**Barking and Dagenham Council Planning Committee**

<table>
<thead>
<tr>
<th>Application No:</th>
<th>19/01178/FUL</th>
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<tbody>
<tr>
<td>Ward:</td>
<td>Thames</td>
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</table>

**Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:**
The proposal is a major development which is of a scale and importance that should be determined at Planning Committee.

**Site Address:**
Site No 4 Dagenham Dock, Thunderer Road, Dagenham, Essex

**Proposed Development:**
Full application for multi-let industrial/commercial floorspace (B1c/B2/B8 use classes) with associated car parking and landscaping and associated works at Plot 70, Dagenham Docks.

**Applicant:**
SEGRO Asset Management Limited

**Link to Application Documents:**
[Planning Application File](#)

**Contact Officer:**
Nasser Farooq
**Title:**
Principal Development Management Officer
**Contact Details:**
020 8227 5834
nasser.farooq@befirst.london

**RECOMMENDATION**

1. That the Planning Committee grant planning permission subject to the completion of a S106 Agreement securing the obligations set out in full at section 7.9 of this report and summarised below and the conditions set out in full at section 10 of this report and summarised below (with any amendments that might be necessary up to the issue of the decision, including any other conditions).

   - A financial contribution of £15,000 (index linked) towards a feasibility study for a cycle and pedestrian bridge across Goresbrook.
   - Secure an Employment, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough.
   - Secure a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions, any shortfall in carbon emissions to 35% to be subject to a carbon offset payment.
   - Developer to pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

2. **Summary of Conditions**

   1. Time Limit – 3 years to commence development
   2. In accordance with approved drawings
   3. Contaminated Land
4. Noise and Vibration Controls
5. Construction Related Controls
6. Provision and Retention of Cycle Spaces
7. Samples of all Materials
8. Implementation of Energy Strategy
9. Implementation of Drainage Strategy
10. Blue Badge Parking and Electric Vehicle Charging Points
11. Open Storage Restriction
12. BREEAM Rating
13. Soft Landscaping and Biodiversity Enhancements
14. Travel Plan
15. Archaeology

**KEY PLANNING CONSIDERATIONS**

**Neighbour Consultation (see section 4.2)**

- No comments received to public consultation.

**Principle of Development (see section 7.1)**

- The proposal conflicts with the Joint Waste Development Plan Document (JWDPD) by not being a sustainable waste facility and proposes a B8 (Storage and Distribution) use within Dagenham Dock which is not encouraged by the Local Plan.
- The proposal including B8 uses within this location (Strategic Industrial Land) are, however, strongly supported by the London Plan and draft new London Plan which are more up to date than the Local Plan.
- The proposal is also considered to be acceptable for the following reasons:
  - The proposal would diversify the industries within Dagenham Dock creating a varied workforce.
  - The proposal will create a variety of new industrial spaces to a modern standard creating economic opportunities within the Borough.
  - The associated employment and regeneration benefits of bringing a vacant brownfield site back into use.
  - Overall, the proposed land use would be a use that is acceptable within a Strategic Industrial Land designation and can be supported in this instance.

**Design (see section 7.2)**

- The proposed buildings are to be located within an industrial area with a similar scale of buildings.
- The variously sized buildings confirm a site-specific approach for small and medium enterprises.
- Core external material – metal cladding panels.
- The proposed design is considered to be an appropriate site-specific response that is well conceived and would result in a high-quality built environment.

**Amenity Issues (see section 7.3)**

- Noise – a condition will be imposed to restrict noise from the development.
- Construction related impacts will be temporary and acceptable.
Overall, due to separation distances from future residents of Barking Riverside and the location of the site, officers are satisfied the proposal will not have an unduly detrimental impact on the amenity of local residents.

**Transport / Parking (see section 7.4)**

- Public transport accessibility level (PTAL) of site = 1a (low).
- 34 car parking spaces proposed including 13 blue badge spaces.
- 33 electric vehicle charging points proposed = 48% active (16 spaces) and 52% passive (17 spaces).
- 17 cycle spaces proposed.
- 12 van and 6 HGV spaces proposed.
- Overall, the transport matters are acceptable and in accordance with the London Plan and Local Plan.

**Energy and Sustainability (see section 7.5)**

- Minimum 35% reduction in carbon dioxide emissions to be achieved through on-site provision, any shortfall to 35% will be covered within a carbon off-setting payment. This accords with the London Plan and Local Plan.
- Proposed building will be designed to a ‘Very Good’ rating under the Building Research Establishment Environmental Assessment Method (BREEAM).

**Flooding and Drainage (see section 7.6)**

- The proposal is within Flood Zone 3. Flood risk has appropriately informed the design with higher ground floor levels and an evacuation plan. This is considered acceptable.
- The development includes a drainage strategy which includes a storage tank to attenuate any additional surface water run-off.
- These matters are acceptable and accord with policy.

**Ecology (see section 7.7)**

- The application has appropriately considered the existing ecology of the area and the proposed landscaping includes new tree planting and additional biodiversity measures which will be secured by condition.

### 1.0 SITE AND SURROUNDINGS

#### 1.1 The site is known as ‘Plot 70, Reef Street’ and is approximately 0.9 hectares in area. The site is bounded by the Goresbrook to the north and west, Reef Street to the east and existing industrial and storage uses to the south. The surrounding area is of an industrial nature, with occupiers in haulage, aggregates and cement, storage and distribution, among others.

#### 1.2 The site has direct access to Reef Street which connects to Choats Road. Choats Road provides a link to Choats Manor Way connecting the Dagenham Dock industrial areas to the A13, providing access to London, to the East and to the M25. Dagenham Dock Rail Station, located within 20 minutes walking distance from the site, provides a frequent train service to Central London.
1.3 The site consists of vacant brownfield land. It is currently overgrown with shrubs.

1.4 The wider area is referred to as the London Sustainable Industries Park and lies within Dagenham Dock.

2.0 THE PROPOSAL

2.1 The application seeks the erection of multi-let industrial/commercial floorspace (B1c/B2/B8 use classes) with associated car parking and landscaping and associated works.

2.2 To meet the needs of the development the following are also proposed:

- 34 car parking spaces (staff and visitors) including 13 blue badge parking spaces.
- 16 active and 17 passive charging points for electric vehicles.
- 17 cycle parking spaces
- Operational parking - 12 spaces for vans and 6 spaces for HGV’s.

2.3 Various landscaping works are also proposed which will reinforce soft landscaping to the boundaries and along the access road.

3.0 RELEVANT HISTORY

3.1 The wider site known as the London Sustainable Industries Park has an extensive planning history. The following are relevant to this application.

- 10/00776/OUT “Application for outline planning permission for open storage (use class order B8) with ancillary office space (use class order B1), formation of vehicular access and improvement works to Hindmans Way”. Approved on 13/10/2010. This consent was not implemented and has since lapsed.

- 19/00904/FUL - Full application for enabling works at Plots 63, 65, 67 and 70 including clearing of waste and vegetation, levelling and earthworks cut and fill to create development platforms and works to secure the land through the erection of fencing. This application includes plots close to the application site and is pending consideration.

4.0 CONSULTATIONS

Statutory Consultation

4.1 Publicity

<table>
<thead>
<tr>
<th>Site Notice</th>
<th>Yes – 22nd July 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press Notice</td>
<td>Yes – 24th July 2019</td>
</tr>
</tbody>
</table>

4.2 Neighbouring Properties

<table>
<thead>
<tr>
<th>Date of consultation</th>
<th>19th July 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total letters sent</td>
<td>4</td>
</tr>
<tr>
<td>Consultee response</td>
<td>Officer response</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Environment Agency (EA)</td>
<td>Noted.</td>
</tr>
<tr>
<td>The EA originally objected to the application.</td>
<td></td>
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<tr>
<td>However, following the submission of a revised</td>
<td></td>
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<tr>
<td>Flood Risk Assessment, this objection has been</td>
<td></td>
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<tr>
<td>removed.</td>
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<tr>
<td>Environmental Health</td>
<td></td>
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<tr>
<td>No objections subject to conditions related to noise,</td>
<td>The requested conditions are imposed. See conditions 3, 4 and 5.</td>
</tr>
<tr>
<td>London Fire Brigade (LFB)</td>
<td>Noted.</td>
</tr>
<tr>
<td>LFB confirm no additional hydrants are required.</td>
<td></td>
</tr>
<tr>
<td>LFB are happy for the works at this site to go ahead as</td>
<td></td>
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<tr>
<td>planned.</td>
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<tr>
<td>Transport Development Management</td>
<td></td>
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<tr>
<td>In the Transport Assessment it states that cyclists</td>
<td>Following extensive discussions with the applicant, a contribution of</td>
</tr>
<tr>
<td>may share access with vehicles into the site via Reef</td>
<td>£15,000 (index linked) has been secured towards a feasibility study for a</td>
</tr>
<tr>
<td>Street which connects to the wider cycle network in the</td>
<td>potential cycle connection across the Goresbrook.</td>
</tr>
<tr>
<td>form of on-carriageway cycle lanes along Choats Road.</td>
<td></td>
</tr>
<tr>
<td>However, there is no mention of a direct connection to</td>
<td></td>
</tr>
<tr>
<td>the Sustrans cycle route nor to provide improvements to</td>
<td></td>
</tr>
<tr>
<td>this part of the local cycle network that would offer</td>
<td></td>
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<tr>
<td>employees and visitors the opportunity to access the</td>
<td></td>
</tr>
<tr>
<td>site by an alternative quiet route and ultimately</td>
<td></td>
</tr>
<tr>
<td>connect with Dagenham Dock Railway Station. Given the</td>
<td></td>
</tr>
<tr>
<td>low PTAL at this location, can we please confirm if the</td>
<td></td>
</tr>
<tr>
<td>applicant has any proposals to make use of this</td>
<td></td>
</tr>
<tr>
<td>infrastructure.</td>
<td></td>
</tr>
<tr>
<td>Transport for London</td>
<td></td>
</tr>
<tr>
<td>Given the unique characteristics of the development</td>
<td></td>
</tr>
<tr>
<td>site, as well as it being located in a PTAL 1a rating</td>
<td></td>
</tr>
<tr>
<td>area (lowest) meaning that it is not highly accessible</td>
<td></td>
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<tr>
<td>by public transport, TfL is willing</td>
<td></td>
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<tr>
<td>A number of conditions have been proposed to cover the</td>
<td></td>
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<tr>
<td>matters raised. See conditions 5, 6, 10 and 14.</td>
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</table>
to be flexible and accept the following car parking standards as appropriate for the site: B8 – 1 space per 100sqm. Providing 34 car parking spaces including 13 disabled spaces would therefore be in accordance with the draft London Plan.

The proposed car parking, blue badge parking, cycle parking and infrastructure for electric or other ultra-low emission vehicles all accord with the draft London Plan.

Usage of cycle parking should be monitored and increased if necessary and car parking should be reduced over time.

All the above matters should be secured under a Parking Design & Management Plan condition. A Construction Logistics Plan and the Travel Plan should also be secured.

**Historic England (Archaeology)**
The development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. Therefore, a two-stage archaeological condition is recommended.

The relevant condition has
been imposed. See
condition 15.

**Natural England**
No comments to make.

Noted.

**Cadent Gas Asset Protection**
Searches have identified that there is apparatus in the vicinity of the site which may be affected by the activities specified.

Cadent has requested notification if planning permission is to be granted.

Noted.

**Drainage and Flooding**
No objections. A maintenance condition is recommended.

The relevant condition has
been imposed. See
condition 9.

**Essex & Suffolk Water Planning Policy (Biodiversity)**

Refuse Team

No comments received from the above consultees.
5.0 LOCAL FINANCIAL CONSIDERATIONS

5.1 The developer would be liable for the Mayoral Community Infrastructure Levy (CIL) and the Borough’s CIL.

6.0 PLANNING DOCUMENTS AND GUIDANCE

National Planning Policy Guidance

National Planning Policy Framework (NPPF) (February 2019)
Planning Practice Guidance
National Planning Policy for Waste

The London Plan (March 2016)

Local Plan

Core Strategy (2010)
Joint Waste Development Plan Document for the East London Waste Authority Boroughs (February 2012)

Site Designation(s)

Strategic Industrial Location (SIL) (LBBD Proposals Map DPD (2012)) Schedule 2
Site Allocation, Joint Waste Plan (LBBD Proposals Map DPD (2012))
The London Sustainable Industries Park (“LSIP”)

Other Guidance

Draft London Plan – Consolidated Changes (July 2019)
London Riverside Opportunity Area Planning Framework (September 2015)
LBBD Planning Advice Note 5 ‘Sustainable Design and Construction’ (2014)
GLA SPG ‘The Control of Dust and Emissions during Construction and Demolition’ (2014)

7.0 ANALYSIS

7.1 Principle of Development

<table>
<thead>
<tr>
<th>PROPOSED USE</th>
<th>FLOORSPACE (GIA)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Non-residential uses</strong></td>
<td></td>
</tr>
<tr>
<td>Industrial building for B1c (light industrial), B2 (general industrial) and B8 (storage and distribution) uses.</td>
<td>3,705 sqm</td>
</tr>
</tbody>
</table>

ASSESSMENT AGAINST KEY POLICIES

In terms of the Local Plan and Joint Waste Development Plan Document
The site also falls within Dagenham Dock, which is designated within the London Plan as Strategic Industrial Land (SIL).

The application proposes B1c, B2 and B8 uses which are supported by policy 2.17 of the London Plan and policies E5, E7 and SD1 of the draft new London Plan. These policies seek to maintain Strategic Industrial Land (SIL) as London’s largest concentrations of industrial land for the uses proposed within this application.

Given the surrounding area contains several waste facilities, and as reported to members at Planning Committee on 10 December 2018 under application No. 18/01501/FUL, officers believe the capacity requirements of the JWDPD to have been surpassed by planning consents post-adoption of the JWDPD.

The JWDPD identified a gap of 270,000 tonnes per annum (tpa) recovery capacity in the area and for 3 new waste facilities. Subsequent consents 13/01134/FUL, 11/00460/FUL and 13/00649/FUL all within the Dagenham Dock Area have ensured the capacity has been surpassed.

As such, officers do not have a concern that the current proposal does not propose new waste facilities, given the proposed uses are in accordance with the most recent planning policy.

Policy CE4 of the Local Plan seeks to resist B8 uses (storage and distribution), however this policy is almost 10 years old and no longer accords with the strategic planning policies of the London Plan and draft new London Plan which strongly support B8 uses within SIL’s.

**CONCLUSION**

Overall, the principle of development on the site is welcomed and supported by planning policy.

### 7.2 Design

#### 7.2.1

The proposed site layout consists of 3 buildings that comprise 13 industrial units of various sizes. The site is divided by a central access road into 3 parts. Units 1, 2 and 3 occupy a larger building, located in southern part of the site. Units 4 to 8 and 9 to 13 occupy the smaller buildings, located along the eastern and western boundary of the site.

#### 7.2.2

All units are designed to have open service yards using the access road for tracking into each service yard. Each unit has allocated parking spaces within the service yard in proximity to the main entrances.

#### 7.2.3

In relation to height, units 1, 2 and 3 are a maximum of 11 metres high and the remaining are up 10 metres high.
ASSESSMENT AGAINST KEY POLICIES

Height, Scale and Massing
The scale of the proposed buildings measuring up to 11 metres in height above ground floor level are considered to fit comfortably within the surroundings which include a mix of similar sized industrial buildings. *(London Plan policy 7.4 and Local Plan policy BP11)*

Design and Appearance
The design approach seeks to reduce the appearance of bulk with varying pitched roof profiles and a variety of external materials/finishes to break up the massing and provide visual interest. It also proposes the layering of cladding colours and the articulation of an office/warehouse using suitably robust (contrasting) materials. This is considered acceptable and will ensure a contemporary (functional) appearance. *(London Plan policy 7.6 and Local Plan policies BP11 and CP3)*

Landscaping
The proposal will reinforce the existing soft landscaping along the site boundaries and include the planting of replacement trees. This is acceptable and will be secured by condition. *(Local Plan policies BP11, CP3 and BR7 and London Plan policy 7.6)*

CONCLUSION
Overall, the proposed design is considered to be an appropriate site-specific response that is well conceived and would result in a high-quality built environment.

7.3 Amenity Issues

7.3.1 The surrounding area consists of similar industrial uses within Dagenham Dock. The nearest residents will be around 250 metres away at Barking Riverside which is immediately to the west of the site. The closest part of Barking Riverside to the site is Pylon Park which will provide a buffer between the site and nearest residential properties.

ASSESSMENT AGAINST KEY POLICIES

Noise
Due to the site’s location away from noise-sensitive sources and in accordance with the advice from Environmental Health, it is considered that any noise impacts can be adequately addressed by a condition restricting background noise. *(Local Plan policy BP8 and London Plan policy 7.15 and draft policy D13)*

Construction Related Noise and Air Quality
Construction impacts will be temporary and are considered acceptable, subject to conditions including restrictions on hours of work, dust suppression and a Construction Management Plan. *(Local Plan policy BP8 and London Plan policies 7.14 and 7.15 and draft policies SI1 and D3)*
CONCLUSION
Overall, in accordance with Local Plan and London Plan policies, the proposal will
not have an unduly detrimental impact on the amenity of neighbouring properties.

7.4 Transport / Parking

7.4.1 The public transport accessibility level (PTAL) of the site is 1a on a scale of 1a - 6
where 6 indicates excellent accessibility, and 1a represents low accessibility.

7.4.2 In support of the current application, a Transport Assessment was submitted. This
provides various predictions of vehicle trips and their potential times.

7.4.3 Discussions have also taken place with the applicant about a cycle connection
across the Goresbrook to create an alternative pedestrian and cycle connection
linking the wider site to Barking Riverside and eventually to Dagenham Dock
Railway Station. A S106 contribution has been secured to fund a feasibility study
to achieve this.

ASSESSMENT AGAINST KEY POLICIES

Car Parking
Given the very low PTAL rating, the proposed level of car parking (34 spaces
including 13 blue badge spaces) is appropriate for this location. Each unit will
have blue badge parking.

16 of the proposed parking spaces are to be fitted with active electric vehicle
charging points (EVCPs) and a further 17 spaces will have passive provision.

Overall, the proposed parking, blue badge parking and EVCP provision has been
informed by the site and its location, and meets or exceeds the London Plan and
draft London Plan standards. As does the provision of commercial vehicles.
Overall, no objection has been raised by Transport colleagues and Transport for
London and the provision is considered acceptable.

(London Plan policy 6.3 and Local Plan policy BR9)

Cycle Parking
The application proposes 17 dedicated cycle spaces for the use in keeping with
draft London Plan standards. This will be secured by the imposition of a
condition and is considered acceptable. (London Plan draft policy T5)

Sustainable Modes of Transport
A Travel Plan has been prepared and submitted in support of the application. It
sets out additional objectives, targets and measures to further ensure that the
proposals promote sustainable transport options where possible. (Local Plan
policy BR10)

Refuse Servicing
The site is of a sufficient size to be able to incorporate dedicated refuse storage
which can easily be accessed. This is acceptable.
### S106 Matters
A financial contribution has been secured to fund a feasibility study to bridge the Goresbrook and create a more user-friendly cycle/pedestrian connection.

### CONCLUSION
The proposal is considered to be acceptable in terms of transport/parking matters. Conditions will secure the blue badge spaces, cycle facilities, electric vehicle charging points and the Travel Plan.

#### 7.5 Energy and Sustainability

7.5.1 The submitted Energy Strategy advises how the development would achieve an on-site carbon dioxide emissions reduction of 35% through a combination of energy efficiency measures including photovoltaic panels.

#### ASSESSMENT AGAINST KEY POLICIES

**Energy**
The Energy Strategy meets London Plan policies to provide a 35% reduction in carbon dioxide emissions through on-site provisions. This will be secured by condition and a legal agreement to ensure any shortfall to 35% is covered by a carbon off-setting contribution. *(London Plan policy 5.2 and draft policy SI2)*

**BREEAM**
A Building Research Establishment Environmental Assessment Method (BREEAM) Pre-Assessment report was submitted as part of the planning application and indicates that the proposal will achieve a rating of 59.6% (Very good). A Certificate of Compliance will need to be submitted as part of the planning condition.

The BREEAM Assessment provides environmental and sustainability ratings for new non-residential developments (such as offices, industrial buildings, schools etc.) ranging from pass (30%), good (45%), very good (55%), excellent (70%) and outstanding (85%). Major developments are required to achieve at least very good. As this proposal will meet this requirement it is supported by officers. *(Local Plan policies BR1, CR1, CP3 and London Plan policies 5.2, 5.3, 5.6, 5.7 and 5.9 and draft policy SI2)*

### CONCLUSION
The proposal generally accords with the relevant energy and sustainability policies and is acceptable in this respect. Conditions are proposed to secure the submitted Energy Strategy and to secure the BREEAM rating.

#### 7.6 Flooding and Drainage

#### ASSESSMENT AGAINST KEY POLICIES

**Flood Risk**
The site is located in Flood Zone 3, with protection from flood defences. The site is therefore liable to flood, having a 1 in 100 or greater annual probability of
flooding.

The submitted Flood Risk Assessment has fully considered the risk. In addition, the Environment Agency (EA) has been consulted on this application and does not object to the proposal. *(Local Plan policy CR4)*

**Sustainable Drainage**
A drainage strategy has been prepared and is included alongside the Flood Risk Assessment report. The sustainable drainage strategy for the site aims to treat rainwater at source with a tanked system/storm cells the most feasible sustainable urban drainage (SUDS) technique for the site and proposed development to manage drainage. This has been agreed with the Council’s Drainage and Flooding officer.

*(London Plan policies 5.12 and 5.13 and Local Plan policies CR4 and BR4)*

**CONCLUSION**
Subject to a condition securing the flood risk mitigation and drainage strategy, the proposed development accords with the above-mentioned policies.

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### 7.7 Ecology

**7.7.1** The River Thames to the far south of the site is identified as a Site of Importance for Nature Conservation (SINC). A Biodiversity Statement has been submitted in support of the application, along with an Arboricultural Survey and Preliminary Ecological Appraisal.

**ASSESSMENT AGAINST KEY POLICIES**

**Ecology**
The development proposals include a comprehensive landscape scheme to encourage biodiversity.

The landscape proposals include:

- A tree strategy with new tree planting; and
- Potential opportunities to maintain and increase biodiversity through the provision of nest boxes, various shrubs providing flowers for insects and berries for mammals, and bulbs.

This will be conditioned to ensure there is a net ecological gain. *(London Plan policy 7.19 and Local Plan policies BR3, CM1, CR1 and CR2)*

**CONCLUSION**
Subject to a condition securing the landscaping proposals, the development accords with the above-mentioned policies.
7.8 Other Matters

ASSESSMENT AGAINST KEY POLICIES

Archaeology
In terms of archaeology, the site is located within an archaeological priority area. Policy BP3 of the Local Plan requires assessments and evaluation of sites of archaeological interest to ensure new development has no adverse impact on any archaeological remains.

Historic England has advised that having considered the proposal with reference to information held in the Greater London Historic Environment Record, they conclude a condition is required to assess archaeology.

Land Contamination
Subject to a condition regarding the verification report for remediation measures, the proposed land will be appropriately remediated for the proposed development. *(Local Plan policies CR1 and BR5)*

CONCLUSION
Subject to a condition securing the land remediation the development accords with the above-mentioned policies.

7.9 S106 Developer Contributions

7.9.1 Having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and policy CC3 of the Core Strategy, a S106 Agreement will secure the following:

- A financial contribution of £15,000 (index linked) towards a feasibility study for a cycle and pedestrian bridge across Goresbrook.
- Secure an Employment, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough.
- Secure a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 through on-site provisions, any shortfall in carbon emissions to 35% to be subject to a carbon offset payment.
- Developer to pay the Council’s professional fees associated with the preparation and completion of the S106 Agreement.

8.0 EQUALITIES

8.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. The proposal will not infringe on the above-mentioned Act.

9.0 CONCLUSION

9.1 The proposal will result in the development of a vacant brownfield industrial site and create various employment opportunities for small and medium enterprise businesses. This accords with various policies of the London Plan and emerging draft London Plan.
9.2 The proposed design is considered acceptable and will not have an adverse impact on the local area. Furthermore, the proposal, subject to conditions, will not have an adverse impact on amenities.

9.3 Other matters, such as transport, flood risk, drainage, energy and ecology have been assessed as part of the application and are considered acceptable.

9.4 The proposal generally complies with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.

9.5 It is recommended that the Planning Committee grants planning permission subject to the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

10.0 PLANNING CONDITIONS

Time Limit

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Plan Numbers

2. The development hereby permitted shall be carried out in accordance with the following approved plans:


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

Contaminated Land Risk Assessment

3a) The development must be fully implemented in accordance with the remediation and verification strategy set out in report, Remediation and Verification Strategy” by Delta-Simmons, reference: 17-0084.11.

b) Following completion of the measures identified in a) a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

c) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with current best practice and where remediation is necessary a remediation
scheme must be prepared in accordance with current best practice and which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

Noise and Vibration Controls

4. The rating level of the noise from the development hereby permitted shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2019.

Reason: In order to reduce the impact of construction and development on the amenities of neighbouring residents and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Construction Management Plan, Site Waste Management Plan and Construction Working Hours

5. a) No development shall commence, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:

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

The approved Plans shall be adhered to throughout the construction period.
b) Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, “Code of practice for noise and vibration control on construction and open sites”, Parts 1 and 2.

c) Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday and 08.00 and 13.00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday.

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Provision and Retention of Cycle Parking

6. The development hereby permitted shall not be occupied until the 17 cycle parking spaces have been fully implemented. Thereafter, the cycle parking facilities shall be permanently retained for the duration of the development.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document.

Samples of Materials

7. No above ground new development shall commence until full details, including samples, specifications, annotated plans and fire safety ratings, of all external facing materials have been submitted to the Local Planning Authority for approval in writing. The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To protect or enhance the character and amenity of the area and to ensure an exemplar finish to the building in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policies 7.1, 7.4 and 7.6 of the London Plan.

Implementation of Energy Strategy

8. The development hereby permitted shall be carried out in accordance with the submitted Energy Strategy dated 3rd July 2019 to achieve a 35% carbon dioxide reduction. Minor amendments may be agreed in writing from time to time by the Local Planning Authority. The development shall not be occupied until the approved details have been implemented.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policies BR1 and BR2 of the Borough Wide Development
Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

Surface Water Drainage

9a) No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the Flood Risk Assessment & Drainage Assessment dated July 2019 and drawing 132671/0202C. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

b) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved in writing by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

Blue Badge Parking and Electric Vehicle Charging Points

10. The development shall be constructed in accordance with the following requirements:

- At least 13 car parking spaces shall be constructed and marked out prior to the occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

- At least 16 car parking bays shall be fitted with active electric vehicle charging points and the remaining bar one shall have passive provision.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

Open Storage

11. No open storage shall be permitted on site unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

BREEAM Rating

12. The development hereby permitted shall achieve as a minimum a BREEAM 'Very Good' rating. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.
Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and in accordance with policy BR1 of the Borough Wide Development Policies Development Plan Document.

**Soft Landscaping and Biodiversity Enhancements**

13. The soft landscaping plan 794.19.03 hereby approved shall be implemented in the first planting season following first occupation. Any plants or trees required as part of the implementation of the condition that die or are removed, damaged or diseased within a period of FIVE years from the completion of the development shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent for a variation.

The ecological enhancement measures set out in section 5.0 of the submitted Biodiversity Appraisal shall be carried out in full prior to first occupation of the development.

The construction and occupation phase protection/enhancement measures shall be carried out in accordance with section 6.0 of the Preliminary Ecological Appraisal.

Reason: In the interest of design quality, public safety and biodiversity and in accordance with policy CP3 of the Core Strategy and policy BR3 of the Borough Wide Development Policies Development Plan Document.

**Travel Plan**

14. The development hereby permitted shall only be occupied in accordance with the Travel Plan prepared by Motion. The approved Travel Plan shall be implemented and monitored in accordance with the approved scheme.

Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

**Archaeology - Investigation**

15 a) No development, other than site clearance and demolition to existing ground level, shall take place until the developer has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted to and approved in writing by the Local Planning Authority and a report on that evaluation has been submitted to the Local Planning Authority.

b) If heritage assets of archaeological interest are identified by the evaluation under a), then before development commences, other than site clearance and demolition to existing ground level, the developer shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

c) No development, other than site clearance and demolition to existing ground level, shall subsequently take place other than in accordance with the Written Scheme of Investigation approved under Part b).

d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written
Scheme of Investigation approved under Part b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The Local Planning Authority wishes to secure appropriate archaeological investigation prior to development, followed by the publication of results, in accordance with policies BP2 and BP3 of the Borough Wide Development Policies Development Plan Document.