public space; or introducing duplex units with individual front doors, which would address privacy issues and help to promote passive surveillance and a sense of ownership for residents.

36 A large extent of the east/west route between the school and residential blocks to the south is flanked with inactive, cycle store (or 'cycle hotel') frontage. The applicant should explore means to reduce the level of inactive frontage, potentially by swapping the location of the cycle store with the community hall, which would also improve the presence of the community hall in the public realm, and an improved connection with the school's play space and MUGA opposite.

37 The co-location approach to the school block is unconvincing at this stage. The applicant should consider how the building can create an active frontage onto High Road whilst safeguarding the school's security and addressing air quality impacts arising from High Road traffic. As mentioned at the meeting, Downsvue School, Tiger Way, (LB Hackney) is a good example of successfully balancing high quality residential amenity, whilst avoiding direct overlooking of the school: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/planning-application-search/downsvue-school>

Residential quality

38 London Plan Policy 3.5 'Quality and Design of Housing Developments' and draft London Plan Policy D4 promote quality in new housing provision, with further guidance provided by the Mayor's Housing SPG. As part of any future planning submission, the applicant should demonstrate that the scheme has been designed to positively respond to the standards within the Mayor's Housing SPG.

39 Residential layouts at upper levels create predominantly east/west facing aspects with no single aspect north-facing units fronting onto High Road, which is welcomed. However, there are a number of instances where the number of units accessed per core goes beyond the usual maximum standard of eight, as set out in the Mayor's Housing SPG. Corridors within the linear blocks above the Tesco store should be compartmentalised to reduce the core to unit ratios and avoid the risk of creating an institutional environment. The use of 'scissor' duplex units to maximise the proportion of dual aspect units is welcomed, and as discussed, direct front door access to units from the podium courtyards should be introduced to promote a sense of community and limit access routes between street level and front doors. The application materials should confirm the overall percentage of dual aspect units achieved, which should be well in excess of 50%.

40 The roof of the service yard is currently poorly resolved and the applicant should extend the amenity deck to the southern edge of the block or introduce a green roof to improve the quality of outlook and amenity for residents. Moving the southern wing of the central residential block above the Tesco store to the south should be explored, to create a more generous courtyard area, increase the amount of light penetration, and allow residents to enter directly into the courtyard from the central lobby space.

Density

41 London Plan Policy 3.4 and draft London Plan Policy D6 'Optimising housing density' seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the development design, as described in draft London Plan Policies D4 'Housing quality and standards' and D2 'Delivering good design'.

42 The applicant states that the density of the proposal is approximately 320 units per hectare, which is above the guidance ranges in Table 3.2 of the London Plan (up to 260 units per hectare based on a PTAL of 4 and an 'urban' location), although below the thresholds set out within Policy D6 of the draft London Plan. However, this calculation does not appear to take account of the mixed-use nature of the proposals and the application materials should include a calculation as set out on page 60 of the Mayor's Housing SPG, available at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/housing-supplementary>.

43 Notwithstanding this, the proposals are of a high density and therefore require a greater level of design scrutiny. The proposals have already been presented to a Design Council Cabi Review Panel in December 2018, and the applicant has subsequently amended the scheme in response, which is welcomed. Considering the scale of the scheme, further review is strongly encouraged.

Height, massing and appearance

44 The principle of optimising housing delivery through a mix of linear blocks and taller buildings is supported, subject to the comments above being addressed. As discussed at the meeting, the applicant should demonstrate how the composition of massing and heights will respond to the wider context, including the future development site to the east, the park to the north, and the lower rise context along Goodmayes Road. The suggested relocation of the tallest building would mark the north-west entrance into the site and minimise the extent of overshadowing to the school block, and is supported, subject to townscape and microclimate testing.

45 The site is large enough to create a range of character areas. As the scheme evolves, the articulation and materiality of the blocks should reflect this. The scheme will be expected to demonstrate an exemplary quality of architecture and landscape and GLA officers would welcome further materials and/or discussion to ensure this is achieved and secured as part of the application.

Inclusive design

46 London Plan Policy 7.2 'An Inclusive Environment' and draft London Plan Policy D3 aim to ensure that proposals achieve the highest standards of accessibility and inclusion, not just the minimum. The design of landscaping and the public realm is crucial to inclusive design. The proposals should ensure that routes from public transport facilities to entrance points are legible and clearly identifiable, and that way-finding makes access easy, safe and comfortable. The design and access statement should show how disabled people access each of the entrances safely, including details of levels, gradients, provision of accessible seating, widths and surface materials of the paths; how they are segregated from traffic and turning vehicles; and how any level changes will be addressed.

47 London Plan Policy 7.2 and Policy D3 of the draft London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). Policy 3.8 of the London Plan and Policy D5 require that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Typical unit layouts and plans of the wheelchair accessible/adaptable homes should be provided with the planning application to illustrate the relevant features

Transport

48 A transport assessment, delivery and servicing plan, construction logistics plan, residential travel Plan, and workplace travel plan, will be required as part of any planning submission. These should all be in line with TfL guidance.

49 The application should include a multi-modal trip generation assessment, with residential and commercial mode splits based on surveys undertaken within the local area, or other relevant data sources of less than five years old. Further reasoning for the use of ward and borough-wide census data will be required to derive car ownership, as this reflects a very suburban low-density borough. Taking data from a similar high-density flatted scheme in Ilford may be more robust and relevant.

50 The proposal to raise the existing ground floor level to match that of High Road is supported, as it enables better integration with the wider pedestrian realm, including the widening of the frontage to High Road and potential improvements to the cycling environment. The proposed school should also have a High Road entrance to encourage walking from the wider area, and measures to prevent car drop-off should also be undertaken. The school's High Road entrance should be recessed to allow for arrival and departure peaks.

51 Cycle parking for the residential and commercial elements of the development should be clearly assigned, meet draft London Plan standards, be accessible to all and conveniently located, supported by end of journey facilities where appropriate, and designed in accordance with the London Cycle Design Standards. Short-stay (visitor/customer) cycle parking should be located close to the proposed entrance points to the site and should be clearly visible.

52 A Healthy Streets assessment will be expected as part of the application, which should cover the surrounding area. The assessment should be undertaken in line with TfL's Healthy Streets guidance, including the Healthy Streets Check for Designers tool, available at: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

53 The proposal would reduce the number of retail car parking spaces to 450 from 613; however, this remains in excess of draft London Plan policy, which identifies a maximum of 171 car parking spaces for a retail store of this size. Retail car parking should be further reduced. The case for linked trips to the town centre within the scoping note is weak, given it is a linear centre and that there is potential that the car park will be used by parents dropping off at the school, which will increase AM congestion and discourage active travel. Furthermore, the level of ground floor car parking results in an inefficient use of space, which could be allocated to more retail, plant, residential or other uses.

54 A further 600 car parking spaces are proposed for the 1,400 residential units. This equates to a ratio of 0.43 spaces per unit, which is within the maximum London Plan and draft London Plan thresholds. In line with draft London Plan standards, Blue Badge parking should be provided for 10% of residential units. To comply with London Plan requirements, 20% of car parking spaces should be provided with an active electric vehicle charging point; with all remaining spaces subject to passive provision, in accordance with draft London Plan Policy T6.1C.

55 The delivery and servicing plan (DSP) should cover all servicing arrangements to all elements of the development, as well as refuse collection arrangements. Given the significant scale of retail use proposed, potentially including food and beverage; and the potential high level of on-line deliveries to the residential element of the development, a robust management plan will be expected. The DSP should include the number of deliveries expected on a daily basis, and the size of the vehicles expected. The proposals should provide facilities for cargo bikes so that smaller deliveries can be undertaken using this mode of transport, which should also be promoted as part of the DSP and travel plans.

Sustainable and green infrastructure

Energy

56 The updated GLA Energy Assessment Guidance provides details on the information that should be provided within the applicant's energy assessment, available at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>.

57 The following targets are now in effect, as set out in the guidance:

- Residential – Net zero carbon, with an on-site reduction in carbon emissions of at least 35% beyond Part L of 2013 Building Regulations.
- Non-residential – 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations. The zero carbon target will apply to non-domestic developments when the new London Plan is adopted, expected in late 2019.

58 The carbon emission figures should be reported against a Part L 2013 baseline. Carbon emissions for domestic and non-domestic elements of the development should be presented separately.

59 From January 2019, and until the Government updates Part L with the latest carbon emission factors, applicants are encouraged to use the SAP 10 emission factors for referable applications when estimating CO₂ emission performance against London Plan policies. A spreadsheet has been provided for this purpose, available via the link above. The applicant will need to provide an assessment of CO₂ performance using SAP 2012 emission factors to enable a comparison to be made. Applicants proposing to only use SAP 2012 emission factors will need to provide justification for this.

60 The applicant should commit to meeting Part L 2013 by efficiency measures alone as a minimum, separately for both domestic and non-domestic elements. Draft London Plan energy efficiency targets should be noted, which set out the GLA's expectation for levels of improvement achievable for new developments:

- Residential – 10% improvement on 2013 Building Regulations from energy efficiency.
- Non-residential – 15% improvement on 2013 Building Regulations from energy efficiency.

61 Sample SAP full calculation worksheets (both DER and TER sheets), and BRUKL sheets, including efficiency measures alone, should be provided with the energy assessment to support the savings claimed.

62 Information on the development's total energy demand (MWh/year) for each building use and the total Part L Fabric Energy Efficiency Standard (FEES) should be reported.

63 The domestic overheating checklist, included in the GLA Energy Assessment Guidance, should be completed and used to identify potential overheating risk and passive responses early in the design process.

64 Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design, in line with the cooling hierarchy. Dynamic overheating modelling in line with CIBSE Guidance is recommended (TM59 and TM49 for residential and TM52 and TM49 for non-residential). Due to noise concerns arising from the proximity to the railway line, the overheating study should address any limitations associated with windows not being openable. The window opening strategy should be clearly outlined and the applicant should submit results for both options (windows open and closed).

65 The area weighted average (MJ/sq.m.) and total (MJ/year) cooling demand for the actual and notional buildings should be provided, and the applicant should demonstrate that the actual buildings cooling demand is lower than the notional.

66 The applicant should investigate opportunities for connection to nearby existing or planned district heating (DH) networks, and evidence of communication with the energy

operator and the local authority energy officer should be submitted, with anticipated timescales for extension and the potential plans for connection.

67 The site should be served by a single energy centre and the applicant should commit to providing a site-wide heating network where all buildings/uses on the site will be connected. Relevant drawings/schematics for the energy centre and the site-wide network should be provided with the energy assessment. The energy assessment should also provide information confirming that the development is future proofed for connection to wider district networks now or in the future.

68 Should CHP be proposed, the applicant will be expected to provide sufficient information to justify its use, and ensure that the carbon and air quality impacts are minimised, as discussed in Appendix 3 of the GLA Energy Assessment Guidance.

69 The GLA expects all referable proposals to maximise on-site renewable energy generation, regardless of whether the 35% on-site target has already been met through earlier stages of the energy hierarchy.

70 Solar photovoltaics (PV) should be maximised. A plan showing the proposed location of the installation should be provided with the energy assessment, and the applicant should demonstrate that the roof's potential has been maximised.

71 Applicants are expected to maximise carbon emission reductions on-site. If it is clearly demonstrated that no further carbon savings can be achieved, but the site still falls short of the carbon reduction targets, the applicant will be required to make a cash-in-lieu contribution to the Borough's carbon offset fund using its carbon offset price. Energy assessments should provide a calculation of the shortfall in carbon emissions and evidence of discussions with the Borough, agreeing the offsetting approach.

72 The energy assessment should include information on how the development's energy performance will be monitored post-construction, to enable occupants to monitor and reduce their energy use.

Sustainable drainage

73 The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates, in accordance with London Plan Policy 5.13 and draft London Plan Policy SI.13. Where greenfield runoff rates are not feasible and robust justification is provided, a discharge rate of three times greenfield rate may be acceptable.

74 The drainage strategy should maximise opportunities to use sustainable drainage system (SuDS) measures at the top of the drainage hierarchy, as set out in London Plan Policy 5.13 and draft London Plan Policy SI.13. Roofs and new public realm areas present an opportunity to integrate SuDS into the landscape, such as green and blue roofs, tree pits, and permeable paving, providing amenity and water quality benefits.

Water efficiency

75 The residential components of the development should achieve water consumption of less than 105 litres or less per person per day, in line with London Plan Policy 5.15 and draft London Plan Policy SI.5.

76 The non-residential components of the development should achieve the equivalent of an 'excellent' rating on the water elements of BREEAM, in line with draft London Plan Policy SI.5.

77 Water reuse should be considered for inclusion in the development, to meet both water efficiency and sustainable drainage requirements.

Urban greening

78 The London Plan and the draft London Plan supports a green infrastructure approach. Policy G5 'Urban greening' of the draft London Plan identifies that boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The applicant is encouraged to submit a UGF assessment with any application, based on the guidance in the draft London Plan.

Conclusion

79 The principle of a high-density mixed-use redevelopment, including a primary school, on this significantly under-utilised site with good public transport access, is strongly supported. The applicant should ensure that the issues raised in this report with respect to retail and town centre uses, social infrastructure, housing, affordable housing; urban design; transport; and climate change are fully addressed prior to the submission of any planning application. Further information and/or discussions would be welcome.

for further information, contact the GLA Planning Team:

Juliemma McLoughlin, Chief Planner

020 7983 [redacted] email [redacted] london.gov.uk

[redacted] Head of Development Management

020 7084 [redacted] email [redacted] london.gov.uk

[redacted] Team Leader, Development Management

020 7983 [redacted] email [redacted] london.gov.uk

[redacted] Principal Strategic Planner, Case Officer

020 7983 [redacted] email [redacted] london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 30 April 2019 15:55
To: [REDACTED]
Cc: [REDACTED]
Subject: GLA 5001 - Tesco, Goodmayes
Attachments: TfL Pre-app Letter Response - Tesco Goodmayes RDBG-19-234.pdf

Hi [REDACTED] – TfL have just advised me of their updated advice as attached. Please note that this should take precedence over the Transport section in the GLA Pre-application advice dated 14 February 2019.

Thanks

[REDACTED]

[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 07 May 2019 09:37
To: [REDACTED]
Subject: RE: Tesco, Goodmayes, London Borough of Redbridge

Thanks [REDACTED] – our support team will suggest a date. Follow-up meetings are shorter/cheaper so tend to focus on 1-2 issues. We'll focus on design, although we'll touch on principle/affordable housing/transport.

I've asked [REDACTED] to be invited.

Thanks
[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 03 May 2019 17:36
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: Tesco, Goodmayes, London Borough of Redbridge

Hi [REDACTED]

Further to my email earlier this week, please be advised that we have submitted the request for a follow-up pre-application via the online portal earlier this afternoon.

For ease of reference, the download links to the main documents are listed below.

- ☐ RDA pre-app consultation: <https://we.tl/t-ckZ0zl1vqO>
- ☐ APA landscape strategy: <https://we.tl/t-fVXEJk1JdZ>

If there is any additional information you require to assess the current proposal, please do not hesitate to get in touch.

We look forward to discussing progress of the proposed development in due course. Please advise meeting dates at your earliest opportunity.

Have a good Bank Holiday weekend.

Kind regards
[REDACTED]

[REDACTED]

From: Pre-applications
Sent: 10 May 2019 18:30
To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
Subject: Officers Allocated

Dear Colleague

You have been allocated a role for a Pre-planning Application case. Details of the case are:

Link [Link To Case](#)

GLA reference number 5001

Site Name Tesco, Goodmayes

Site Address 822 High Road Goodmayes RM6 4HY

LB Redbridge

Proposal Description Existing Tesco Extra Store with car parking.

The officers allocated to the case are:

Agent
Design Officer
Principal Officer
Case Officer



Regards

[REDACTED]
[REDACTED]
Planning
[REDACTED] london.gov.uk
020 7983 [REDACTED]

[REDACTED]

From: Mayor
Sent: 13 May 2019 12:03
To: [REDACTED]
Subject: RE: MGLA300419-1449 New Housing, principally on the Tesco Goodmayes site.

Dear [REDACTED]

Thank you for your message to the Mayor, concerning proposals for the Tesco Goodmayes site.

The Mayor must be consulted on all planning applications that are of potential strategic importance to London, including such applications to Redbridge Council. Definitions of potentially strategic applications are determined by the government and are set out in the Mayor of London Order 2008, available at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/what-powers-does-mayor-have-planning>.

Any planning application for the Tesco Goodmayes site would therefore be referred to the Mayor. As a planning application has not yet been submitted, it would not be appropriate to comment at this stage in order not to prejudice the Mayor's decision. Your comments will be taken into account should any planning application be submitted and referred to the Mayor. In the meantime, I would encourage you to engage in any consultations undertaken by the developer; and also respond to the Council's planning consultation when an application is submitted, which will be publicised by site notices and on the Council's website. You may also wish to contact your local Councillor.

Thank you for contacting the Mayor on this matter.

Kind Regards

[REDACTED] Principal Strategic Planner

Planning

GREATER LONDON AUTHORITY

City Hall, The Queen's Walk, London, SE1 2AA

E: [REDACTED]@london.gov.uk

[REDACTED]

From: Mayor
Sent: 13 May 2019 12:05
To: [REDACTED]
Subject: RE: MGLA300419-1478 Proposed Tesco Redevelopment, Goodmayes

Dear [REDACTED]

Thank you for your message to the Mayor, concerning proposals for the Tesco Goodmayes site.

The Mayor must be consulted on all planning applications that are of potential strategic importance to London, including such applications to Redbridge Council. Definitions of potentially strategic applications are determined by the government and are set out in the Mayor of London Order 2008, available at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/what-powers-does-mayor-have-planning>.

Any planning application for the Tesco Goodmayes site would therefore be referred to the Mayor. As a planning application has not yet been submitted, it would not be appropriate to comment at this stage in order not to prejudice the Mayor's decision. Your comments will be taken into account should any planning application be submitted and referred to the Mayor. In the meantime, I would encourage you to engage in any consultations undertaken by the developer; and also respond to the Council's planning consultation when an application is submitted, which will be publicised by site notices and on the Council's website. You may also wish to contact your local Councillor.

Thank you for contacting the Mayor on this matter.

Kind Regards

[REDACTED] Principal Strategic Planner

Planning

GREATER LONDON AUTHORITY

City Hall, The Queen's Walk, London, SE1 2AA

E: [REDACTED]@london.gov.uk

[REDACTED]

From: Mayor
Sent: 13 May 2019 12:04
To: [REDACTED]
Subject: RE: MGLA300419-1590 Proposed new development of Tesco site at Goodmayes

Dear [REDACTED]

Thank you for your message to the Mayor, concerning proposals for the Tesco Goodmayes site.

The Mayor must be consulted on all planning applications that are of potential strategic importance to London, including such applications to Redbridge Council. Definitions of potentially strategic applications are determined by the government and are set out in the Mayor of London Order 2008, available at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/what-powers-does-mayor-have-planning>.

Any planning application for the Tesco Goodmayes site would therefore be referred to the Mayor. As a planning application has not yet been submitted, it would not be appropriate to comment at this stage in order not to prejudice the Mayor's decision. Your comments will be taken into account should any planning application be submitted and referred to the Mayor. In the meantime, I would encourage you to engage in any consultations undertaken by the developer; and also respond to the Council's planning consultation when an application is submitted, which will be publicised by site notices and on the Council's website. You may also wish to contact your local Councillor.

Thank you for contacting the Mayor on this matter.

Kind Regards

[REDACTED] Principal Strategic Planner

Planning

GREATER LONDON AUTHORITY

City Hall, The Queen's Walk, London, SE1 2AA

E: [REDACTED]@london.gov.uk

[REDACTED]

From: Mayor
Sent: 13 May 2019 12:07
To: [REDACTED]
Subject: RE: MGLA300419-1591 Proposal of new housing development

Dear [REDACTED]

Thank you for your message to the Mayor, concerning proposals for the Tesco Goodmayes site.

The Mayor must be consulted on all planning applications that are of potential strategic importance to London, including such applications to Redbridge Council. Definitions of potentially strategic applications are determined by the government and are set out in the Mayor of London Order 2008, available at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/what-powers-does-mayor-have-planning>.

Any planning application for the Tesco Goodmayes site would therefore be referred to the Mayor. As a planning application has not yet been submitted, it would not be appropriate to comment at this stage in order not to prejudice the Mayor's decision. Your comments will be taken into account should any planning application be submitted and referred to the Mayor. In the meantime, I would encourage you to engage in any consultations undertaken by the developer; and also respond to the Council's planning consultation when an application is submitted, which will be publicised by site notices and on the Council's website. You may also wish to contact your local Councillor.

Thank you for contacting the Mayor on this matter.

Kind Regards

[REDACTED] Principal Strategic Planner

Planning

GREATER LONDON AUTHORITY

City Hall, The Queen's Walk, London, SE1 2AA

E: [REDACTED]@london.gov.uk

[REDACTED]

From: [REDACTED]
Sent: 20 May 2019 08:40
To: Pre-applications; [REDACTED]
Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – just myself and [REDACTED] need to attend this. It's a big scheme so I'd like to avoid changing design officer if possible.

Thanks
[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 17 May 2019 12:35
To: Pre-applications <Pre-applications@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: Re: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

To update, if we could target w/c 3rd June that would be great.

My client is away for the following two weeks, so if w/c 3rd June is not an option 26th June may be most suitable (although even the day before might help?).

Many thanks

[REDACTED]
--
[REDACTED]
Technical Director

[REDACTED]

You can now follow us on:

From: Pre-applications <Pre-applications@london.gov.uk>
Date: Friday, 17 May 2019 at 11:00
To: [REDACTED] <[REDACTED]@torltd.co.uk>, Pre-applications <Pre-applications@london.gov.uk>
Cc: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)>, [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

Leave it with me and I will see if anything can be arranged to accommodate. Unfortunately the allocated officers are all out of the office today so I won't be able to get back to you until the beginning of next week at the earliest.

Kind regards,

[REDACTED]

[REDACTED]

Planning Technician, Planning

GREATERLONDONAUTHORITY

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 17 May 2019 10:35

To: Pre-applications <Pre-applications@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

Not at this stage, but if you could offer a potential earlier alternative that would be appreciated, and then I can get back to you with the preferred option from the applicant team.

For information, I am unavailable on the 26th June so personally would prefer an earlier date – but I'm sure my clients will want to have the meeting as soon as possible so if we could consider two this will help coordinate dates and attendees.

Kind regards

[REDACTED]

--

[REDACTED]
[REDACTED]
[REDACTED]
Technical Director

[REDACTED]

You can now follow us on:

From: Pre-applications <Pre-applications@london.gov.uk>

Date: Friday, 17 May 2019 at 10:27

To: [REDACTED] <[REDACTED]@torltd.co.uk>, Pre-applications <Pre-applications@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

This is the first date that the allocated officers were all available due to annual leave clashes and other commitments. I will see if a different design officer might be able to attend. Do you have a preferred week in mind?

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]

Planning Technician, Planning

GREATERLONDONAUTHORITY

[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 17 May 2019 10:18

To: Pre-applications <Pre-applications@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes

Dear [REDACTED]

Thank you for the email. I understand you have spoken to my colleague [REDACTED] a moment ago and all documentation is now in order.

In terms of the proposed meeting date, is it possible to bring this forward?

Kind regards

[REDACTED]

--

[REDACTED]
[REDACTED]
[REDACTED]
Technical Director

[REDACTED]

You can now follow us on:

From: <Pre-applications@london.gov.uk>

Date: Thursday, 16 May 2019 at 16:53

[REDACTED]

[REDACTED] london.gov.uk" <pre-applications@london.gov.uk>

Subject: GLA 5001 - Tesco, Goodmayes

Dear [REDACTED]

GLA reference number: 5001

Site Name: Tesco, Goodmayes

Site Address: 822 High Road, Goodmayes, RM6 4HY

LB: Redbridge

Proposal Description: Existing Tesco Extra Store with car parking.

On 07 May 2019 the Development Management Unit received your request for an follow-up meeting for the above pre-planning application proposal. The case officer assigned to this case is [REDACTED] [REDACTED]

We can only comment on information provided in advance of the meeting. Where we have no or limited information we will not be able to provide a comprehensive assessment. 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.

The advice letter will only address issues that you have sent documentation on. A meeting note will be sent to you two working days prior to the meeting which will outline the issues that will be discussed.

Finance

As per GLA Financial Regulations we can only confirm the meeting date upon receiving a correct application form.

The form we received is incorrect. The incorrect fee amount has been specified.

Please can you send us a correct application form, until we receive this we will not be able to confirm the proposed meeting date. If we do not receive the form within 48 hours of the proposed meeting date we may have to cancel the meeting and will not be able to offer a new date and time until receiving a correct application form.

In order to invoice the company paying for the meeting, we need to confirm whether they use a purchase order system. **Please could you confirm this?**

Cancellation

If, due to circumstances out of our control, we cancel the meeting we will reschedule for another time as soon as practical. Meetings can be rescheduled at your request up to 48 hours prior. The fee is non-refundable on cancellation.

We can offer a tentative date and time of **Wednesday 26th June at 10am**. Please let us know if this is acceptable and who will be attending.

Kind regards,

[REDACTED] [REDACTED]

Greater London Authority

#LondonIsOpen

[REDACTED]

From: [REDACTED]
Sent: 04 June 2019 16:09
To: [REDACTED]
Subject: RE: 5001 Tesco, Goodmayes - pre-application meeting 2

Hi [REDACTED] - I've put car parking under principle - they still have 390 resi, 450 Tesco – so I'll push back on that.

[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 04 June 2019 16:02
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: 5001 Tesco, Goodmayes - pre-application meeting 2

Hi [REDACTED]
That's right unfortunately as [REDACTED] is away we don't have anyone to cover this. The agenda doesn't have transport on so assume it is not coming up but let us know if anything is raised

Thanks

[REDACTED]
[REDACTED] **Area Manager (East),
City Planning , Transport for London**
[REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
9th Floor, 5 Endeavour Square,
Westfield Avenue, Stratford,
London E20 1JN

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 04 June 2019 15:02
To: [REDACTED]
Subject: 5001 Tesco, Goodmayes - pre-application meeting 2

Hello all - please find attached an agenda for Thursday's meeting.

[REDACTED] – I'd be grateful if you could confirm who will attend from Redbridge.

[REDACTED] – I understand that [REDACTED] is on leave and that TfL will not attend.

Please let me know if you have any queries.

Many thanks

[REDACTED]
[REDACTED]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk

Pre-application GLA/5001/01

Tesco, Goodmayes

in the London Borough of Redbridge

Meeting Date: Thursday 6 June 2019

Meeting Time: 13.00-14.30

Location: City Hall, Fourth Floor, Room 4.7w (please report to reception upon arrival)

The proposal

Demolition of existing Tesco Extra store, and construction of a residential led mixed-use development of up to 22 storeys, to provide a 8,500 sq.m. Tesco Extra store, 1,290 new homes, a 3-form entry primary school, 1,320 sq.m. of flexible community/commercial/health/retail space, public open space, and car parking (390 residential, 450 Tesco).

The applicant

The applicants are **Weston Homes** and **Tesco**, the architect is [REDACTED] and the agent is **Terence O'Rourke**.

Context

On 7 May 2019, the GLA received a request for a follow-up pre-application meeting to discuss the above proposal. This is further to an initial meeting, for which pre-application advice was issued on 14 February 2019.

Key issues for consideration and discussion at the meeting

Based on the material provided in advance of the meeting, the following strategic issues have been identified for discussion.

1. **Welcome and introductions**
2. **Presentation of updated proposals by applicant**
3. **LPA Position**
4. **Principle of development**
 - Retail and town centre uses
 - Car parking
5. **Urban design**
 - Site layout, routes, landscape and public realm.
 - Internal layouts, access and circulation, orientation.
 - Residential quality.

- Height, scale, massing, relationship to existing and proposed townscape, daylight/sunlight impacts.
- Materials and architecture.
- Inclusive design.

6. Housing

- Tenure/affordability/Affordable Housing and Viability SPG
- Phasing of affordable housing

7. Timetable for the application, and next steps

Attending

GLA group:	████████████████████ ████████████████████	Principal Strategic Planner, case officer Senior Strategic Planner – Urban Design
Applicant:	████████████████████ ████████████████████ ████████████████████ ████████████████████ ████████████████████	Weston Homes Weston Homes Weston Homes Terence O’Rourke ████████████████████ Architects Allen Pyke Associates
LPA:	TBC	

for further information, contact GLA Planning Team:
 ██████████ ██████████ **Principal Strategic Planner, case officer**
 020 7983 ██████████ email ██████████ london.gov.uk

From: [redacted] <[redacted]@redbridge.gov.uk>
Sent: 05 June 2019 09:51
To: [redacted]
Cc: [redacted]
Subject: RE: 5001 Tesco, Goodmayes - pre-application meeting 2

Good morning [redacted]

Attendance from LBR side:

- ☐. Myself - apologies in advance, I'll have to excuse myself from the meeting at 2pm.
- ☐. [redacted] (Development Management Team Leader).
- ☐. [redacted] - tentative – [redacted] is on annual leave and back in the office tomorrow only to confirm either way.

Given that TfL is not attending, our Highways officer will not be attending, but can [redacted] please confirm that this is the case.

Kind regards,

[redacted]
Principal Planner
Regeneration, Property and Planning
Chief Executive's Department
London Borough of Redbridge
11th Floor (Front), Lynton House 255-259 High Road, Ilford IG1 1NY
Tel: 020 8708 [redacted]

Email: [redacted]@redbridge.gov.uk

Web: www.redbridge.gov.uk

Twitter: @RedbridgeLive

Facebook: www.facebook.com/redbridgelive

Save time, go online: www.redbridge.gov.uk

From: [redacted] [mailto:[redacted]@london.gov.uk]
Sent: 04 June 2019 15:02
To: [redacted] [mailto:[redacted]@tfl.gov.uk]; [redacted]
Subject: 5001 Tesco, Goodmayes - pre-application meeting 2

Hello all - please find attached an agenda for Thursday's meeting.

[redacted] – I'd be grateful if you could confirm who will attend from Redbridge.

[redacted] – I understand that [redacted] is on leave and that TfL will not attend.

Please let me know if you have any queries.

Many thanks

[redacted]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [redacted]
london.gov.uk
[redacted] london.gov.uk

To: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – could you send the presentation to me.

Thanks

[REDACTED]

[REDACTED] [REDACTED]

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED] london.gov.uk

From: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 04 June 2019 14:16

To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

To confirm further to below, [REDACTED] and [REDACTED] (Tesco) both send their apologies as neither are able to attend on Thursday.

In addition, we are not currently due to be joined by [REDACTED] [REDACTED] (Motion – Transport Consultant), given the limited expected discussion on highways matters and absence of TfL. If considered required however, [REDACTED] will be able to attend.

Kind regards

[REDACTED]

--

[REDACTED] [REDACTED] [REDACTED]

Technical Director

[REDACTED]

You can now follow us on:

From: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Date: Wednesday, 29 May 2019 at 17:26

To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

Thanks for the update. Attendees are as follows:

[REDACTED] (Weston Homes)
[REDACTED] Architects)
[REDACTED] (Allen Pyke Associates)
[REDACTED] (TOR)

I'm waiting for confirmation on whether a Tesco representative will join us, so will update early next week if the above changes.

Kind regards

[REDACTED]

--

[REDACTED]
Technical Director

[REDACTED]

You can now follow us on:

From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Tuesday, 28 May 2019 at 10:31
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – maximum 10 should be okay. Yes I'll issue an agenda, probably on Tuesday, although the focus is likely to be on design. We may touch on transport but probably only car parking ([REDACTED] from TfL is on leave), and a little on affordable housing.

Could you let me have names/organisations of those attending.

Thanks

[REDACTED]

[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 28 May 2019 10:04
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: FW: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

To assist with confirming attendees for our meeting next week, please advise if any restrictions on numbers for our team and also whether you will issue an agenda in advance – and if so the likely key topics?

As you are aware, we have held separate pre-app discussions with TfL. It would therefore be useful to understand if you intend to discuss any detailed transport issues when we meet next week.

Kind regards



—

Technical Director

You can now follow us on:

From: <pre-applications@london.gov.uk>

Date: Thursday, 23 May 2019 at 17:05

To: "[REDACTED]@london.gov.uk" <[REDACTED]@london.gov.uk>, "[REDACTED]@london.gov.uk" <[REDACTED]@london.gov.uk>, "[REDACTED]@torltd.co.uk", "[REDACTED]@london.gov.uk" <[REDACTED]@london.gov.uk>, "[REDACTED]@pre-applications@london.gov.uk" <pre-applications@london.gov.uk>

Subject: GLA 5001 - Tesco, Goodmayes Follow-up

Dear [REDACTED]

Site: Tesco, Goodmayes, 822 High Road, Goodmayes, RM6 4HY

LB: Redbridge

Our reference: GLA/5001

Your request for a pre-planning application advice meeting has been confirmed for **Thursday 6th June 2019 at 1pm** at City Hall.

Please could you let us know who will be attending the meeting?

PLEASE NOTE

Due to security arrangements, you must inform the Pre-app Support Team (email: Pre-applications@london.gov.uk) of **ALL attendees** at least **48 hours** before the meeting. Unfortunately, we cannot guarantee the entry to City Hall of any visitors who are not on the visitor list.

For security reasons, **if you want to have a model delivered** to the City Hall Loading Bay, we must be informed **48 hours in advance**.

On the day

1. When you arrive at City Hall for the meeting, collect your visitor's pass from the reception desk.
2. You will be greeted by a Planning Support Officer, who will be waiting for you by the seating area beyond reception and will take you to the meeting room.

Please help us by arriving together and allowing time to clear security. This will help the meeting start on time.

Getting the best out of the Pre-app meeting

Please give us the information which you want the planning team to comment on well in advance of the meeting. We want to give you the most comprehensive response possible however, realistically, we are only able to give you advice on information that has been reviewed in advance of the meeting.

For consistency, the follow up advice letter will only address issues that were covered at the meeting.

The advice given by officers does not constitute a formal response or decision by the Mayor and does not prejudice the outcome of any future planning applications.

Freedom of Information

Since January 2005 the Freedom of Information Act 2000 has allowed the public to request information from public authorities including the Greater London Authority. The public will have a right to request information which includes pre-planning application advice and documents associated. Each case will be taken on its individual merits. If you have any concerns or wish to discuss this matter please contact [redacted] on [redacted] [london.gov.uk](https://www.london.gov.uk).

Cancellation

If, due to circumstances out of our control, we cancel the meeting, we will reschedule for another time as soon as practical. Meetings can be rescheduled at your request up to 48 hours prior. The fee is non-refundable on cancellation.

Comments and complaints

We aim to provide you with the best possible service, if you have suggestions on ways that we can improve this service, please contact the Planning Support Manager, [redacted] on email [redacted] [london.gov.uk](https://www.london.gov.uk).

Further queries regarding the process can be sent to Pre-applications@london.gov.uk quoting the GLA reference number, whilst queries regarding policy and the content of the meeting should be sent to the case officer [redacted], email: [redacted] [london.gov.uk](https://www.london.gov.uk).

Yours sincerely

[redacted]

Pre-planning Applications Team

Pre-applications@london.gov.uk

#LondonIsOpen

Tesco, Goodmayes in the London Borough of Redbridge

The proposal

Demolition of existing Tesco Extra store, and construction of a residential led mixed-use development of up to 22 storeys, to provide a 8,500 sq.m. Tesco Extra store, 1,290 new homes, a 3-form entry primary school, 1,320 sq.m. of flexible community/commercial/health/retail space, public open space, and car parking (390 residential, 450 Tesco).

The applicant

The applicants are **Weston Homes** and **Tesco**, the architect is [REDACTED] and the agent is **Terence O'Rourke**.

Context

1 A request was received for a follow-up pre-planning application meeting with the Greater London Authority on 7 May 2019, for a proposal to develop the above site for the above uses. On 6 June 2019, a pre-planning application meeting was held at City Hall with the following attendees:

GLA group:	[REDACTED] [REDACTED] [REDACTED]	Principal Strategic Planner, case officer Senior Strategic Planner – Urban Design Area Manager, North East Team, Housing & Land
Applicant:	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Weston Homes Weston Homes Weston Homes Terence O'Rourke [REDACTED] Architects Allen Pyke Associates
LPA:	[REDACTED] [REDACTED] [REDACTED]	LB Redbridge LB Redbridge LB Redbridge

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. The advice should be read in conjunction with advice issued on 14 February 2019.

Summary of meeting discussion

3 Following a presentation of the proposals for the site, meeting discussions covered strategic issues with respect to the principle of development (retail and town centre uses and car parking); affordable housing; and urban design. Advice with respect to these strategic issues is provided under the associated sections below.

4 It is understood that the applicant plans to submit in late summer/autumn 2019.

Principle of development

Retail and town centre uses

5 The Council confirmed that a non-residential use strategy is in development for a number of schemes along the rail corridor that are in pre-application discussions, which has driven the proposed flexible uses for non-residential uses. This approach is supported.

6 At the initial pre-application meeting, some concerns were raised about the scale of town centre uses outside of the town centre. The applicant confirmed that a retail impact assessment will inform the proposals and will be submitted with the application, which is welcomed in line with London Plan Policy 4.7 and draft London Plan Policy SD7 (formerly SD8). Any application should also provide a full assessment of the need for social infrastructure requirements, both existing, and arising from the proposed development, in line with London Plan Policy 3.16 and 3.18, and draft London Plan Policies S1 and S3.

Car parking

7 It is noted that TfL has revised the advice contained in the initial GLA pre-application advice note, based on evidence to suggest that the proposed development will have a PTAL of 5, taking account of the Elizabeth Line Station adjacent to the site, as well as several bus services, which provide good access to destinations in the surrounding area. In line with draft London Plan standards, this means that no parking should be provided for the residential element of the site, except Blue Badge parking. The applicant should note that car parking for residents should not be based on historical data. The proposed reduction in the residential car parking ratio to 0.25 is welcomed; however, this should be taken further.

8 It is understood that Tesco requires 450 car parking spaces to operate this store, reduced from the current 613 spaces. This is beyond the standards set out in draft London Plan Policy T6, which seeks maximum car parking of 171 car parking spaces for a retail store of this size. Retail car parking should therefore be reduced. Mechanisms to discourage school use of the car park should also be investigated.

Affordable housing

9 As stated in the initial pre-application advice note, the proposals will provide 35% affordable housing (by habitable room); however, the tenure split has now improved to 45% low-cost rent, 55% intermediate (shared ownership and Discount Market Sale), which is welcomed. Larger family homes have also been provided. The proposals will be delivered in two phases, with affordable housing spread across both phases, which is welcomed.

10 The applicant should note two possible issues that need to be addressed in securing Discount Market Sale (DMS) as affordable housing in section 106 agreements:

Affordability

11 Currently, there is no formal GLA position on the maximum capital value (after discount) for a DMS unit, to ensure affordability for purchasers on incomes of up to the current threshold of £90,000. However, £350,000 is suggested as a reasonable figure to use. This will mean that the discount may need to be increased beyond 20% in some schemes. Ideally there should be

different caps for different sizes of units, since a single figure means that a one-bed and two-bed units could be the same price.

Securing the benefits of affordable housing in perpetuity

12 The best way to secure the discount on DMS units when the first owner sells (and for subsequent sales) would be to ensure that the responsibility for checking that the potential new leasehold owner meets the affordability criteria is with the freeholder/management company/RP. They will need to grant the licence to assign, so the grant of this licence would need to be conditional on finding a suitable new owner. However, it is important to ensure that any provisions that need to be included in leases do not make DMS units un-mortgageable.

13 The following provisions should therefore be considered, and GLA officers will advise on section 106 wording:

- The section 106 agreement should set out clear arrangements for an independent valuation of each DMS unit by a RICS Registered Valuer to ensure the correct assumption on the market value.
- The section 106 agreement should also set out clear arrangements for the onward sale of units including the valuation of the unit.
- The discount to market should be set out in each DMS lease.
- There could be a cascade approach to onward sales as follows:
 - The preferred option would be the sale to a buyer (or buyers) who meet GLA affordability requirements. There would be the same responsibility for checking this as on first sale, and the licence to assign the lease would be conditional on this being achieved.
 - If it is not possible to find a buyer who meets the criteria within an agreed period (say 3 months), then the DMS leaseholder could sell the unit on the open market; however, the lease would contain a provision for the original discount to be paid to the Council out of the sale proceeds.

14 We would encourage that the DMS units are managed by the RP responsible for the other affordable housing in the scheme, expected to be managed by their shared ownership team.

Urban design

15 The amendments to the east-west route along the southern boundary of the site are much improved, which is welcomed. The proposed new entrance directly into the Station is strongly supported, subject to appropriate safeguarding; however, the potential link to Goodmayes Road to the east (owned by Network Rail and occupied by commercial uses) is important in linking the scheme to the wider surroundings and should still be pursued. Similarly, acquisition and removal of the existing buildings on the corner of Goodmayes Road and High Road are strongly encouraged.

16 The only north-south pedestrian link across the site would be via the main public space to the proposed new entrance to the Station. This is supported as it will provide good levels of activity to the main public spaces and support non-residential uses surrounding these public spaces. Consideration should be given to how inclusive access measures will be incorporated in response to the level change, taking account of London Plan Policy 7.2 and draft London Plan Policy D3, which aim to ensure that proposals achieve the highest standards of accessibility and inclusion, not just the minimum.

17 The amended design for the school, which achieves an appropriate interface with residential uses is supported.

18 Residential quality is generally good; however, remaining long corridors should be removed, generally achieving a maximum of eight units accessed per core on each floor.

19 The amended massing of the proposals is supported, subject to wider analysis of views. Elevations and materials should avoid being overly complex/varied.

Conclusion

20 The principle of a high-density mixed-use redevelopment, including a primary school, on this significantly under-utilised site with good public transport access, is strongly supported, subject to a reduction in car parking. The applicant should ensure that the issues raised in this report and the initial pre-application advice report should be fully addressed prior to the submission of any planning application.

for further information, contact the GLA Planning Team:

Juliemma McLoughlin, Chief Planner

020 7983 [redacted] email [redacted]london.gov.uk

[redacted] **Head of Development Management**

020 7084 [redacted] email [redacted]london.gov.uk

[redacted] **Team Leader, Development Management**

020 7983 [redacted] email [redacted]london.gov.uk

[redacted] **Principal Strategic Planner, Case Officer**

020 7983 [redacted] email [redacted]london.gov.uk

[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 18 November 2019 14:25
To: [REDACTED]
Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]
If you need me to reissue with different titles, just let me know which documents are the problem and I will try again.
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Monday, 18 November 2019 at 14:23
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up
Thanks [REDACTED] – I had to skip downloading a few docs as the file names were too long but nothing vital I don't think.

[REDACTED]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]
london.gov.uk
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 18 November 2019 12:30
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up
Hi [REDACTED]

No problem. Please see link below for the application submission pack;
<https://we.tl/t-3bEX7HMRYT>
Please let me know if any issues downloading.
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Monday, 18 November 2019 at 10:31
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up
Hi [REDACTED] – yes good thanks. Sorry about that – yes if you could send a link please.
Thanks
[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [redacted] | [redacted]
london.gov.uk
[redacted] london.gov.uk

From: [redacted] <[redacted]@torltd.co.uk>

Sent: 18 November 2019 10:29

To: [redacted] <[redacted]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [redacted]

Yes, I did receive your out of office. Hope you had a good break?

Since issuing the below, we have now formally submitted the application on Thursday last week. LBR are undertaking the validation process and will consult the GLA in due course. In the meantime however, would it help if I forwarded a link to the full application submission?

Kind regards

[redacted]

--

[redacted]
[redacted]
Technical Director
[redacted]

From: [redacted] <[redacted]@london.gov.uk>

Date: Monday, 18 November 2019 at 10:18

To: [redacted] <[redacted]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Sorry [redacted] – you should have received an out of office from me – could you renew the link.

Thanks

[redacted]
[redacted]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [redacted] | [redacted]
london.gov.uk
[redacted] london.gov.uk

From: [redacted] <[redacted]@torltd.co.uk>

Sent: 05 November 2019 18:05

To: [redacted] <[redacted]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [redacted]

Further to below, please see the link for the Energy Statement, Sustainability Statement and Overheating Assessment for GLA review.

<https://we.tl/t-pFP3JmnXDz>

Any issues downloading, please let me know. The link is live for 7 days.

Kind regards

[redacted]

--

[redacted]
[redacted]
Technical Director
[redacted]

From: [redacted] <[redacted]@london.gov.uk>

Date: Wednesday, 30 October 2019 at 10:41

To: [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – I'm good, you too I hope.

Documents by wetransfer to me is fine, no hard copies needed.

Yes we could do a review of the energy strategy – it would take about 2 weeks to get comments.

Thanks

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 30 October 2019 09:19

To: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

I hope you're well?

As an update on the redevelopment of Tesco, Goodmayes, London Borough of Redbridge, we are preparing the application for submission. Once submitted to the LPA, would a WeTransfer link with application documents be sufficient for your purposes – or will you need any hard copies of documents?

As part of the pre-application submitted earlier this year, we were invited to submit the energy strategy for review.

Is this opportunity still available, as we could issue this now for GLA review?

Kind regards

[REDACTED]

--

Technical Director

From: [REDACTED] <[REDACTED]@london.gov.uk>

Date: Tuesday, 18 June 2019 at 12:25

To: [REDACTED] <[REDACTED]@torltd.co.uk>

Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – straight to me please.

Thanks

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED]@london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 18 June 2019 12:17

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

Thank you for the response.

In terms of submitting the energy strategy for review, should this be directly issued to you – or via the pre-app portal?

Kind regards

[REDACTED]

--

[REDACTED] [REDACTED] [REDACTED]

Technical Director

[REDACTED]

You can now follow us on:

From: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Date: Tuesday, 18 June 2019 at 10:59

To: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Cc: [REDACTED] [REDACTED] <[REDACTED]@redbridge.gov.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – please find attached our advice.

Kind regards

[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED] london.gov.uk

From: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 10 June 2019 12:58

To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

Please see the link below to access the presentation;

<https://we.tl/t-jAwKYvXQwX>

If any problems downloading, please let me know.

Kind regards

[REDACTED]

--

[REDACTED] [REDACTED] [REDACTED]

Technical Director

[REDACTED]

You can now follow us on:

From: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>

Date: Monday, 10 June 2019 at 11:25

To: [REDACTED] [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED] – could you send the presentation to me.

Thanks

[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

london.gov.uk

[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Sent: 04 June 2019 14:16

To: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

To confirm further to below, [REDACTED] and [REDACTED] (Tesco) both send their apologies as neither are able to attend on Thursday.

In addition, we are not currently due to be joined by [REDACTED] (Motion – Transport Consultant), given the limited expected discussion on highways matters and absence of TfL. If considered required however, [REDACTED] will be able to attend.

Kind regards

[REDACTED]

--

[REDACTED]

Technical Director

[REDACTED]

You can now follow us on:

From: [REDACTED] <[REDACTED]@torltd.co.uk>

Date: Wednesday, 29 May 2019 at 17:26

To: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: GLA 5001 - Tesco, Goodmayes Follow-up

Hi [REDACTED]

Thanks for the update. Attendees are as follows:

[REDACTED] (Weston Homes)

[REDACTED] Architects)

[REDACTED] (Allen Pyke Associates)

[REDACTED] (TOR)

I'm waiting for confirmation on whether a Tesco representative will join us, so will update early next week if the above changes.

Kind regards

[REDACTED]

--

[REDACTED]

Technical Director

[REDACTED]

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From: [REDACTED] <[REDACTED]@london.gov.uk>

Date: Tuesday, 28 May 2019 at 10:31

To: [REDACTED] <[REDACTED]@torltd.co.uk>

Subject: RE: GLA 5001 - Tesco, Goodmayes Follow-up

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Could you let me have names/organisations of those attending.

Thanks

[REDACTED]

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED]

[REDACTED]
london.gov.uk

Please help us by arriving together and allowing time to clear security. This will help the meeting start on time.

Getting the best out of the Pre-app meeting

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We aim to provide you with the best possible service, if you have suggestions on ways that we can improve this service, please contact the Planning Support Manager, [REDACTED] on email [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk).

Further queries regarding the process can be sent to Pre-applications@london.gov.uk quoting the GLA reference number, whilst queries regarding policy and the content of the meeting should be sent to the case officer [REDACTED], email: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED] [REDACTED]

Pre-planning Applications Team

Pre-applications@london.gov.uk

#LondonIsOpen

[REDACTED]

From: [REDACTED] <[REDACTED]@lichfields.uk>
Sent: 21 November 2019 13:41
To: [REDACTED]
Subject: GLA Presentation [NLP-DMS.FID498097]

Hi [REDACTED]

Please find below a link to the draft presentation and the draft design code:

Presentation: <https://we.tl/t-SFnFGMWGk6>

Design Code: <https://we.tl/t-tqO1gx3m6a>

Please note our project team are still in the process of finalising a few slides within the presentation, so there may be minor revisions to the presentation on the day.

Let me know if you have any questions on either document.

Kind regards

[REDACTED]

[REDACTED]

Planner

Lichfields, 14 Regent's Wharf, All Saints Street, London N1 9RL

T 020 7837 [REDACTED] / M [REDACTED] / E [REDACTED]@lichfields.uk

[REDACTED]

From: Planning Support
Sent: 21 November 2019 14:57
To: [REDACTED] [REDACTED] Urban Design Team
Subject: Officers Allocated to 5001 Development Site At Tesco Extra 822 High Road

Dear Colleague

You have been allocated a role for a Stage 1 case. Details of the case are:

Link [Link To Case](#)

GLA reference number 5001

Site Name Development Site At Tesco Extra 822 High Road

Site Address 822 High Road, Chadwell Heath, Romford Goodmayes RM6 4HY

LB Redbridge

Proposal Description Proposal: Demolition of all existing buildings including petrol filling station. Redevelopment of the site to provide a replacement food retail store (use class A1), a series of apartment blocks ranging between 4 and 23 storeys in height to provide 1,280 residential units (use class C3), flexible use floorspace for commercial/community uses (within use classes A1/A2/A3/B1/D1), a 3-form entry primary school (use class D1), public open space, car and cycle parking, associated landscaping and infrastructure works, and provision of pedestrian and vehicular access. (Summary). This application is accompanied by an Environmental Statement.

The officers allocated to the case are:

Design Officer Urban Design Team
Case Officer [REDACTED] [REDACTED]

Regards

[REDACTED]
Planning

[REDACTED] london.gov.uk
020 7983 5743

[REDACTED]

From: [REDACTED]
Sent: 26 November 2019 16:36
To: [REDACTED] Planning Support; Urban Design Team
Cc: [REDACTED]
Subject: RE: Stage 1 referral - Wetransfer to download

Hi [REDACTED] – the agent provided a link so we have all of the documents.

Thanks
[REDACTED]

[REDACTED]
[REDACTED]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 26 November 2019 16:33
To: Planning Support <planningsupport@london.gov.uk>; Urban Design Team <Urban.Design@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>
Subject: FW: Stage 1 referral - Wetransfer to download
Importance: High

Dear All,

Please see below.

Would be grateful if you could download the documents (the link expires today) to avoid the Council having to reprovide the link (given the considerable time it takes to provide due to document sizes).

Kind regards,

[REDACTED]
[REDACTED]
Principal Planner
Regeneration, Property and Planning
Chief Executives Office
London Borough of Redbridge
11th Floor (Front), Lynton House 255-259 High Road, Ilford, IG1 1NY

Tel: 020 8708 [REDACTED]
E-mail: [REDACTED] [redbridge.gov.uk](mailto:[REDACTED]@redbridge.gov.uk)
Web: www.redbridge.gov.uk

Twitter: @RedbridgeLive
Facebook: www.facebook.com/redbridgelive

Save time, go online: www.redbridge.gov.uk

From: Planning Consultations
Sent: 26 November 2019 16:02
To: planningadmin@london.gov.uk
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: Stage 1 referral - Wetransfer to download
Importance: High

Dear Sir/Madam,

We have received the below notification that our Wetransfer to you for stage 1 referral 4309/19 has not been downloaded yet.

Please can you ensure this is downloaded asap to avoid having to send it through again.

An accompanying email with further information was sent through with the original Wetransfer link last week.

Kind regards,

[REDACTED]
Senior Technical Officer
Regeneration, Property and Planning
Chief Executive's Department
London Borough of Redbridge
11th Floor Front, Lynton House, 255-259 High Road, Ilford, IG1 1NY
Tel: 020 8708 [REDACTED]
Email: [REDACTED]@redbridge.gov.uk
Web: www.redbridge.gov.uk
Twitter: @RedbridgeLive
Facebook: www.facebook.com/redbridgelive
Save time, go online: www.redbridge.gov.uk

From: WeTransfer [<mailto:noreply@wetransfer.com>]
Sent: 24 November 2019 04:32
To: Planning Consultations <planning.consultations@redbridge.gov.uk>
Subject: Your files have not been downloaded yet...

Two days to save your transfer!

Hmm, it looks like your files haven't been downloaded yet, and this transfer will be deleted on *26 November, 2019*.

[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 27 November 2019 15:10
To: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: Re: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [REDACTED]
Thanks for the update, and we can confirm the approach is acceptable. Please could you advise timescales for response issue following the 13th January meeting?
If you could forward the energy and environmental feedback once received, that would be appreciated.
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Monday, 25 November 2019 at 11:05
To: [REDACTED] <[REDACTED]@redbridge.gov.uk>, [REDACTED]
<[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [REDACTED]
This is going to run into Christmas when there are no Mayor's meetings. We're not going to make it for 16 Dec (the last meeting before Christmas), so the first meeting after Christmas is 13 January. I'll share energy and other environmental advice before this. Could you confirm that's acceptable.
Many thanks
[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]
[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)
[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)

From: planningsupport@london.gov.uk <planningsupport@london.gov.uk>
Sent: 25 November 2019 10:28
To: Urban Design Team <Urban.Design@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>;
[REDACTED]@redbridge.gov.uk; [REDACTED]@torltd.co.uk
Subject: GLA 5001 - Development Site At Tesco Extra 822 High Road

Dear [REDACTED]

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

Site name: Development Site At Tesco Extra 822 High Road
Address: 822 High Road, Chadwell Heath, Romford, Goodmayes, RM6 4HY
GLA case number: 5001
Local planning authority reference: 4309/19

Thank you for consulting the Mayor of London in respect of the above application of potential strategic importance, which your Council validated on **15 November 2019**.

Under Article 4(2) of the above Order the Mayor has six weeks from the date of validation by the GLA to provide a statement setting out whether he considers the application complies with his London Plan and his reasons for taking that view.

I hereby give notice that your letter was received on **19 November 2019** and validated on **18 November 2019**, therefore the six week period will terminate on **29 December 2019**.

The application has been allocated to [REDACTED] [REDACTED] who can be reached on 020 7983 [REDACTED] or email [REDACTED]@london.gov.uk

Yours sincerely

[REDACTED]
Development Management
Greater London Authority

#LondonIsOpen

[REDACTED]

From: [REDACTED]
Sent: 11 December 2019 16:37
To: [REDACTED]
Cc: [REDACTED]
Subject: Development Site At Tesco Extra (PDU 5001) Stage I Water & GI Comments
Attachments: Development Site At Tesco Extra (PDU 5001) Stage I Water & GI Comments.docx

Hi [REDACTED]

Our flood risk, sustainable drainage, water efficiency & green infrastructure comments for the Development Site At Tesco Extra (PDU 5001) Stage I application are attached. In summary our assessment has identified:

1. The approach to flood risk management for the proposed development complies with London Plan policy 5.12 (and draft New London Plan policy SI.12).
2. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 (and draft policy SI.13), as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and how greenfield runoff rate will be achieved should be provided. Applicant should provide greenfield rate calculations for the development site.
3. The proposed development generally meets the requirements of London Plan policy 5.15 (and draft New London Plan policy SI.5). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
Flood Risk, Drainage & Water Policy Officer
GREATERLONDONAUTHORITY
City Hall, The Queen's Walk, London SE1 2AA

london.gov.uk

[REDACTED] london.gov.uk

Water Memo: Stage I consultation

Development Site At Tesco Extra (PDU 5001)

11 December 2019

To / Case officer:	██████████
From:	██████████
Case name:	Development Site At Tesco Extra
London Borough:	Redbridge
Case number:	5001
Outline/Detailed:	Detailed

Applicant:	Weston Homes
Flood Risk Document:	Flood Risk Assessment and Drainage Strategy, Oct 2019, EAS
Drainage Document:	Flood Risk Assessment and Drainage Strategy, Oct 2019, EAS
Sustainability Document:	Sustainability Statement, Oct 2019, Hodkinson

Proposal

Demolition of all existing buildings including petrol filling station. Redevelopment of the site to provide a replacement food retail store (use class A1), a series of apartment blocks ranging between 4 and 23 storeys in height to provide 1,280 residential units (use class C3), flexible use floorspace for commercial/community uses (within use classes A1/A2/A3/B1/D1), a 3-form entry primary school (use class D1), public open space, car and cycle parking, associated landscaping and infrastructure works, and provision of pedestrian and vehicular access

Overview of proposals

The approach to flood risk management for the proposed development complies with London Plan policy 5.12 (and draft New London Plan policy SI.12).

The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 (and draft policy SI.13), as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and how greenfield

runoff rate will be achieved should be provided. Applicant should provide greenfield rate calculations for the development site.

The proposed development generally meets the requirements of London Plan policy 5.15 (and draft New London Plan policy SI.5). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

Flood Risk Management (London Plan Policy 5.12, draft new London Plan Policy SI.12)

Flood Source	Flood Risk
Rivers and the sea	Flood Zone 1
Surface water	High
Reservoir	None
Groundwater	Low
Sewer	Low
Other	N/A

1. The site is in Flood Zone 1 and greater than 1 hectare in area. A Flood Risk Assessment (FRA) has been submitted as required under the NPPF.
2. An FRA has been submitted, which considers the risk of flooding from a range of sources. When mitigation measures are considered, the residual flood risk to the site is low.
3. The approach to flood risk management for the proposed development complies with London Plan policy 5.12 (and draft New London Plan policy SI.12).

Sustainable Drainage (London Plan Policy 5.13, draft new London Plan Policy SI.13)

4. The surface water drainage strategy provides an assessment of existing runoff rates, and attenuation storage required to restrict the 100 year (plus 40% climate change) post-development discharge rate to 20l/s (for the whole site). No assessment of greenfield runoff rate has been made, and no consideration has been given to the practicality of discharging at greenfield rate, or three times greenfield rate, where greenfield runoff rate is not possible. Discharge rates can be readily restricted to well below 5l/s using suitably protected orifice plates or proprietary products such as vortex control devices.
5. The surface water drainage strategy addresses the Drainage Hierarchy, and notes green roofs, permeable paving, and cellular storage tanks would be possible options, and that infiltration is not feasible due to the site geology. This approach does not satisfy the requirements of London Plan policy 5.13 (and draft London Plan SI.13). The Applicant should provide more detailed plans for rainwater harvesting and other

higher hierarchy SuDS options. The site has significant green public areas that could incorporate rain gardens. Tree pits should be considered along roads and lanes.

6. The attenuation tank volume has been estimated using WINDES, which gives an estimated attenuation requirement of 1400m³ for Phase 1 and 1185 for Phase 2.
7. As of April 2019, London's 33 Lead Local Flood Authorities (LLFAs) have introduced the London Sustainable Drainage Proforma. This proforma is required to accompany Sustainable Drainage strategies submitted with planning applications and forms part of planning application validation requirements. The proforma sets a clear standard for the information that should be provided in a Sustainable Drainage strategy for all development in London. The proforma is intended to ensure that key information is provided with the initial planning application, reducing the need to request additional information throughout the assessment process and preventing delays in approval. Applications should be accompanied by a completed proforma when submitted. The proformas for all Local Authorities can be found here (<https://www.london.gov.uk/what-we-do/environment/climate-change/surface-water/london-sustainable-drainage-proforma>) and on the relevant borough's websites. This initiative is supported by the Greater London Authority (GLA) and the London Drainage Engineers' Group (LoDEG).
8. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 (and draft policy SI.13), as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and how greenfield runoff rate will be achieved should be provided. Applicant should provide greenfield rate calculations for the development site.

Water Efficiency (London Plan Policy 5.15, Draft Policy SI.5)

9. The sustainability statement proposes that the proposed dwellings will have a maximum indoor water consumption of 105 l/person/day, in line with the optional standard in Part G of the Building Regulations, and compliant with policy 5.15 of the London Plan (and draft London Plan policy SI.5).
10. The sustainability statement notes that BREEAM 'Very Good' is targeted for the shell of the non-residential component of the development. Water consumption is noted to be excluded as fitout will be done separately, and the maximum number of other available water credits for the shell is achieved. The Applicant should consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.
11. The proposed development generally meets the requirements of London Plan policy 5.15 (and draft New London Plan policy SI.5). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

Urban Greening (London Plan Policy 5.10, draft new London Plan Policy G.5)

12. The Applicant should embed urban greening as a fundamental element of site and building design, in line with London Plan policy 5.10 and draft New London Plan Policy G1 and G5. Features such as street trees, green roofs, green walls, rain gardens, wild flower meadows, woodland and hedgerows should all be considered for inclusion. The Applicant should calculate the proposed development's Urban Greening Factor, as set out in Policy G5 of the draft New London Plan, and aim to achieve the specified target.

[REDACTED]

From: [REDACTED]
Sent: 13 December 2019 12:35
To: [REDACTED]
Cc: [REDACTED]
Subject: Case 5001 Goodmayes Stage I energy comments
Attachments: 5001 Goodmayes GLA Consultation - Energy Memo.xlsx

Hi [REDACTED]

Please see attached the Stage I energy memo for case 5001 Goodmayes. The strategy is not compliant so the applicant will need to revise the approach and provide responses to our questions.

Kind Regards,

[REDACTED]

Energy Officer, Environment
GREATERLONDONAUTHORITY
City Hall, The Queen's Walk, London SE1 2AA

london.gov.uk
[REDACTED]@london.gov.uk

Energy Memo: GLA Consultation

Case details

Date of first review:	13/12/2019
Case Name:	Goodmayes
Case Number:	5001
Case Officer:	■■■■
London Borough:	Redbridge
Application Type (Outline/Hybrid/Detailed):	Detailed
Applicant:	Weston Homes
Energy Consultant:	Hodkinsons
Document Title:	Energy Statement
Document Date:	Oct-19

Development proposals

Use	Floorspace/Number of units
Dwellings	1280
School	3943 m ²
Commercial	8427 m ²

GREATERLONDONAUTHORITY

Comment No.	GLA Stage I Date:	Applicant's Stage I response Date:	GLA Post Stage I response Date:	Applicant's Post Stage I response Date:
General compliance comments				
1				
2				
3				
Be Lean				

Based on the information provided, the domestic element of the proposed development does not appear to achieve any carbon savings from energy efficiency alone compared to a 2013 Building Regulations compliant development.

4 The applicant should note that the new draft London Plan includes a target of a 10% improvement on 2013 Building Regulations from energy efficiency which applicants should be aiming towards. The applicant should therefore model additional energy efficiency measures and aspire to meet the EE target.

5 Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 47 tonnes per annum (24%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development.

Overheating

7 The results of the Dynamic Overheating Analysis, using the CIBSE TM59 methodology, demonstrate that compliance can be achieved against DSY1 assuming a g-value of 0.6, internal blinds and a fully openable window strategy. The openable window strategy should be revised in line with the noise assessment recommendations and further passive measures should be investigated to minimise reliance on blind. Cooling is proposed, but it noted that it is not required to meet TM59, this is not supported and the approach should be revised.

The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.

- The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building has been provided and the applicant has demonstrated that the actual building’s cooling demand is lower than the notional for the retail unit only. The appciant should confirm why the school is not naturally ventilated. It is required that a natural ventilation strategy is explored for the school building.
- 8
- Should the school be naturally ventilated then a Dynamic Overheating Analysis should been undertaken. This should follow the CIBSE TM52 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.

Be Clean

- 9
- The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development.
- 10
- The applicant has provided a commitment to ensure that the development is designed to allow future connection to a district heating network. Drawings demonstrating how the site is to be future-proofed for a connection to a district heating network should be provided; these should include space provision for heat exchangers in the plant room, isolation valves, safe-guarded pipe route to the site boundary etc.
- 11
- The applicant is proposing a site-wide heat network but is proposing to supply this from two seperate energy centres. It has been confirmed that all apartments and non-domestic building uses will be connected to the heat network. A drawing showing the route of the heat network linking all uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centres. Further detailed on why a single energy centre cannot be proposed should be provided.

Be Green

13 The applicant is not proposing to install any renewable energy technology for the development. The GLA expects all major development proposals to maximise on-site renewable energy generation, where feasible. This is regardless of whether the 35% on-site CO2 emission improvement target has already been reached through earlier stages of the energy hierarchy. The applicant is, therefore, required to reinvestigate the inclusion of renewable technologies.

Centralised heat pumps are being proposed in the form of a ASHP/WSHP system. Further information on the heat pumps should be provided including:

- a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.
- b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).
- c. Manufacturer datasheets showing performance under test conditions for the specific source and sink temperatures of the proposed development and

14

- 14 assumptions for hours spent under changing source temperatures. Whether any additional technology is required for hot water top up and how this has been incorporated into the energy modelling assumptions.
- d. An estimate of the expected heating costs to occupants, demonstrating that the costs have been minimised through energy efficient design.
 - e. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.
 - f. A commitment to monitor the performance of the heat pump system post-construction to ensure it is achieving the expected performance approved during planning. (It is recommended that boroughs condition this).

Carbon performance and offsetting

- | | |
|----|--|
| 15 | The applicant should recalculate and provide the DER worksheets for the Be Lean stage of the energy hierarchy. |
| | The carbon dioxide savings meet/exceed the on-site target set within Policy 5.2 of the London Plan for domestic uses. |
| 16 | The carbon dioxide savings fall short of the non-domestic target within Policy 5.2 of the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions. |

DOMESTIC CARBON OFFSET

The applicant has confirmed that £642,874 will be paid into the borough’s offset fund, equivalent to 357 tonnes of CO2 per annum; evidence of correspondence with the borough confirming this should be provided.

17

NON-DOMESTIC CARBON OFFSET

The applicant has confirmed that £5,621 will be paid into the borough’s offset fund, equivalent to 3 tonnes of CO2 per annum; evidence of correspondence with the borough confirming this should be provided.

Other points

Move resolved comments under this section

Domestic

SAP 10	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	1148		
Energy Efficiency	1325	-177	-15%
CHP	1325	0	0%
Renewable energy	357	968	84%
Total		791	69%

Non-domestic

SAP 10	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	191		
Energy Efficiency	144	47	25%
CHP	144	0	0%
Renewable energy	127	17	9%
Total		64	34%

Carbon offsetting

	Shortfall (tonnes per annum)	Shortfall (£)
Domestic	357	642,874
Non-domestic	3	5,621
Total	360	648495

[REDACTED]

From: [REDACTED]
Sent: 13 December 2019 13:54
To: [REDACTED]
Cc: [REDACTED]
Subject: GLA 5001 - Development Site At Tesco Extra 822 High Road
Attachments: 5001 Goodmayes GLA Consultation - Energy Memo.xlsx; Development Site At Tesco Extra (5001) Stage I Water GI Comments.pdf

Hi [REDACTED]

Please find attached our Stage I energy, water, and green infrastructure comments. There will just be a summary of these in the Mayor's Stage 1 report. I'd be grateful if you could respond in due course – this doesn't need to be before the Stage 1 report is issued (expected 13 Jan).

Many thanks

[REDACTED]
[REDACTED]
Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

[london.gov.uk](https://www.london.gov.uk)
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

From: [REDACTED]
Sent: 30 April 2019 15:39
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: GLA 5001 - Tesco, Goodmayes
Attachments: TfL Pre-app Letter Response - Tesco Goodmayes RDBG-19-234.pdf

Hi [REDACTED] – TfL have confirmed their revised advice – I guess you’ve had this, as attached. I’ll drop the agent a line to confirm that this should take precedence.

Thanks
[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen’s Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 29 April 2019 07:58
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes

Thanks [REDACTED]

Kind regards,
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 26 April 2019 11:25
To: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Subject: RE: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – yes very good thanks, hope you’re well.

TfL actually provided the comments for the GLA report so I guess the TfL pre-app occurred later. I’ve asked [REDACTED] at TfL to clarify but I suspect their more recent advice is the one to follow. I’ll get back to you to confirm.

Thanks
[REDACTED]
[REDACTED]

Principal Strategic Planner, Planning

Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] london.gov.uk

From: [REDACTED] <[REDACTED]@redbridge.gov.uk>
Sent: 25 April 2019 14:42
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: FW: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED]

I hope you had a good Easter break.

At the time, I meant ask you a question about your attached advice letter, and now it is already end of April....

With regards to residential parking provision (paragraph 54 of your letter) are you able to let me know how you/your colleagues applied to (adopted) London Plan threshold to come to the conclusion you did (i.e. that it accords)?

Also, at a pre-application meeting with TfL, the applicant evidence to suggest that the proposed development will have a PTAL of 5 (taking account of the site's proximity to Goodmayes Station/Elizabeth Line). With this in mind, the TfL pre-application response letter requires that in line with the draft London Plan standards, this means that no parking should be provided for the residential element of the site, except blue badge parking.

I assume that when you provided your advice, you considered the residential parking element on the basis of the site having a PTAL of 4? Given that TfL has accepted a PTAL 5 for the site, would you do the same, and would your advice regarding the proposal meeting the draft London Plan parking policy change (currently you consider it to accord)?

As you would know, parking is an important matter for Members, and I would like to be clear on parking numbers to respond to a member enquiry.

Thank you in advance for your help.

Kind regards,
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 18 February 2019 08:28
To: [REDACTED]
Subject: FW: GLA 5001 - Tesco, Goodmayes

Hi [REDACTED] – please see attached.

Kind regards
[REDACTED]



Principal Strategic Planner, Planning
Greater**London**Authority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [REDACTED] | [REDACTED]

london.gov.uk
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

#LondonIsOpen

From: [redacted]
Sent: 03 January 2020 19:14
To: [redacted]
Subject: RE: Discount Market Sale
Attachments: 5001 Stage 1 report.doc

Thanks [redacted]
Please see attached.
[redacted]

From: [redacted] <[redacted]@london.gov.uk>
Sent: 03 January 2020 11:23
To: [redacted] <[redacted]@london.gov.uk>; [redacted] <[redacted]@london.gov.uk>
Subject: RE: Discount Market Sale
Thanks [redacted] – you may want to have a look at the draft Stage 1 attached – page 8, para 39 (comments by end of Monday please).
Thanks
[redacted]

From: [redacted]
Sent: 02 January 2020 17:41
To: [redacted] <[redacted]@london.gov.uk>; [redacted] <[redacted]@london.gov.uk>
Subject: RE: Discount Market Sale
As discussed – I'm not convinced that the proposals below and potential to sell on the open market with only the original discount going to the council meet the NPPF or LP definitions.
NPPF
c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
I have looked at the case I mentioned which is Abbey Retail Park – latest draft s106 that I have is attached.
This secures the affordability and eligibility requirements in line with the AMR and does not allow for open market sale.
As discussed best to minimise proportion of DMS as far as possible and secure on basis above.
[redacted]

From: [redacted] <[redacted]@london.gov.uk>
Sent: 02 January 2020 15:50
To: [redacted] <[redacted]@london.gov.uk>
Subject: FW: Discount Market Sale
As just discussed with [redacted]

From: [redacted] <[redacted]@london.gov.uk>
Sent: 11 December 2019 12:10
To: [redacted] <[redacted]@london.gov.uk>
Subject: Discount Market Sale

Hi [redacted] – you gave me some text for DMS for a pre-app, which has now come in at Stage I (5001, Tesco Goodmayes, Redbridge). It's fast track and I've drafted the text below on DMS (which I may edit down) – do you think this is okay, and/or do we have proforma text (I couldn't find any) – no rush as not going until 13 Jan. I guess we'll need to ensure it's secured properly in the S106 based on the guidance below.

	Affordable rent	Shared ownership	Discount market sale	Market	Total
1 bed	31 (18%)	12 (19%)	62 (35%)	300 (35%)	405 (32%)
2 bed	60 (35%)	35 (56%)	103 (57%)	546 (63%)	744 (58%)
3 bed	80 (47%)	16 (25%)	15 (8%)	20 (2%)	131 (10%)

Total	171	63	180	866	1,280
35% (hab rm) (45:55 split)					

The applicant proposes that the discount market sale (DMS) units would be offered on the following basis:

- Marketed at 80% of Open Market Value (OMV), with the OMV to be valued by a Chartered Surveyor and agreed with the Council;
- Marketed to residents/workers within the Borough, who do not own a property, for the first six months, with priority to those on the Council's Housing List;
- Maximum household income of £90,000 per annum, to be reviewed on an annual basis in accordance with available and relevant data;
- Maximum income may be exceeded, or a prospective buyer from outside the Borough, only with the Council's agreement;
- If, after 12 months of marketing, the DMS units have not been sold, the applicant could seek agreement from the Council to release the units; and if the Council agrees, then a release payment of 20% of the OMV would be paid to the Council.

As advised at pre-application stage, in order to ensure affordability for purchasers on incomes up to the current £90,000 threshold, the discount may need to be increased beyond 20% for three-bed units, and different caps applied to different unit sizes. Ideally, the DMS units would be managed by the RP responsible for the other affordable housing. It is also important to ensure that any provisions included in leases do not make DMS units un-mortgageable.

The following section 106 agreement provisions are suggested, to be discussed and agreed with GLA officers:

- The current £90,000 threshold should be secured, to be updated in line with London Plan Annual Monitoring Reports.
- Clear arrangements for an independent valuation of each DMS unit by a RICS Registered Valuer to ensure the correct assumption on the market value;
- Clear arrangements for the onward sale of units, including the valuation of the unit;
- The discount to market should be set out in each DMS lease;
- A cascade approach to onward sales, with sales meeting initial affordability requirements as set out above, and if not possible to find a buyer who meets the criteria within an agreed period, then the DMS unit could be sold on the open market; however, the lease would contain a provision for the original discount to be paid to the Council out of the sale proceeds.

Many thanks



[REDACTED]

From: [REDACTED] [REDACTED]@tfl.gov.uk>
Sent: 07 January 2020 16:19
To: [REDACTED]
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road
Attachments: 5001 Stage 1 report - AT edit.doc

Hi [REDACTED]
Please find attached amended Stage 1 report.
I have removed the reference to 'in consultation with TfL and the Council' in regards to the access study – further work on this matter is required, and therefore in light of this it is considered best to remove this reference. This point will be picked up in further detail within TfL's detailed comments.
Happy to discuss further if required.
Many thanks,
[REDACTED]

From: [REDACTED] [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 07 January 2020 14:05
To: [REDACTED]
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road
Hi [REDACTED] – referred to in DAS, Part II, section 1.9. Please note I have to submit the report at the end of today.
Thanks
[REDACTED]

From: [REDACTED] [REDACTED] [REDACTED]@tfl.gov.uk>
Sent: 07 January 2020 12:10
To: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road
Hi [REDACTED]
Thank you for the attached.

The report includes the following text:

1 The applicant has undertaken an access study, in consultation with TfL and the Council, to facilitate improvements to the existing station access arrangements. The preferred option is a new point of access on the railway boundary, on the north-south axis of the new pedestrian route through the proposed Civic Square, with space set aside for the future construction of a new station access building. This would enable passengers to access the station via the eastbound platform and then to use the improved existing lift and stairs to access the other platforms.

There is no reference to a access study within the planning statement or Transport Assessment provided. Are you able to advise where this has originated from? Do you have a copy of the access study that you can send across?

Happy to discuss further if required.

Many thanks,
[REDACTED]

From: [REDACTED] [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 03 January 2020 15:00
To: [REDACTED]
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Thanks [REDACTED] – please find attached the draft Stage I. I've taken out the bridge as I don't think that's going a bit far considering all the other asks (we discussed it at pre-app and the Council weren't supportive). Also, you talked about step free access to the new station entrance – there's a publicly accessible lift proposed to get down from the upper part of the site, so I've taken that out too.

Could I have any comments by the end of Tuesday.

Many thanks
[REDACTED]

Principal Strategic Planner, Planning
GreaterLondonAuthority
City Hall, The Queen's Walk, London SE1 2AA
020 7983 [redacted] | [redacted]
london.gov.uk
[redacted] [london.gov.uk](mailto:[redacted]@london.gov.uk)

From: [redacted] [redacted] [\[mailto:\[redacted\]@tfl.gov.uk\]](mailto:[redacted]@tfl.gov.uk)

Sent: 03 January 2020 12:04

To: [redacted] [redacted] <[\[redacted\]@london.gov.uk](mailto:[redacted]@london.gov.uk)>

Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [redacted]

Please find attached draft Stage 1 comments for Tesco Goodmayes. If you have any comments, please do not hesitate to contact me if you have any queries.

Please could I review the Stage 1 report prior to it being finalised.

Many thanks,

[redacted]

From: [redacted] [redacted]

Sent: 18 December 2019 09:25

To: [redacted] [redacted] [redacted] [redacted]

Cc: [redacted] (ST)

Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [redacted]

Thank you for sending across the draft Stage 1.

I should be able to get comments over to you by the 6th January.

Many thanks,

[redacted]

From: [redacted] [redacted] [\[mailto:\[redacted\]@london.gov.uk\]](mailto:[redacted]@london.gov.uk)

Sent: 18 December 2019 09:06

To: [redacted] [redacted]

Cc: [redacted] [redacted] [redacted] (ST)

Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Thanks [redacted]

Hi [redacted] – attached is the draft Stage 1, which may help (not edited, and the red bits are notes/format guidance). I could extend the deadline to 6 Jan – would that be possible?

Thanks

[redacted]

From: [redacted] [redacted]

Sent: 17 December 2019 21:55

To: [redacted] [redacted]

Cc: [redacted] [redacted] ; [redacted] [redacted] (ST)

Subject: Re: GLA 5001 - Development Site At Tesco Extra 822 High Road

Help I have only just seen this. [redacted] e mail account has been removed by TFL shortly after he left in August. He did leave an out of office but it worked only as long as the account did- and I can see you get no bounce back either. I will raise within TFL.

Anyway [redacted] has the case but is not aware of a deadline so what is your last possible date? Can you send your draft report and anything else which may help her?

Sent from my iPhone

On 16 Dec 2019, at 09:31, [redacted] [redacted] <[\[redacted\]@london.gov.uk](mailto:[redacted]@london.gov.uk)> wrote:

Hi [redacted] – I think [redacted] has left (although no auto email) - has this one been passed onto someone?

Thanks

[redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]@torltd.co.uk>
Sent: 26 August 2020 15:18
To: [REDACTED]
Subject: Re: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [REDACTED]
I'm well thanks. Hope you are too?
Your email is good timing. We are preparing an Amended Scheme submission pack with an intention to submit later this week or early during the following week.
I will send you the link to the documents pack once we have issued to LBR.
Kind regards
[REDACTED]

--
[REDACTED]
[REDACTED]
Technical Director
[REDACTED]

From: [REDACTED] <[REDACTED]@london.gov.uk>
Date: Wednesday, 26 August 2020 at 15:15
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: RE: GLA 5001 - Development Site At Tesco Extra 822 High Road

Hi [REDACTED] – hope you're well.
Haven't heard anything on this one since Stage 1 – could you let me know where it is at the moment.
Thanks
[REDACTED]

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
0207 983 [REDACTED]
london.gov.uk
[REDACTED] london.gov.uk

[Register here](#) to be notified of planning policy consultations or sign up for GLA Planning News

From: [REDACTED]
Sent: 13 January 2020 16:44
To: [REDACTED] <[REDACTED]@torltd.co.uk>
Subject: FW: GLA 5001 - Development Site At Tesco Extra 822 High Road
Hi [REDACTED] – please see attached.
Kind regards
[REDACTED]

From: planningsupport@london.gov.uk <planningsupport@london.gov.uk>
Sent: 13 January 2020 16:41
To: [REDACTED]

Subject: GLA 5001 - Development Site At Tesco Extra 822 High Road

Dear all

Please find the attached decision letter & report relating to the above application.

Regards

[Redacted Signature]

GLA Planning Support Team

NHS health information and advice about coronavirus can be found at [nhs.uk/coronavirus](https://www.nhs.uk/coronavirus)

The Mayor and the GLA stand against racism. Black Lives Matter.