The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at Site No 4 Dagenham Dock, Thunderer Road, Dagenham.

Proposal

Full application for erection of a new building comprising industrial/commercial floorspace (B1(C) / B2 / B8 use classes) with associated car parking, landscaping and associated works, and new service road at Plot 63, Hindmans Way.

Officer Recommendations

1. Agree the reasons for approval as set out in this report; and

2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer), to grant planning permission subject to the Conditions listed in Appendix 6 of this report and subject to any further consultation responses arising from the statutory consultation period.

Conditions Summary

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. Delivery and Service Management Plan
7. Provision and Retention of Cycle Spaces
8. Samples of all Materials
10. Implementation of Drainage Strategy
11. Blue Badge Parking and Electric Vehicle Charging Points
12. Open Storage Restriction
13. BREEAM Rating
14. Soft Landscaping and Biodiversity Enhancements
15. Employment Strategy
OFFICER REPORT

Planning Constraints

The application site is located within Flood Zone 3.
London Plan Designation – Strategic Industrial Land, Preferred Industrial Land
The site falls within the London Riverside Opportunity Area
The site falls within the Joint Waste Development Plan Document (JWDPD)
The site falls within the London Sustainable Industries Park.

Site, Situation, Proposal and Relevant Background Information

The site is known as ‘Plot 63 Hindmans Way’ and is 1.263 hectares in area. It is bounded by vacant industrial land and industrial uses to the south, west and east, Thunderer Road and the River Thames are further to the south and Choats Road and industrial uses to the north. The site is accessed via Hindmans Way, an unmade access route, currently being redeveloped to adoptable standards. Hindmans Way joins Choats Road to the north and onwards to the A13.

The site is adjacent to Stolthaven Dagenham which is an ISO 9001 accredited bulk liquid storage terminal located on the River Thames. It stores a range of chemical, fuel and oil products. Stolthaven is designated by the Control of Major Accident Hazards (COMAH) as an upper tier facility for chemical installations and distribution and fuel storage / distribution.

The site consists of vacant brownfield land. It is currently overgrown with shrubs. It is irregular in shape, with the main bulk of the site in the north-east, with a narrow area protruding outwards towards the west.

The site has a public transport accessibility level (PTAL) rating of 1A/1B (the lowest accessibility rating). It is located a 17-minute walk (0.8 miles) from the nearest train station, which is Dagenham Dock located to the north. There is, however, no direct pedestrian or cycle route from the station to the site.

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

The application seeks the erection of industrial/commercial floorspace (B1(C) / B2 / B8 use classes) with associated car parking, landscaping and associated works, and new service road at Plot 63, Hindmans Way.

The development has been designed to facilitate the relocation of Capital Dairies Ltd from their current location on Thames Road in the Borough. The proposed development for Capital Dairies was previously granted full planning permission on the adjacent site, Plot 64 (ref. 19/00826/FUL granted 16 July 2019). However, since full planning consent was granted at Plot 64, there is a requirement to relocate the development to the adjacent site to the north, Plot 63.
To facilitate the development two new site accesses from Hindmans Way along the eastern boundary of the site are also proposed.

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

- 14 car parking spaces (staff and visitors) including 2 blue badge parking spaces.
- 3 active and 2 passive charging points for electric vehicles.
- 6 cycle parking spaces (2 short stay, 4 long stay).
- Operational parking - 14 spaces for milk floats, 50 spaces for vans and 3 spaces for HGV’s.

Lastly, various landscaping works are proposed which will reinforce soft landscaping to the boundaries and along the access road.

Key Issues

1. Principle of Development
2. Design
3. Amenity Issues
4. Transport / Parking
5. Waste Management and Refuse Collection
6. Energy and Sustainability
7. Biodiversity, Landscaping and Drainage
8. Employment
9. Archaeology and Land Contamination

Planning Assessment

1. Principle of Development

<table>
<thead>
<tr>
<th>Existing use of the site</th>
<th>Vacant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed use of the site</td>
<td>industrial/commercial floorspace (B1(C) / B2 / B8 use classes) 2,183 sqm</td>
</tr>
<tr>
<td>Net gain / loss in number of jobs</td>
<td>Net gain of the equivalent of 45 spaces.</td>
</tr>
</tbody>
</table>

1.1. The London Plan (2016) designates the site as a Strategic Industrial Location (SIL), within Annex 3. The site is located within the Dagenham Dock/Rainham Employment Area, which is a ‘Preferred Industrial Location’ (‘PIL’) SIL sub-type. The London Plan in Annex one also identifies London Riverside as an Opportunity Area within which, Dagenham Dock is as an area for development focus.

1.2. London Plan Policy 2.17 seeks to protect SIL as London’s main reservoirs of industrial and related capacity...”. This is further supported by emerging policies E5, E7 and SD1 of the Draft London Plan which seek to managed proactively through a plan-led process to sustain them as London’s largest concentrations of industrial, logistics and related
capacity for uses that support the functioning of London’s economy. The policies also seek the intensification of land for industry, logistics and services.

1.3. Dagenham Dock is also known as the London Sustainable Industries Park (LSIP).

1.4. The London Riverside Opportunity Area Planning Framework (LROAPF) was adopted by the Greater London Authority (GLA) in September 2015. It sets out the land use strategy for the London Riverside area. It identifies the LSIP area as SIL. It demonstrates that the site is considered as being suitable for Waste Infrastructure. With regards to land uses generally within the Dagenham Docks area, it seeks to promote it as a hybrid Industrial Business Park and PIL in character.

1.5. The Joint Waste DPD identifies the area as a preferred location for the development of certain types of waste management facilities.

1.6. Policy CM1 of the adopted Core Strategy states that ‘Employment growth will be focussed on Dagenham Dock as well as the other designated Strategic Industrial Locations and Locally Significant Industrial Sites’. It adds that development should be provided where there is sufficient infrastructure, either existing or planned.

1.7. Policy CE3 of the Core Strategy (2010) ‘Safeguarding and Release of Employment Land’ sets out that SIL will be safeguarded, promoted and managed, including at Dagenham Dock. The policy confirms that land will not be released for other purposes.

1.8. Policy CE4 ‘Mix and balance of uses within designated employment areas’ states:

“The Dagenham Dock employment area will be developed and promoted as a Sustainable Industries Park, with an increased emphasis on high technology manufacturing and processing industries (B2 and to a lesser extent B1b/c (research and development)) and a consequent control over the development of further warehouse and distribution uses. Proposals to establish recycling and reprocessing activities and other industries in the environmental business sector are particularly encouraged within the Dagenham Dock Area… The most appropriate location for additional B8 uses is on designated employment land south of the A13 (except Dagenham Dock)… Applications for large scale (1000 square metres or above) warehousing and/or transport uses will normally be refused in employment land north of the A13 and at Dagenham Dock”.

1.9. Policy SP1 ‘Delivering Growth’ of the LBBD Draft Local plan supports the delivery of distinct places and ensures that the Council will take a positive approach to development which reflects a presumption in favour of sustainable development.

1.10. The LBBD Draft Local Plan includes a new vision for the Dagenham Docks area in which the site is located (‘Sub Area 3: Dagenham Dock, Beam Park and the Ford Stamping Plant). It sets out that Dagenham Dock is designated as Strategic Industrial Land and will be known as London’s premier business park and commercial location where employment intensification is strongly encouraged.

1.11. Policy DM6 ‘Utilising the borough’s employment land more efficiently’ of the LBBD Draft Local Plan sets out the Council’s support for proposals which will deliver new employment floorspace, where proposals will:
• comprise uses that are suitable for broad industrial-type activities as defined in the Mayoral policy and/or guidance.
• achieve no net loss of industrial floorspace capacity and where feasible, retain and intensify use of industrial floorspace, and forms part of the mix in redevelopment proposals.

1.12. 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.

1.13. 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.

1.14. 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.

1.15. 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.

1.16. The proposal will also result in the redevelopment of an awkward shaped plot and will also facilitate the relocation of an existing business on Thames Road to another site within the borough. This has the potential to free up a site for further regeneration, thus contributing to the overall regenerative benefits of the scheme.

1.17. 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.

1.18. It is noted a similar proposal has been consented on the parcel to the south to accommodate the relocation of the same business. It is considered the granting of this planning permission would not make that application unacceptable. Furthermore, should both planning permissions be implemented it is considered that both uses would be acceptable alongside one another in principle.

1.19. Overall, the principle of development on the site is welcomed and supported by the above planning policies.

### 2. Design and Quality of Materials:

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td>Does the proposed development respect the character and appearance of the existing dwelling?</td>
<td>Yes</td>
</tr>
<tr>
<td>Does the proposed development respect and accord to the established local character?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is the proposed development acceptable and policy compliant?</td>
<td>Yes</td>
</tr>
</tbody>
</table>
1.20. Part 12 of the NPPF sets out the Government’s requirement for good design in new developments. It states that good design creates better places in which to live and work and that design should ensure that development functions well and adds to the overall quality of the area and create spaces that are safe, inclusive and accessible.

1.21. Draft Policy D1 of the Draft London Plan states that development proposals should through form and layout: use land efficiently; facilitate an inclusive environment; achieve safe environments; encourage and facilitate active travel; and, facilitate efficient servicing and maintenance of buildings and the public realm.

1.22. Policy CP3 of the Core Strategy sets out that all development proposals will be expected to achieve high quality standards of design, including high standards of inclusivity, safety, and sustainability. Whilst Policy BP11 of the Development Policies sets out that the design and layout of new buildings should comply with a set of principles which include the following of relevance to this proposal: provide attractive, high quality architecture and landscaping, provide inclusive features, provide durable, flexible and adaptable buildings, encourage design that improves health, provide safe environments, incorporate sustainable design and construction features, provide suitable waste facilities and storage on site, configure site and building design and layout to minimise and mitigate any impact on flood risk and water quality, use of renewable energy features wherever possible. It also sets out that the design of the public realm should apply the following principles: provide public routes that are attractive and work for all, promote accessibility and local permeability and prioritise pedestrian-orientated modes integrating land use and transport.

1.23. Draft Policy SP4 of the Draft LBBD Local Plan states that the Council’s aim is to promote high quality design which provides a safe, accessible and inclusive environment for all. Whilst Policy DM11 from the Draft LBBD Local Plan states that all new development should make a positive contribution to the surrounding character and embed good design principles.

1.24. The application seeks the erection of a building measuring approximately 56 metres by 31 metres (width and depth) with a height of around 14 metres above floor level. A separate vehicle maintenance unit (VMU) and jet wash are also proposed.

1.25. The scale of the proposed building measuring 14 metres in height above ground floor level with a footprint of 2,183 square metres represents a notably large structure. However, it is considered to fit comfortably within its setting which will include a similar sized building at the neighbouring site, Jetty No. 8 Thunderer Road, which was granted planning permission in 2018 (ref. 17/01964/FUL).

1.26. The tank farms at the adjacent Stolthaven site, the TEG facility on Plot 7A (LSIP) and open-air aggregate processing companies (including the Cemex site to the east) already dominate the landscape. When read against this backdrop, it is considered that the proposed development would blend into this setting and would not be an incompatible feature within this industrial environment. (London Plan policy 7.4 and Local Plan policy BP11)

1.27. The design approach seeks to reduce the appearance of bulk with a curved roof profile 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)

1.28. 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)

1.29. 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.

### 3. Impacts to Neighbouring Amenity

1.30. Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.

1.31. Policies 7.1 and 7.6 of the London Plan states that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking. Policy BP8 of the Local Plan and Policy DM11 of the Draft Local Plan specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall take into account and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.

1.32. The surrounding area consists of similar industrial uses within Dagenham Dock. The nearest residents will be those at Barking Riverside which is around 500 metres to the east of the application site.

1.33. The applicant site to the south, has consent for a similar development (19/00826/FUL granted 16th July 2019). It is considered that the granting of this permission would not have an unduly detrimental impact on the ability of the adjoining site to come forward.

1.34. 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)

1.35. 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, the details of which have already been agreed by Transport Development Management. (Local Plan policy BP8 and London Plan policies 7.14 and 7.15 and draft policies SI1 and D3)

1.36. 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.
<table>
<thead>
<tr>
<th>Net gain/loss in car parking spaces</th>
<th>+ 14 (inc 2 disabled spaces)</th>
<th>PTAL Rating</th>
<th>1b (low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed number of cycle parking spaces:</td>
<td>6</td>
<td>Closest Rail Station / Walking Distance</td>
<td>Dagenham Dock C2C station/ 1.3km</td>
</tr>
<tr>
<td>Restricted Parking Zone:</td>
<td>N/A</td>
<td>Parking stress survey submitted?</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1.37. The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.

1.38. Policy 6.3 of the London Plan and Policies T1 to T6 of the Draft London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.

1.39. This is also echoed by Policies BR9, BR10 and BR11 of the Local Plan and Policies DM31 and DM32 of the Draft Local Plan, which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council’s commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.

1.40. The site has a PTAL of 1b which represents a poor level of public transport accessibility, although it is noted that the site is in the vicinity of bus stops served by frequent East London Transit services.

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

1.42. In addition, due to the specific nature of the business, the following operational parking is also proposed - 14 spaces for milk floats, 50 spaces for vans and 3 spaces for heavy goods vehicles (HGVs).

1.43. A dedicated vehicle maintenance unit is proposed which will include on-site cleaning. Overall, the proposed parking, blue badge parking and EVCP provision has been informed by a site-specific operator requirements and will facilitate the relocation of an existing business. No objection has been raised by Transport colleagues.

1.44. Transport for London have advised they consider there will be ample opportunity to park in operational vehicle spaces when not in use or in front of them when the operational vehicle is present. Consequently, TfL recommend that the proposed 14 parking spaces are not provided, with the land being used for productive uses instead.

1.45. The comments for TfL have been considered, however the very low PTAL rating, the proposed level of car parking (14 spaces including 2 blue badge spaces) is considered...
appropriate for this location, and accords with the levels agreed for the same proposal on the site to the south.

1.46. The application proposes 6 dedicated cycle spaces for the use in keeping with draft London Plan standards. TfL consider the design not to accord with policy. However, given the limited requirements and ample space for the private user to safely accommodate spaces on site the overall provision is considered acceptable. This will be secured by the imposition of a condition and is considered acceptable. (London Plan draft policy T5)

1.47. 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)

1.48. The site is of a sufficient size to be able to incorporate dedicated refuse storage which can easily be accessed. This is acceptable.

1.49. 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.

5. Waste Management and Refuse Collection

1.50. Policies CR3 and BR15 of the Local Plan outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the Draft Local Plan through Strategic Policy SP6 and Policy DM29. Policy 5.17 of the London Plan seeks a wider goal for all development proposals in London.

1.51. The site is of a sufficient size to be able to incorporate dedicated refuse storage which can easily be accessed. This is acceptable.

6. Delivering Sustainable Development (Energy / CO2 Reduction / Air Quality)

<table>
<thead>
<tr>
<th>Renewable Energy Source / %</th>
<th>PV Panels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed CO₂ Reduction</td>
<td>35%</td>
</tr>
</tbody>
</table>


1.53. Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.
Policy 5.6 states that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the following hierarchy – ‘1. Connection to existing heating or cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling’. Policy 5.7 seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

1.54. Policy 5.9 states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy – ‘1. Minimise internal heat generation through energy efficient design; 2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3. Manage heat within the building through exposed internal thermal mass and high ceilings; 4. Passive ventilation; 5. Mechanical ventilation; 6. Active cooling systems (ensuring they are the lowest carbon options)’.

1.55. The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan and draft London Plan: sustainable design principles and optimum design of the building fabric and form (‘Be Lean’), provision of a community air source heat pump (‘Be Clean’), and provision of photovoltaic panels on the roofs of the buildings (‘Be Green’).

1.56. 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.

1.57. 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. (London Plan policy 5.2 and draft policy SI2)

1.58. 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 60% (Very good). A Certificate of Compliance will need to be submitted as part of the planning condition.

1.59. 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)

1.60. 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.

1.61. Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the
Draft London Plan also states that all development should be air quality neutral as a minimum.

1.62. The Air Quality Assessment submitted with the application advises that no exceedances of nitrogen dioxide or particulate matter were recorded at the sensitive development receptors on site. Moreover, the assessment predicts that there are no increases in nitrogen dioxide or particulate matter as a result of the proposed development.

1.63. Whilst the development is considered ‘neutral’ in terms of air quality for building emissions. The report recommends mitigation measures to improve air quality. Of these recommended measures, certain mitigations such as cycle parking and a travel plan have already been adopted, and along with construction management plan secured by condition.

7. Biodiversity, Landscaping and Sustainable Drainage

1.64. Policy 7.19 of the London Plan and Policy G6 of the Draft London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Local Plan echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough’s natural environment. This approach is also set out in Policy SP5 of the Draft Local Plan.

1.65. Officers have reviewed the Preliminary Ecology Appraisal, Dusk and Dawn Bat survey and Preliminary Roost Assessment submitted with the application and are satisfied that there is no evidence of any protected or notable species on site.

1.66. Officers consider that the proposed landscaping strategy for the site would appropriately mitigate the initial impact of the proposed development on the arboricultural and amenity value of the site, and overall contribute to the biodiversity, arboricultural and environmental value of the site in accordance with policy. The implementation of the proposed landscaping strategy in accordance with the submitted details will be secured under condition to ensure this positive contribution is delivered.

1.67. Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by Policy SI13 of the Draft London Plan and at local level by Policies CR4 and BR4 of the Local Plan and Policy DM28 of the Draft Local Plan.

1.68. The application site is located within Flood Zone 3. Accordingly, there is no sleeping accommodation proposed at ground floor level or below the breach flood level. Additionally, it is noted that the site benefits from flood defences up to the 1 in 1,000-year flood event. The Environment Agency has confirmed that they have no objections to the proposed development in regard to flood risk.

1.69. The Surface Water Drainage Strategy for the site incorporates sustainable drainage systems, including a rainwater harvesting system with a restricted discharge rate for all storm events, including climate change allowance and reusing the existing connection
into the public sewer system. The resulting run-off rate complies with the maximum allowable discharge rate set out in London Plan policy. The Lead Local Flood Authority confirmed that the Sustainable Drainage Strategy for the site is acceptable, and the implementation of the submitted drainage scheme will be secured under condition.

### 8. Employment

1.70. Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions.

1.71. In lieu of a s106 agreement, the applicant in agreement with the Councils Employment and Skills team have submitted a Skills and Employment Plan. The plan identifies the following:

- 1 Work Placements – for one resident of Barking and Dagenham for a period of two weeks on site.
- 2 Jobs created for local residents
- 1 Construction Careers Information, Advice & Guidance (CCIAG) Events
- 20 Apprentice Weeks on site – a shared apprenticeship provided through CITB’s Evolve or similar agency.
- 6 work-based qualifications.

1.72. This would ordinarily be secured by a s106 agreement, however officers have had regard to the 19/00826/FUL permission which dealt with this by condition.

1.73. As such, subject to a condition in this instance securing the above strategy it is considered the proposal accords with the aims of policy CC3 of the adopted Core Strategy.

### 9. Archaeology and Land Contamination

#### Archaeology

1.74. 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. In this regard, a Written Scheme of Investigation was submitted.

1.75. Historic England has advised that having considered the proposal with reference to information held in the Greater London Historic Environment Record, they conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and no further assessment or conditions are required.

#### Land Contamination

1.76. 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).
### 10. Other Matters

**Local Finance Considerations**

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

**Health and Safety Executive (HSE)**

1.78. The site is adjacent to Stolthaven Dagenham which is an ISO 9001 accredited bulk liquid storage terminal located on the River Thames. It stores a range of chemical, fuel and oil products. Stolthaven is designated by the Control of Major Accident Hazards (COMAH) as an upper tier facility for chemical installations and distribution and fuel storage / distribution.

1.79. The application has been referred to the HSE which is a statutory consultee using the HSE's Planning Advice Web App. The result confirms the HSE do not advise against the proposed development.

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### Conclusions

The proposal will result in the development of a vacant, brownfield industrial site and facilitate the relocation of an existing business in the Borough to another site within the Borough. This accords with various policies of the London Plan and emerging draft London Plan.

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.

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

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

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).

It is therefore recommended that planning permission be granted subject to the conditions as listed in Appendix 4.
## Appendix 1

### Development Plan Context

The Council has carefully considered the relevant provisions of the Council’s adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance.

**National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)**

<table>
<thead>
<tr>
<th>Policy Referenced</th>
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</thead>
<tbody>
<tr>
<td>Policy 2.7 Outer London: Economy</td>
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<tr>
<td>Policy 2.17 Strategic Industrial Locations</td>
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<tr>
<td>Policy 5.2 Minimising carbon dioxide emissions</td>
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<tr>
<td>Policy 5.3 Sustainable Design and Construction</td>
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<tr>
<td>Policy 5.4A Electricity and Gas Supply</td>
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<td>Policy 5.5 Decentralised Energy Networks</td>
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<tr>
<td>Policy 5.6 Decentralised Energy in Development Proposals</td>
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<td>Policy 5.7 Renewable Energy</td>
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<tr>
<td>Policy 5.9 Overheating and Cooling</td>
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<tr>
<td>Policy 5.12 Flood Risk Management</td>
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<tr>
<td>Policy 5.13 Sustainable Drainage</td>
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<tr>
<td>Policy 5.21 Contaminated Land</td>
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<tr>
<td>Policy 5.22 Hazardous Substances and Installations</td>
</tr>
<tr>
<td>Policy 6.1 London’s Transport: Strategic Approach</td>
</tr>
<tr>
<td>Policy 6.3 Assessing effects of development on transport capacity</td>
</tr>
<tr>
<td>Policy 6.9 Cycling</td>
</tr>
<tr>
<td>Policy 6.10 Walking</td>
</tr>
<tr>
<td>Policy 6.13 Parking</td>
</tr>
<tr>
<td>Policy 7.19 Bio-diversity and Access to Nature</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Policy Referenced</th>
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<tbody>
<tr>
<td>Policy GG2 Making the best use of land</td>
</tr>
<tr>
<td>Policy GG5 Growing a good economy</td>
</tr>
<tr>
<td>Policy D1 London’s Form and Characteristics</td>
</tr>
<tr>
<td>Policy D2 Delivering Good Design</td>
</tr>
<tr>
<td>Policy D11 Safety, security and resilience to emergency</td>
</tr>
<tr>
<td>Policy SD1 Growth Corridors and Opportunity Areas</td>
</tr>
<tr>
<td>Policy E4 Land for industry, logistics and services to support London’s economic function</td>
</tr>
<tr>
<td>Policy E5 Strategic Industrial Locations</td>
</tr>
<tr>
<td>Policy E7 Intensification, co-location and substitution</td>
</tr>
<tr>
<td>Policy E11 Skills and opportunities for all</td>
</tr>
<tr>
<td>Policy G5 Urban greening</td>
</tr>
<tr>
<td>Policy G6 Biodiversity and access to nature</td>
</tr>
<tr>
<td>Policy SI2 Minimising greenhouse emissions</td>
</tr>
<tr>
<td>Policy SI12 Flood Risk Management</td>
</tr>
</tbody>
</table>

**The Mayor of London’s Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.**
<table>
<thead>
<tr>
<th>Local Development Framework (LDF) Core Strategy (July 2010)</th>
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</thead>
<tbody>
<tr>
<td>Policy SI13 Sustainable drainage</td>
</tr>
<tr>
<td>Policy T1 Strategic Approach to Transport</td>
</tr>
<tr>
<td>Policy T2 Healthy Streets</td>
</tr>
<tr>
<td>Policy T4 Assessing and mitigating transport impacts</td>
</tr>
<tr>
<td>Policy T5 Cycling</td>
</tr>
<tr>
<td>Policy T6 Car Parking</td>
</tr>
<tr>
<td>Policy T6.2 Office Parking</td>
</tr>
<tr>
<td>Policy T6.5 Non-residential disabled persons parking</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CM1 General Principles for Development</td>
</tr>
<tr>
<td>Policy CM4 Transport Links</td>
</tr>
<tr>
<td>Policy CE3 Safeguarding and Release of Employment Land</td>
</tr>
<tr>
<td>Policy CE4 Mix and Balance of Uses within Designated Employment Areas</td>
</tr>
<tr>
<td>Policy CR1 Climate Change and Environmental Management</td>
</tr>
<tr>
<td>Policy CR2 Preserving and Enhancing the Natural Environment</td>
</tr>
<tr>
<td>Policy CR4 Flood Management</td>
</tr>
<tr>
<td>Policy CP3 High Quality Built Environment</td>
</tr>
<tr>
<td>Policy CC3 Achieving Community Benefits through developer contributions</td>
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</tbody>
</table>

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<thead>
<tr>
<th>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</th>
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<tr>
<td>Policy BR1 Environmental Building Standards</td>
</tr>
<tr>
<td>Policy BR2 Energy and On-site Renewables</td>
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<tr>
<td>Policy BR3 Greening the Urban Environment</td>
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<tr>
<td>Policy BR4 Water Resource Management</td>
</tr>
<tr>
<td>Policy BR5 Contaminated Land</td>
</tr>
<tr>
<td>Policy BR9 Parking</td>
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<tr>
<td>Policy BR10 Sustainable Transport</td>
</tr>
<tr>
<td>Policy BR11 Walking and Cycling</td>
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<tr>
<td>Policy BR12 Hazardous Developments</td>
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<tr>
<td>Policy BC11 Utilities</td>
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<tr>
<td>Policy BP11 Urban Design</td>
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</table>

<table>
<thead>
<tr>
<th>Joint Waste Development Plan (2012)</th>
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</thead>
</table>

The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 18 Consultation Version, November 2019) is at an “early” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and limited weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.

The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 18 Consultation Version, November 2019)

| Policy SP1 Delivering Growth                                                        |
| Policy SP3 Promoting Inclusive Economic Growth                                       |
| Policy DM6 Utilising the Borough’s Employment Land more efficiently                  |
| Policy SP4 Delivering high quality design in the Borough                             |
| Policy DM11 Responding to Place                                                      |
| Policy DM19 Urban Greening                                                           |
| Policy DM20 Nature Conservation and Biodiversity                                     |
Policy SP6  Securing a sustainable and clean Borough
Policy DM24  Energy, heat and carbon emissions
Policy DM25  Managing Nuisance
Policy DM26  Improving air quality
Policy DM27  Land Contamination
Policy DM28  Managing Flood Risk, including Surface Water Management
Policy SP7  Planning for Integrated Transport
Policy DM30  Smart Utilities
Policy DM31  Making Better Connected Neighbourhoods
Policy DM32  Cycle and Car Parking
Policy DM33  Deliveries, Servicing and construction
Policy DM36  Development Contribution

Supplementary Planning Documents

<table>
<thead>
<tr>
<th>Additional Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Human Rights Act</strong></td>
</tr>
<tr>
<td>The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.</td>
</tr>
</tbody>
</table>

| **Equalities** |
| In determining this planning application, Be First, on behalf of the London Borough of Barking & Dagenham, has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended). For the purposes of this application there are not considered to be any adverse equalities issues. |

| **Local Government (Access to Information) Act 1985** |
| Background papers used in preparing this report: |
| • Planning Application |
| • Statutory Register of Planning Decisions |
| • Correspondence with Adjoining Occupiers |
| • Correspondence with Statutory Bodies |
| • Correspondence with other Council Departments |
| • National Planning Policy Framework |
| • London Plan |
| • Local Plan |
Appendix 2

The following consultations have been undertaken:

- Historic England (Greater London Archaeological Advisory Service)
- Be First Transport Development Management
- LBBD Environmental Health
- LBBD Lead Local Flood Authority
- LBBD Waste and Recycling Officer
- London Fire Commissioner
- Designing Out Crime
- Environment Agency
- Thames Water
- Health and Safety Executive
- Transport for London
- Employment and Skills

### Summary of consultation responses

<table>
<thead>
<tr>
<th>Consultee and date received</th>
<th>Summary of Comments</th>
<th>Officer Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>LBBD Lead Local Flood Authority (email 09/04/2002)</td>
<td>No objection, condition recommended</td>
<td>Condition 9 will secure the sustainable drainage</td>
</tr>
<tr>
<td>Environment Agency (letter dated 02/04/2020)</td>
<td>No objection. To improve flood resilience, we recommend that, where feasible, finished floor levels are set above the 2100 breach flood level, which is 5.958 m AOD.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Environmental Health (emails dated 09/04/2020)</td>
<td>The conditions in the email below will be appropriate for this application (referring to conditions for the same development on the adjoining land to the south)</td>
<td>Conditions 3 (Contaminated Land), 4 (Noise and Vibration Controls), 5 (Construction Management Plan) secure the relevant matters.</td>
</tr>
<tr>
<td>Historic England – Archaeology (letter dated 06/04/2020)</td>
<td>No objection subject to condition</td>
<td>Condition 16 will secure the relevant condition</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>----------------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>Transport Development Manager (08/04/2020)</strong></td>
<td>No objections raised. Based on the information that has been provided it seems that there are no apparent major adverse highway safety implications to suggest that there are any substantial reasons that this should not be approved as a result of issues relating to the highway.</td>
<td>Condition 5 (Construction Management Plan), 6 (Delivery and Service Management Plan, 7 (Provision and retention of cycle parking)11 (Blue Badge and Electric Vehicle Charging Points) and 16 (Travel Plan) secure the relevant matters.</td>
</tr>
<tr>
<td><strong>Transport for London (07/04/2020)</strong></td>
<td>It is recommended the proposed 14 parking spaces are not provided, Electric vehicle charging points should be provided for operational vehicles. Six cycle spaces are proposed, which is in line with the minimum quantum required by Policy T5. However, the provision does not meet the quality requirements and it should be provided in accordance with the London Cycling Design Standards (LCDS). The applicant should ensure that the proposed construction and delivery and servicing arrangements are in accordance with the Mayor's Vision Zero approach – demonstrating that the turning manoeuvre detailed minimises the impact on the safety of pedestrians and cyclists.</td>
<td>Officers consider the provision of parking to be acceptable given the low PTAL and site-specific arrangements. In addition, the provision of 6 secure cycle spaces is also considered acceptable as outlined within the main body of the report.</td>
</tr>
<tr>
<td><strong>Employment and Skills</strong></td>
<td>No comments during application, however the proposed strategy was agreed at pre-application stage.</td>
<td>Condition 15 secures the strategy.</td>
</tr>
<tr>
<td><strong>Health and Safety Executive</strong></td>
<td>Do not advise against.</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
### Appendix 3

<table>
<thead>
<tr>
<th>Neighbour Notification</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Date site notice erected</td>
<td>19&lt;sup&gt;th&lt;/sup&gt; March 2020</td>
</tr>
<tr>
<td>Date of press advertisement</td>
<td>25&lt;sup&gt;th&lt;/sup&gt; March 2020</td>
</tr>
<tr>
<td>Date neighbour consultation letters sent</td>
<td>17&lt;sup&gt;th&lt;/sup&gt; March 2020</td>
</tr>
<tr>
<td>Number of neighbouring properties consulted</td>
<td>3</td>
</tr>
<tr>
<td>Number of responses</td>
<td>No response received.</td>
</tr>
</tbody>
</table>
## 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 and documents:

**Approved Plans:**
- Site Location Plan 31292-PL-200, dated January 2020
- Site Layout Plan 31292-PL-201, dated January 2020
- External Finishes Plan 31292-PL-202 dated February 2020
- Illustrative Site Layout Plan 31292-PL-203 dated February 2020
- GA Floor Plans 31292-PL-204 dated January 2020
- Elevations 31292-PL-205 dated January 2020
- Illustrative Elevations 31292-PL-206 dated January 2020
- VMU Elevations 31292-PL-207 dated January 2020
- External Enclosures 31292-PL-208 dated February 2020
- External Finishes 31292-PL-209 dated February 2020
- Indicative External Lighting Layout 20-008-EX-001 PL2
- Drainage Layout and Levels 19-056D_300T1
- Planting Layout 800.19.01

**Approved Documents:**
- BS 5837:2012 Arboricultural Survey prepared by Delta-Simons dated February 2020
- Air Quality Assessment prepared by Stantec dated 20th February 2020
- Biodiversity Statement prepared by Delta-Simons dated February 2020
- BREEAM UK New Construction 2018
- Pre-Assessment prepared by MBA Consulting dated 14 February 2020
- Construction and Environmental Management Plan prepared by Stantec dated 19 March 2020
- Delivery and Servicing Plan prepared by Stantec dated 14 February 2020
- Design And Access Statement Incorporating Crime Reduction Statement prepared by Michael Sparks Associates February 2020
- SEGRO Park Dagenham Plot 63 Skills and Employment Plan undated
- Energy Strategy prepared by MBA Consulting dated 14th February 2020
- External Led Lighting Assessment Report prepared by MBA Consulting dated 14th February 2020
- Flood Emergency Evacuation Plan, prepared by Bradbrook dated February 2020
- FLOOD RISK ASSESSMENT & DRAINAGE ASSESSMENT prepared by Bradbrook dated February 2020
- Ground Gas and Groundwater Addendum Report prepared by Delta-Simons April 2019
- Planning Statement, prepared by Deloitte dated February 2020
- Updated Preliminary Ecological Appraisal prepared by Delta-Simons date February 2020
- Remediation and Verification Strategy prepared by Delta-Simons date February 2020
Transport Statement, prepared by Stantec dated 20th February 2020
Travel Plan, prepared by Stantec dated 14th February 2020
Noise Impact Assessment prepared by Stantec dated 6th March 2020
Utility Assessment Report prepared by MBA consulting dated 14th February 2020
Preliminary Risk Assessment and Geo-Environmental Assessment prepared by Delta-Simons dated December 2018.
Preliminary Risk Assessment and Geo-Environmental Assessment, Plot 62 prepared by Delta-Simons dated December 2018.

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

Contaminated Land Risk Assessment


b) Following completion of the measures identified in report “Remediation and Verification Strategy Plot 63, Hindmans Way, Barking, Dagenham, RM9 6PU”, reference 17-0084.26, dated February 2020, 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

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 07.00 and 19.00 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 07.00 and 19.00 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.

Delivery and Service Management Plan

6) The development shall be carried out in accordance with “Delivery and Servicing Plan prepared by Stantec dated 14th February 2020.

Reason: In order to manage the environmental impact of the development in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Provision and Retention of Cycle Parking

7) The development hereby permitted shall not be occupied until the 6 cycle parking spaces and it’s enclosure as shown on External Enclosures 31292-PL-208 dated February 2020 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.

Materials

8) The development shall only be implemented in accordance with the External Finishes drawing 31292-PL-209 dated February 2020 unless agreed in writing by 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

9) a. The development hereby permitted shall be carried out in accordance with the submitted Energy Strategy dated 14th February 2020 prepared by MBA-Consultants to achieve a 35% carbon dioxide reduction. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.
b. Prior to any above ground works, full details including location and design of the photovoltaic panels shall be submitted to and approved 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

10) No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the 19-056_001r Flood Risk Assessment & Drainage Assessment dated February 2020 prepared by Bradbrook and drawing Drainage Layout and Levels 19/056/300 T1 dated February 2020 . The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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

11) The development shall be constructed in accordance with the following requirements:

- At least two 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 three car parking bays shall be fitted with active electric vehicle charging points and two car parking bays 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

12) 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

13) 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

14) The planting plan 800.19.01 dated February 2020 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 6.2 of the submitted Preliminary Ecological Appraisal shall be carried out in full prior to first occupation of the development.

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.

Employment Strategy

15) The development shall only be carried out in accordance with the SEGRO Park Dagenham Plot 63 Skills and Employment Plan. Unless agreed in writing by the local planning authority.

Reason: To ensure community benefits in accordance with the aims of policy CC3 of the Core Strategy.

Travel Plan

16) The development hereby permitted shall only be occupied in accordance with the Travel Plan prepared by Stantec dated 14 February 2020. 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

Archaeology

17) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Barking Level and Dagenham Marsh.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no
demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

b) Where appropriate, details of a programme for delivering related positive public benefits.

c) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Minor amendments may be agreed from time to time in writing by the Local Planning Authority.

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