

**Notice of Meeting**

**PLANNING COMMITTEE**

**Monday, 5 July 2021 - 7:00 pm  
Council Chamber, Town Hall, Barking**

**Members:** Cllr Muhammad Saleem (Chair), Cllr John Dulwich (Deputy Chair), Cllr Sanchia Alasia, Cllr Faruk Choudhury, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Kashif Haroon, Cllr Olawale Martins, Cllr Foyzur Rahman and Cllr Dominic Twomey

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Chris Naylor  
Chief Executive

Contact Officer: John Dawe  
Tel. 020 8227 2135  
E-mail: [john.dawe@lbbd.gov.uk](mailto:john.dawe@lbbd.gov.uk)

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Please note that this meeting will be webcast to enable the press and public to view and hear the proceedings. Public access to the Town Hall is restricted at the current time and only those invited to attend shall be admitted. To view the webcast click [here](#) and select the relevant meeting (the weblink will be available at least 24-hours before the meeting).

Councillors who are not members of the Planning Committee may speak at a meeting with the agreement of the Chair but must sit separately from the Committee Members and must declare whether they have had any contact with the applicant / objector / property owner or their agents, and whether they are speaking on behalf of a third party and, if so, who (Councillors' Code of Conduct for Planning Matters)

**AGENDA**

- 1. Apologies for Absence**
- 2. Declaration of Members' Interests**

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.

- 3. Minutes - To confirm as correct the minutes of the meeting held on 26 April 2021 (Pages 7 - 13)**

**New Planning Applications**

**Ward**

- 4. Plot 2- Segro Park, Choats Road, Dagenham (Pages 15 - 102)** Thames

5. **Any other public items which the Chair decides are urgent**
6. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

### **Private Business**

The public and press have a legal right to attend Council meetings such as the Planning Committee, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant legislation (the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 as amended). ***There are no such items at the time of preparing this agenda.***

7. **Any confidential or exempt items which the Chair decides are urgent**

## Our Vision for Barking and Dagenham

# **ONE BOROUGH; ONE COMMUNITY; NO-ONE LEFT BEHIND**

## Our Priorities

### **Participation and Engagement**

- To collaboratively build the foundations, platforms and networks that enable greater participation by:
  - Building capacity in and with the social sector to improve cross-sector collaboration
  - Developing opportunities to meaningfully participate across the Borough to improve individual agency and social networks
  - Facilitating democratic participation to create a more engaged, trusted and responsive democracy
- To design relational practices into the Council's activity and to focus that activity on the root causes of poverty and deprivation by:
  - Embedding our participatory principles across the Council's activity
  - Focusing our participatory activity on some of the root causes of poverty

### **Prevention, Independence and Resilience**

- Working together with partners to deliver improved outcomes for children, families and adults
- Providing safe, innovative, strength-based and sustainable practice in all preventative and statutory services
- Every child gets the best start in life
- All children can attend and achieve in inclusive, good quality local schools
- More young people are supported to achieve success in adulthood through higher, further education and access to employment
- More children and young people in care find permanent, safe and stable homes
- All care leavers can access a good, enhanced local offer that meets their health, education, housing and employment needs
- Young people and vulnerable adults are safeguarded in the context of their families, peers, schools and communities

- Our children, young people, and their communities' benefit from a whole systems approach to tackling the impact of knife crime
- Zero tolerance to domestic abuse drives local action that tackles underlying causes, challenges perpetrators and empowers survivors
- All residents with a disability can access from birth, transition to, and in adulthood support that is seamless, personalised and enables them to thrive and contribute to their communities. Families with children who have Special Educational Needs or Disabilities (SEND) can access a good local offer in their communities that enables them independence and to live their lives to the full
- Children, young people and adults can better access social, emotional and mental wellbeing support - including loneliness reduction - in their communities
- All vulnerable adults are supported to access good quality, sustainable care that enables safety, independence, choice and control
- All vulnerable older people can access timely, purposeful integrated care in their communities that helps keep them safe and independent for longer, and in their own homes
- Effective use of public health interventions to reduce health inequalities

## **Inclusive Growth**

- Homes: For local people and other working Londoners
- Jobs: A thriving and inclusive local economy
- Places: Aspirational and resilient places
- Environment: Becoming the green capital of the capital

## **Well Run Organisation**

- Delivers value for money for the taxpayer
- Employs capable and values-driven staff, demonstrating excellent people management
- Enables democratic participation, works relationally and is transparent
- Puts the customer at the heart of what it does
- Is equipped and has the capability to deliver its vision

<b>Use Classes Order 1987 (as amended)</b>		
<b>Use Class</b>	<b>Use/Description of Development</b>	<b>Permitted Change</b>
<b>A1 Shops</b>	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.	State funded school for single academic year – <a href="#">see footnote 2</a> . Some temporary uses – <a href="#">see footnote 4</a> . A1 plus two flats above C3 residential use - <a href="#">see footnote 5</a> Bank, building society, credit union or friendly society (A2) but not for other purposes falling within A2 – <a href="#">see footnote 6</a> A2 A3 (up to 150 m2) <a href="#">see footnote 9</a> D2 (up to 200 m2) <a href="#">see footnote 10</a>
<b>A2 Financial and professional services</b>	Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies.	A1 (where this is a ground floor display window) plus two flats above A2 plus two flats above State funded school for single academic year – <a href="#">see footnote 2</a> . Some temporary uses – <a href="#">see footnote 4</a> . C3 residential use - <a href="#">see footnote 5</a> A3 (up to 150 m2) – <a href="#">see footnote 9</a> . D2 (up to 200 m2) <a href="#">see footnote 10</a>
<b>A3 Restaurants and cafés</b>	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.	A1 or A2 State funded school for single academic year – <a href="#">see footnote 2</a> . Some temporary uses – <a href="#">see footnote 4</a> .
<b>A4 Drinking establishments</b>	Public houses, wine bars or other drinking establishments (but not night clubs).	A1, A2 or A3 unless listed as an Asset of Community Value State funded school for single academic year – <a href="#">see footnote 2</a> . Some temporary uses – <a href="#">see footnote 4</a> .
<b>A5 Hot food takeaways</b>	For the sale of hot food for consumption off the premises.	A1, A2 or A3 State funded school for single academic year – <a href="#">see footnote 2</a> . Some temporary uses – <a href="#">see footnote 4</a> .
<b>B1 Business</b>	a) Offices, other than a use within Class A2 (Financial Services) b) Research and development of products or processes c) Light industry appropriate in a residential area	B8 (where no more than 500 sqm) B1a - C3 subject to prior approval - <a href="#">see footnote 1</a> . State funded school for single academic year – <a href="#">see footnote 2</a> . State funded school or registered nursery subject to prior approval - <a href="#">see footnote 3</a> Some temporary uses – <a href="#">see footnote 4</a> .
<b>B2 General industrial</b>	General industry: use for the carrying out of an industrial process other than one falling in class B1. (excluding incineration purposes, chemical treatment or landfill or hazardous waste).	B1 or B8 (B8 limited to 500 sqm) State funded school for single academic year – <a href="#">see footnote 2</a> .
<b>B8 Storage and distribution</b>	Storage or distribution centre. This class includes open air storage.	B1 (where no more than 500 sqm) State funded school for single academic year – <a href="#">see footnote 2</a> . C3 (where no more than 500 sqm) <a href="#">see footnote 7</a> .
<b>C1 Hotels</b>	Hotel, boarding house or guesthouse, where no significant element of care is provided. (Excludes hostels).	State funded school for single academic year – <a href="#">see footnote 2</a> . State funded school or registered nursery subject to prior approval - <a href="#">see footnote 3</a>
<b>C2 Residential institutions</b>	Hospital, nursing home or residential school, college or training centre where they provide residential accommodation or care to people in need of care (other than those within C3 dwelling houses).	State funded school for single academic year – <a href="#">see footnote 2</a> . State funded school or registered nursery subject to prior approval - <a href="#">see footnote 3</a>
<b>C2A Secure residential institution</b>	Secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.	State funded school for single academic year – <a href="#">see footnote 2</a> . State funded school or registered nursery subject to prior approval - <a href="#">see footnote 3</a>
<b>C3 Dwelling houses</b>	Use as a dwelling house by a single person or by people living together as a family or by not more than 6 residents living together as a single household	Article 4 direction removes permitted development right to convert to C4 House in Multiple Occupation. State funded school for single academic year – <a href="#">see footnote 2</a>

<b>C4 Houses in multiple occupation</b>	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.	C3 (dwelling houses) State funded school for single academic year – <u>see footnote 2</u>
<b>D1 Non-Residential Institutions</b>	Clinics & health centres, crèches, day nurseries & day centres, museums, public libraries, art galleries & exhibition halls, law court, non-residential education & training centres. Places of worship, religious instruction & church halls.	Some temporary uses – <u>see footnote 4</u> . State funded school for single academic year – <u>see footnote 2</u> .
<b>D2 Assembly &amp; Leisure</b>	Cinema, concert hall, bingo hall, dance hall, swimming bath, skating rink, gymnasium, or area for indoor or outdoor sports or recreations, not involving motor vehicles or firearms.	State funded school for single academic year – <u>see footnote 2</u> . State funded school or registered nursery subject to prior approval - <u>see footnote 3</u> Some temporary uses – <u>see footnote 4</u> .
<b>Sui – Generis</b>	A use on its own, for which any change of use will require planning permission. Includes, theatres, nightclubs, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, casinos, taxi businesses, waste management facilities, motor car showrooms, betting offices and pay day loan.	Casino to Class D2 Amusement arcades/centres and casinos to C3 (up to 150 m2) <u>See footnote 8</u> Betting offices and pay day loan to A1 and A2 plus two flats above Betting offices and pay day loan plus two flats above Betting offices, pay day loan and casinos to A3 (up to 150 m2) <u>See footnote 9</u> . Betting offices and pay day loan to D2 (up to 200m2) – <u>see footnote 10</u> . Betting offices and payday loan to C3 residential use - <u>see footnote 5</u>

<b>Footnotes</b>	
<b>1</b>	B1a (Offices) can change use to C3 (Dwelling houses) provided development commenced before 30/06/16. Need to apply to Council for prior approval to confirm no significant transport and highway impacts, contamination risks and flood risks.
<b>2</b>	State funded schools can open without planning permission for a single academic year without planning permission from any existing use within the Use Classes Order. School must be approved by Secretary of State and school must notify Council before they open. School must revert to its previous use at end of year. Does not apply to listed buildings.
<b>3</b>	B1 (business), C1 (hotel), C2 (residential institution), C2A (secured residential institution) and D2 (assembly and leisure) can convert to a state funded school or registered nursery providing early years childcare without planning permission. Need to apply to Council for prior approval to confirm no significant transport and highways impact, noise impacts and contamination risks. D2 uses that have changed use from A1 or A2 using permitted development right (see footnote 10) cannot then change use to state funded school or registered nursery under this permitted development right
<b>4</b>	A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (pubs), A5 (takeaways), B1a (offices), B1b (light industry), B1c ( R&D), D1 (non-residential institutions) and D2 (assembly and leisure) can change to A1, A2, A3, B1a,b & c without planning permission. Change of use must be less than or equal to 150 square metres. Applies for single continuous period of two years. Can change to other permitted use within two year period. Must revert to original use at end of two year period and notify Council before use begins.
<b>5</b>	A1 (shops) and A2 (financial and professional services) can change to C3 (residential). Building operations and partial demolition works that are “reasonable necessary” are also permitted. Prior approval required for transport and highways impact, contamination, flooding, the design and external appearance of the building and undesirable impacts on shopping facilities. This right only applies to buildings of 150 square metres or less and does not apply in Conservation Area or to listed buildings.
<b>6</b>	Does apply in Conservation Areas but not to listed buildings.
<b>7</b>	B8 (storage of distribution) to C3 (residential). Prior approval required for transport and highways impact, air quality impacts on intended occupiers, noise impacts of the developments, risks of contamination, flooding and the impact the changer of use would have on existing industrial uses and or storage or distribution uses. Right only applies to buildings in B8 use on or before 19 March 2015 and development must be begun before 15 April 2018. Building must have been in B8 use for four years.
<b>8</b>	Prior approval required for transport and highways impact, flooding, contamination and where building works are to be carried out under the permitted development right, design.
<b>9</b>	A1 (shops), A2 (financial and professional services) and betting offices and pay day loans to A3 (restaurants and cafes). Prior approval required for noise, smell/odours, transport and highways, hours of opening as well as siting and design in relation to extraction, ventilation, waste management, storage and undesirable impacts on shopping facilities.
<b>10</b>	A1 (shops) and A2 (financial and professional services) can change to D2. Applies to premises in A1 or A2 use on 5 December 2013. Prior approval required for transport and highways impact, hours of opening, noise impacts of the development and undesirable impacts on shopping facilities. Does not apply to listed buildings.

## Planning Application Procedure

1. The Chair introduces the Planning Officer who will present the item.
2. The Planning Officer presents the report to the Committee and advises on any relevant additional information received after the completion of the report. The Planning Officer will also refer to the recommendation (it is assumed that Members will have read the report).
3. Registered objectors may speak for up to three minutes.
4. Councillors who are not members of the Planning Committee may address the Committee with the Chair's permission. They are not permitted to take part in the discussions or question objectors, supporters, applicants or applicants' representatives.
5. Registered supporters, applicants or applicants' representatives for the application may speak for up to three minutes.
6. Committee Members may, through the Chair, seek clarification from Council officers or any other speakers on any relevant planning issue that may have arisen.
7. The Committee shall debate the item. Where the application is considered to be straightforward and there are no speakers present, the Committee may make a decision based on the report and without any debate.
8. The Committee will vote on the matter (including any proposed supplementary conditions or recommendations). In the event that the Committee's decision is to refuse or allow an application contrary to the report's recommendation, Committee Members must give valid reasons for the decision based on relevant planning policies.
9. The Chair shall announce the Committee's final decision.

## Notes

- The opportunity to ask questions may not be used to make general or specific comments or observations. General comments can be raised at the discussion point of the proceedings.
- Committee Members must be present during the entire debate on an application in order to be allowed to participate in the deliberations and vote on the matter. Any Committee Member who is not present at the beginning of the consideration of an application, or who leaves the room at any stage during the consideration of the application, shall be excluded from participating and voting on the application.
- If a Committee Member needs to leave during consideration of an application and wishes to take part in the deliberations and vote, they should seek the permission of the Chair for a short adjournment.
- Members should avoid expressing a view about an application until after the applicant has spoken to avoid the impression of bias.
- If there is a substantial point which needs to be clarified before a vote can take place, the Committee may agree to defer the application.
- The Chair may ask members of the public and press to leave the room to enable the Committee to consider information which is confidential or exempt (in accordance with Schedule 12A of the Local Government Act 1972).



**MINUTES OF  
PLANNING COMMITTEE**

Monday, 26 April 2021  
(6:00 - 8:45 pm)

**Present:** Cllr Muhammad Saleem (Chair), Cllr John Dulwich (Deputy Chair), Cllr Faruk Choudhury, Cllr Irma Freeborn, Cllr Cameron Geddes, Cllr Mohammed Khan, Cllr Olawale Martins, Cllr Foyzur Rahman and Cllr Dominic Twomey

**Apologies:** Cllr Sanchia Alasia

**56. Declaration of Members' Interests**

There were no declarations of interest.

**57. Minutes (22 and 25 March 2021)**

The minutes of the meetings held on 22 and 25 March 2021 were confirmed as correct.

**58. Chadwell Heath Baptist Church - 76 High Road, Chadwell Heath, Romford - 20/01859/FULL**

The Principal Development Management Officer (PDMO), Be First Development Management Team introduced a report on an application seeking a planning permission at Chadwell Heath Baptist Church and adjacent land at 76 High Road, Chadwell Heath, Romford. The proposal sought to retain the Church's façade, demolish remaining premises and construction of a new church building with associated Community uses and 17 residential units (Use Class C3) comprising buildings of 2-4 storeys.

In addition to internal and external consultations, a total of 534 notification letters were sent to neighbouring properties together with the requisite statutory press notice. A total of four objections were received, two of which were included in a supplementary report, the full material planning considerations relating to which were set out in the planning assessment detailed both in the committee report and the subsequent supplementary report, the latter of which included a response to concerns expressed over the consultation process in relation to properties in Eric Road.

A local ward councillor spoke on behalf of the three Whalebone councillors in full support of the development, citing the vital role played by the Baptist Church in providing services to vulnerable residents and the wider community. They referred to comments previously expressed about the scale of the development, housing mix and car parking, and placed on record their appreciation of the positive approach taken by the Church to adapt their scheme to address the concerns of both ward members and the local community. That said the ward councillors would continue to work closely with the Church and the community to resolve any future issues that may arise.

Two registered speakers opposing the application addressed the Committee. In summary their concerns were:

- The development would impact on their privacy and quality of life insofar as it would overlook both adjoining properties and gardens in Eric Road.
- The scale, density and layout of the development was inappropriate for the surrounding area.
- Lack of consultation, and particular concerns about the validity of the statutory consultation seeing that properties in Eric Road did not appear to receive either the notification letter issued by Be First, nor a leaflet about the proposals circulated by the Church.

The PDMO maintained that the local Planning Authority's statutory duties had been fulfilled through the 534 letters sent out to surrounding properties together with the requisite press advert dated 23 September 2020, a copy of which was set out in the supplementary report, which also included the list of the of neighbouring properties consulted on Eric Road.

- Lack of available parking.
- The development would result in more people living in the area, creating additional demands and congestion, coupled with the fact that there was already little available green space and play areas for local children.

The applicant stated that they had considered the possibility of creating a play space at the expense of an element of the housing provision but had concluded that financially it was not viable for the overall development and that that the area already benefitted from a large space at the nearby St Chads Park.

In addition to the public representations further questions arose about the application which were addressed by the PDMO and the applicant including the proposed % and mix of affordable housing and the mechanism to secure the affordable units, projected rental costs, the importance of retaining the church façade in keeping with the traditional appearance of the building and the arrangements for the shared use of the amenity/garden space within the development.

In conclusion following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations, officers found the proposal to be acceptable. They were satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement, and therefore,

The Committee **RESOLVED** to:

1. Agree the reasons for approval as set out in the report; and
2. Delegate authority to the Director of Inclusive Growth (or authorised Planning Officer) in consultation with the Head of Legal Services to grant

planning permission subject to the completion of a legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 and the conditions listed in Appendix 6 of the report; and

3. That, if by 26 October 2021 the legal agreement has not been completed, the Director of Inclusive Growth (or authorised Planning Officer) was delegated authority to refuse planning permission or extend this timeframe to grant approval.

#### **59. Former Thames View Clinic, Bastable Avenue, Barking - 20/01760/FUL**

The PMDO, Be First introduced a report on an application seeking a planning permission for the construction of a five-storey building comprising community use at ground floor level (Use Class F1) (327sqm) plus 50 residential flats (22 x 1-bed, 20 x 2-bed and 8 x 3-bed) and associated access, ground level parking and landscaping on the site of the former Thames View Clinic, Bastable Avenue, Barking.

In addition to internal and external consultations, a total of 177 notification letters were sent to neighbouring properties together with the requisite statutory press notice. A total of three representations were received, two of which were in support of the development and one sought confirmation of the location. Details of the full material planning considerations relating to the consultations were set out in the planning assessment detailed in the report.

A number of questions arose from consideration of the application which were addressed by the officer and the applicant concerning the parking arrangements for servicing the site, the future traffic arrangements for Samuel Ferguson Way, which would remain one way, and the provision of nearby play facilities and use of the community space. Both were seen as integral to the development and which would form part of the Section 106 Agreement, progress updates on which would as requested be provided to the Thames ward councillors.

In conclusion the redevelopment of the site for new and improved community space within Class F1 and residential use was considered by officers to be acceptable in principle and would contribute to the Borough's housing stock through the provision of 50 good quality units, of which 39% would be affordable, meeting an identifiable need in the Borough.

The scale, siting and design of the development was considered appropriate to the site's context and would result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers. The proposed landscaping strategy would positively contribute to the appearance and public realm of the area and enhance the arboricultural, biodiversity and environmental value of the site.

The development adopted a sustainable approach to transport whilst ensuring an acceptable impact on local highways and infrastructure. The proposal was also considered acceptable in terms of sustainability and air quality, with a financial contribution secured to mitigate any shortfall in carbon reduction.

Accordingly, the Committee **RESOLVED** to:

1. Agree the reasons for approval as set out in the report,
2. Delegate authority to the Director of Inclusive Growth (or authorised Planning Officer), in consultation with the Director of Law and Governance to grant planning permission subject to the completion of a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 and the Conditions listed in Appendix 5 of the report, and
3. That, if by 26 October 2021 the Unilateral Undertaking has not been completed, the Director of Inclusive Growth (or other authorised Planning Officer), in consultation with the Director of Law and Governance, be Delegated authority to either refuse planning permission, extend this timeframe to grant approval or refer the application back to the Planning Committee for determination.

**60. 34-42 East Street, Barking - 21/00159/FULL**

The Development Management Officer (DMO), Be First Development Management Team introduced a report on an application seeking a planning permission for the redevelopment of the site at 34-42 East Street, Barking, to provide a 5-9 storey building comprising up to 65 residential units (Use Class C3) with retail units (Use Class E) at ground and part first floors, with associated landscaping and highway works. It was noted that the application was a resubmission of a previous application which was refused in February 2020 on the grounds set out in the report.

In addition to internal and external consultations, a total of 1537 notification letters were sent to neighbouring properties together with the requisite statutory press notice. A total of five objections were received, two of which were detailed in previously circulated supplementary reports, which also included an additional consultation response from the Greater London Archaeological Advisory Service (GLAAS), as well as additional submission documents presented by the applicant.

The full material planning considerations relating to the above were set out in the planning assessment detailed both in the committee report and the supplementary reports. This had resulted in an officer recommendation for refusal for reasons as detailed and presented at the meeting. This also included an officer assessment of the changes between the previously refused scheme and the current application.

In conclusion the officer reiterated that the current application related to a residential-led redevelopment of a key town centre site that was part of an emerging allocation in the Draft Local Plan (Regulation 19). The principle of development had been accepted and it was acknowledged that progress had been made since the refusal of planning application 19/00770/FUL, which had enabled the removal of five previous reasons for refusal. However, there remained a number of areas of concern that had not been resolved through the resubmission of the current application, and as such three reasons for refusal were retained.

Given the planning principle that each application should be considered on its merits and as there were currently no other plans for the site, clarification was sought as to the validity of citing the committee report which stated that the proposal was not making best use of land. The DMO confirmed that this was in specific reference to policies in the now adopted London Plan which required a holistic design led approach to schemes and that consequently the applicant had failed to demonstrate how this application would work/complement future adjacent developments as part of the emerging site allocation.

One registered speaker opposing the application addressed the Committee. In summary their concerns focussed on the impact of the proposed development on their quality of life in their adjoining property, through a combination of a significant reduction in natural light and a loss of privacy. It would also in their opinion reduce the sunlight to the Town Square, a popular play space for families and young children.

In response to the officer assessment and reasons for refusal the applicant and their representatives outlined what they saw as the key benefits of the scheme. In summary these were the number of build to rent units being delivered including 30% of those deemed affordable based on the London Living Rent (LLR) which exceeded the Mayor of London threshold, the number of family sized units, a density aligned with the aspirations set out in the draft site allocation, the introduction of a large area of retail floor space, and a high quality build and design, complementing the surrounding local heritage assets.

They challenged the officer argument about the wider site allocation, which in their view being in draft form only should have little bearing on the decision-making process, especially seeing the emerging local plan had yet to be independently reviewed. Their assessment of the draft site allocation was that it was made up of a considerable number of leasehold and freehold interests, which could take many years to unify and therefore it was unreasonable to withhold a consent on this application at this time.

Furthermore, the applicant challenged the daylight and sunlight assessment, claiming that based on an independent analysis, any such refusal would run contrary to the Council's ambitions for the number of homes to be proposed across the draft allocation in the emerging Local Plan, as well as failing reasonably to consider the dense urban context in which the site existed.

They also suggested that given more time issues raised by officers regarding parking could be resolved.

In response to comments from the Chair the applicant referenced the CGI illustrations in the report to demonstrate that there will be no overshadowing of the Town Square as a consequence of the development, and that the design would replicate the scale of massing already in place on the other three sides of the area. Other issues raised by Members concerned the question of true affordability for local residents, the design of the buildings, and the detrimental effect on local heritage specifically to the adjoining former Magistrates Court, albeit less than significant. In those circumstances it was not considered that the application would provide significant regeneration benefits or public benefits to the extent that it would outweigh the harm of the development.

Therefore, the Committee **RESOLVED**:

To delegate authority to the Director of Inclusive Growth (or authorised Planning Officer) in consultation with the Head of Legal Services to refuse planning permission for the following reasons:

1. The proposed development by virtue of its siting, location, and high density would be a stark, crude and isolated development that was piecemeal in nature and represented poor place-making which would unduly impact on the setting of the Grade II listed former Barking Magistrates Court, did not seek to preserve or enhance the character of the Abbey and Barking Town Centre Conservation Area and did not maximise opportunities within the key regeneration area of Barking Town Centre and as such would be contrary to policies CM1, CM2 and CP3 of the Core Strategy, policies BTC16 and BTC19 of the Barking Town Centre Area Action Plan, policy BP11 of the Borough Wide Development Policies Development Plan Document, draft policies SPP1, SP2, DMD1, DMD2, DMD3, DMD4, DMD5 of the Regulation 19 Draft Local Plan, London Plan policies D1, D3, D4, D8, D9, HC1, SD1 and the London Riverside Opportunity Area Planning Framework and the NPPF.
2. The proposed development would result in the loss of sunlight and daylight to neighbouring residential occupiers and in particular flats contained within the former Barking Magistrates Court and the Bath House buildings. The proposal was considered to impact on the living standards of the neighbouring residential occupiers and potential occupiers of the proposed development, contrary to policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and the NPPF, and
3. Insufficient information had been submitted and the application had failed to demonstrate that there would not be an unacceptable impact on highway safety particularly in respect of the location of the blue

badge car parking spaces conflicting with access to the market, contrary to the NPPF.

## **61. Performance Review**

The Committee noted a report from Be First detailing the findings from the evaluation of a random sample of delegated planning decisions as discussed at the Planning Performance and Review Sub-Committee on 16 February 2021 as presented at the last meeting (minute 43 refers).

The Committee placed on record its thanks to the Planning Officers from Be First and the Council for the overall performance in relation to the timely determination of planning applications in the context of the Key National Performance Indicators published by Ministry of Housing, Communities and Local Government.

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Working in partnership


**Barking &  
Dagenham**

## LONDON BOROUGH OF BARKING & DAGENHAM PLANNING COMMITTEE

### Application for Planning Permission

<b>Case Officer:</b>	Nasser Farooq	<b>Valid Date:</b>	11/01/2021
<b>Applicant:</b>	SEGRO (East Plus) Limited	<b>Expiry Date:</b>	12/04/2021
<b>Application Number:</b>	21/00023/FUL	<b>Ward:</b>	Thames Ward
<b>Address:</b>	Plot 2, Segro Park Dagenham, Choats Road, Barking, RM9 6BF		

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 Plot 2, Segro Park, Choats Road, Dagenham.

#### Proposal

The demolition of an existing research building, gatehouse and associated hardstanding; construction of an industrial building (Use Class B2, B8, E(g)(iii)), with ancillary offices, entrance building, security hub, gatehouse and access ramps; creation of new vehicular accesses from Hitch Street and Choats Road; pedestrian and cycle access from Choats Manor Way; cycle, motorcycle, car, van and HGV parking; hardstanding and circulation areas; sprinkler tanks; pump house; relocated pumping station; and all other ancillary and enabling works including landscaping, drainage, engineering, ground stability works and boundary treatment.

#### Officer Recommendations

Planning Committee is asked to resolve to:

1. Agree the reasons for approval as set out in this report,
2. Delegate authority to the LBBD Director of Inclusive Growth (or authorised officer) in consultation with LBBD Legal Services to grant planning permission subject to any direction from the Mayor of London, the completion of a Section 106 legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) based on the Conditions listed at Appendix 4 of this report and the Heads of Terms identified at Appendix 5 of this report,
3. Delegate authority to the LBBD Director of Inclusive Growth (or authorised officer) in consultation with LBBD Legal Services to negotiate and secure the Section 106 legal agreement based on the Heads of Terms at Appendix 5 of this report, and
4. Agree that, if by 6 January 2022 the legal agreement has not been completed, the LBBD Director of Inclusive Growth (or authorised officer) has delegated authority to refuse planning permission or extend this time frame to grant approval.

## Heads of Terms Summary

### **Administrative**

1. Payment of the Council's professional and legal costs, whether or not the deed completes.
2. Payment of the Council's reasonable fees of £2,000 in monitoring (£500 per Head of Term Section – excluding Transport, Employment and Food Related obligations) and implementing the Section 106 and payable on completion of the deed.
3. Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS or Consumer Price index (as appropriate).

### **Energy and Sustainability**

4. Carbon off-setting to ensure the development achieves zero-carbon standards. Where it is clearly demonstrated that zero-carbon standard (based on net-zero regulated CO2 emissions) cannot be achieved on-site, any shortfall should be provided through a cash in lieu contribution (£95/ per tonne over a 30 year period as the rate in place at the time of the application's determination) to the borough's carbon offset fund, and/or off-site (provided that an alternative proposal is identified, and delivery is certain and agreement is reached by the Council of no appropriate alternative projects can be agreed).
5. Future proof development in order to ensure it could connect to a District Heating Network As part of Reserved Matters planning application, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN or future DHN.
6. Energy Be Seen energy performance.
7. A financial contribution (£25,000) towards a wider study for Dagenham Dock de-centralised energy network potential

The Owner and Be First will agree the scope of the study through the steering group at the time of commission. The progress of the study will be reported to the Steering Group.

### **Transport and Highways**

8. The Owner will enter into a S278 Agreement for carrying out improvements to Goresbrook Interchange (the 'Goresbrook Interchange Highway Works')

The works should include:

9. A commitment to deliver the LSIP cycle route to Dagenham Dock Station or a financial contribution (£337,303) if this is not achievable.
10. A financial contribution (£25,000) towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

The scope of the masterplan study will be submitted to the Council for approval. The scope will be discussed with relevant members of the Steering Group.

11. A financial contribution (£200,000) towards the enhancement of local bus services to serve the development.

### **Air Quality**

12. Submission of a revised Car Parking Management Plan

By the 3<sup>rd</sup> anniversary of occupation of the development, a revised Car Park Management Plan (CPMP) shall be submitted to the local planning authority for determination. The revised CPMP shall be accompanied with a report monitoring usage of the car park since first occupation.

The CPMP shall include the Public Transport Access Level (PTAL) score for the development. On submission of the CPMP, if the average PTAL score across the Site is 4 or greater, SEGRO shall use reasonable endeavours to reduce the provision of on-site car parking, up to a maximum of 20% of approved parking spaces by the 6<sup>th</sup> anniversary of first occupation of the development.

13. Site Wide Travel Plan

The Owner shall develop a Site Wide Travel Plan that accords with the approved Framework Travel Plan in consultation with TfL.

14. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29,000 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will

be applied if the scheme does not meet air quality neutral standards with the mitigation measures incorporated in the Kairus Ltd Air Quality Assessment Report issued 5.1.21

### **Public Realm**

15. [A financial contribution \(£300,000\) towards Public realm enhancements in and around Dagenham Dock station.](#)

### **Employment and Skills**

16. [Local employment, training and supply chain plans](#)

17. [A financial contribution \(£157,500\) towards training and employment support for local residents across Construction and End Use phase:](#)

18. [Employment during Construction](#)

[The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction and remediation phases.](#)

19. [Training during Construction](#)

[The Owner will use reasonable endeavours to ensure the following:](#)

- [Deliver Health and Safety training \(CSCS\) for twenty-five \(one training opportunity for every 10 construction workers\) young people developing a career in the construction industry.](#)

- [Provide 20 weeks of work experience with each placement lasting a minimum of 2 weeks. Candidates to be brought through from the training where possible. For up to 10 people.](#)

- [Provide at least one educational workshop / visit for primary or secondary school students per educational term, for the duration of the construction phase, to support local schools and careers services.](#)

- [Paid Work Placement/Traineeship to new entrants to the industry \(LBBB\) - Support residents with a CSCS card but with little or no prior experience of working on site. A total of 70 weeks employment on site. Candidates to be brought through from the training where possible. Up to 4 people.](#)

20. [Employment – End User Obligations](#)

### **Conditions Summary**

1. [Three Year Time Limit](#)

2. [Development in accordance with approved plans](#)

[Prior to commencement of development](#)

3. [Secure by Design accreditation](#)

4. [Contamination](#)

5. [Construction Environmental Management Plan \(CEMP\)](#)

6. [Construction Logistics Plan](#)

7. [Construction Noise](#)

8. [Fire Safety](#)

[Information required prior to above ground floor works.](#)

9. [Details of all façade materials](#)

10. [Details of all boundary treatment](#)

11. [Electric Vehicle Charging Points and Rapid Electric Vehicle Charging Points](#)

12. [Cycle Parking](#)

13. [Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions](#)

[Prior to occupation](#)

14. [Emergency Flood Risk](#)

15. [Car Park Management Plan](#)

16. [Energy Statement](#)

17. [Archaeology](#)

18. [Travel Plan](#)

19. [Whole life carbon assessment](#)

20. [BREEAM target](#)

21. [Sustainable Drainage](#)

22. [Circular Economy Statement](#)

- [23. Delivery and Servicing Plan](#)
- [Compliance conditions](#)
- [24. Surface Water Drainage](#)
- [25. Piling, Deep Foundations and Boreholes](#)
- [26. Maximum Quantum of Floorspace](#)
- [27. Site specific non-road mobile vehicles \(NRMM\)](#)
- [28. Flood Risk Assessment](#)
- [29. Maximum Car Parking Numbers](#)
- [30. Open Storage](#)

## 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.  
The site is within the London City Airport Safeguarding Zone.  
The site lies within an Archaeological Priority Area.

The site is close to Dagenham Breach Site of Importance for Nature Conservation (SINC) and is near to the River Thames.

### Site, Situation, Proposal and Relevant Background Information

The Site is positioned alongside Choats Road and Choats Manor Way, within the London Sustainable Industries Park.

The Site extends to approximately 3.99 hectares (ha) and largely consists of undeveloped brownfield land. It comprises mostly vacant, previously developed scrubland with the exception of a carpark and associated access roads and two associated buildings (a gatehouse and redundant research building) towards the south-western corner of the site. Attenuation ponds are located along the south-east boundary. Tree planting is also located along the boundary of the Site to the north, east and the south.

Access to the Site is taken from Choats Road.

The site has a public transport accessibility level (PTAL) rating of 1B (the lowest accessibility rating). It is located around 850 metres from the nearest train station, which is Dagenham Dock located to the north. The station provides regular services to Grays and London Fenchurch Street Station.

In terms of vehicular access, the A13 is located immediately to the north of the Site. The A13 is a major strategic route, connecting Central London with East London and South Essex. 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.

Large commercial buildings are located immediately east of Choats Manor Way and are used by multiple operators. 'Refood Ltd', a waste processing and management facility, is located adjacent to the west and accessed by Choats Road which forms the site's southern boundary.

A large mixed-use urban development known as 'Barking Riverside' including residential properties, commercial uses and business premises, a hotel, a care home and residential institutions and primary and secondary schools, is under construction approximately 500m further to the south-west.

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## Planning Assessment

### 1. Principle of Development

<i>Existing use of the site</i>	Vacant
<i>Proposed use of the site</i>	(Use Class B2, B8, E(g)(iii)) 32,957 sqm
<i>Net gain / loss in number of jobs</i>	Net gain of the equivalent of approximately 250 jobs

- 1.1. In determining the application LBB as local planning authority must have regard to the provisions of the development plan, so far as material to the application (Section 70 Town and Country Planning Act 1990). The development plan consists of the London Plan and the Local Plan. LBB must determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004). Other material considerations include

Supplementary Planning Guidance, Supplementary Planning Documents, the Council's Emerging Local Plan and the National Planning Policy Framework. Regard must also be had to the documents accompanying the application, consultation responses and other representations and information (so far as relevant).

- 1.2. Paragraph 8 of the National Planning Policy Framework seeks to ensure sustainable development with three overarching objectives: Economic, Social and Environmental.
- 1.3. The newly adopted London Plan Policy GG2 'Making the best use of land' supports making the best use of land and prioritises the development of Opportunity Areas and brownfield land.
- 1.4. Policy E4 of the London Plan seeks to ensure a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions is provided and maintained. London Plan Policy E5 'Strategic Industrial Locations (SIL)' Part A states that SILs "*should be managed proactively through a planned 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*". London Plan Policy E7 'Industrial intensification, co-location and substitution' supports the intensification of land for industry, logistics and services.
- 1.5. In relation to Opportunity Areas London Plan Policy SD1 seeks to promote ongoing growth. This policy supports and sustains the growth of SILs by considering opportunities to intensify and make more efficient use of SIL - in accordance with London Plan Policies E4, E5 and E7, as identified above.
- 1.6. The LROAPF identifies the Dagenham Dock area (also known as the London Sustainable Industries Park ('LSIP')) as SIL Industrial Business Park.
- 1.7. Policy CM1 of the adopted Core Strategy seeks to ensure employment growth is focussed on the boroughs industrial locations including the Strategic Industrial Land at Dagenham Dock.
- 1.8. The Council's Emerging Local Plan is at regulation 19 stage. As such, this document carries considerable weight as 'the direction of travel' of the boroughs policies. Within this plan the application site falls within Sub-Area 3: Dagenham Dock, Beam Park and the Ford Stamping Plant.
- 1.9. Draft Local Plan Policy SP1 'Delivering Growth' 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. Draft Local Plan Policy DM6 'Utilising the borough's employment land more efficiently' sets out the LBB's support for proposals which will deliver new employment floorspace.
- 1.10. The Proposed Development would comprehensively redevelop a brownfield site that has been underutilised for a number of years. This would accord with the NPPF and Policy GG2 of the London Plan. It will also intensify the use of the industrial land in accordance with Policy E7 of the London Plan and Strategic Policy SPP3 of the Emerging Local Plan.
- 1.11. The use of the land for the Proposed Development also accords with the abovementioned London Plan policies and the emerging Local Plan. Therefore, the overall regenerative benefits arising from the proposal weigh substantially in favour of the proposal.

- 1.12. Lastly, a number of conditions are recommended to ensure the development is in accordance with the submission, these include a restriction on the maximum quantum of floorspace to accord with the assessment undertaken as part of the submission. As such, taking the above into account the proposed use considered an appropriate employment generating use that is supported by the existing and emerging local plan and the above-mentioned London Plan policies. Therefore, the use is strongly supported in principle.  
Waste allocation
- 1.13. The application site also falls within the Joint Waste Development Plan Document (JWDPD) for the East London Waste Authorities of Barking and Dagenham, Havering, Redbridge and Newham. The purpose of the Joint Waste DPD which was adopted in 2012 is to set out a planning strategy to 2021 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal and commercial and industrial waste. It is also noted, the emerging local plan includes a number of references to the JWDPD effectively safeguarding the policies regarding to waste sites.
- 1.14. However, whilst the sites fall within the JWDPD, the Council is currently reviewing its approach to its industrial land with a particular view on intensification and diversification of sites. 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 and 20/01097/OUTALL, officers believe the capacity requirements of the JWDPD to have been surpassed by planning consents post-adoption of the SPD.
- 1.15. As part of the local plan, the Council is preparing its evidence base which will be made public later this year. The initial findings of the study advises that the potential waste capacity at this site is not being relied upon as part of the basis for a review of the 2012 Joint Waste Plan.
- 1.16. It is noted the GLA have requested confirmation from the ELWA in relation to the above. However, given the proposed use strongly accords with current and emerging policy and the initial findings of the evidence base, along with the need to ensure a consistent approach with neighbouring developments which have recently come forward (some of which are outlined above) officers consider this is not needed.
- 1.17. As such, the Proposed Development would not result in the loss of a waste site or the loss of waste capacity and officers do not have a concern that the current proposal does not bring forward a waste use.

## **2. Employment**

- 2.1. Policy E4 of the London Plan supports access to supply chains and local employment in industrial and related activities.
- 2.2. Strategic Policy SP5 of the Council's Emerging Local Plan seeks to ensure the Council delivers at least 20,000 new jobs and a wider employment base. The policy also seeks to ensure developments provide high-quality employment and training opportunities for

local people, and procurement opportunities for local businesses, focusing on investment in physical improvement, but also in the long-term social infrastructure and education required for producing talented, entrepreneurial individuals locally.

- 2.3. Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions.
- 2.4. Policy SD1 Opportunity Areas of the London Plan states boroughs should support development which inter alia creates employment opportunities, support wider regeneration and ensure that development proposals integrate into the surrounding areas.
- 2.5. Policy E8 seeks to ensure employment opportunities for Londoners across a diverse range of sectors are promoted and supported along with support for the development of business growth and sector-specific opportunities.
- 2.6. Policy E11 seeks to ensure skills and opportunities for all to address low pay and gender and ethnicity pay gaps, and as set out in his Skills for Londoners Strategy, co-ordinate national, regional and local initiatives to promote inclusive access to training, skills and employment opportunities for all Londoners.
- 2.7. Part B of Policy E11 states development proposals should inter alia support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate.

#### Employment generation

- 2.8. The Applicant has carried out an analysis that suggests the Proposed Development would provide more than 250 jobs, and a further 660 job created through indirect employment (supply chain). This is strongly supported by officers.
- 2.9. In order to secure the full employment generated on site, and to ensure it is of benefit to local residents a number of planning obligations are considered necessary. These include:
  - A requirement on the Applicant to provide local employment, training and supply chain plans to be submitted at least three months before the start of the construction phase and provide a named employment coordinator (appointed by the Applicant) who is accountable for delivery and reporting of the obligations.
  - The plans will be required to provide a forecast of the estimated Full Time Employees (FTE) workforce and detail the projected spend with local suppliers and the number of jobs, apprenticeships, work placements and short courses that will be created over the lifetime of the development.
  - Plans are proposed to be monitored on a monthly basis for the first three months and quarterly thereafter.
- 2.10. Given the significant level of jobs to be created and promoted to LBBD residents, a financial contribution has been secured to support the Council in the delivery of employment and supply-side commitments within the s106 agreement.



2.11. The employment obligations to be secured are broken down further below into the following areas.

Construction related obligations.

2.12. Obligations securing reasonable endeavours to ensure jobs created construction phases are provided to LBB residents are proposed to be secured within the s106 agreement. The reasonable endeavour requirements are detailed further within the s106 Heads of Terms.

2.13. In relation to the supply side during construction, officers have secured obligations requiring tender schedules to be submitted to the Council and aiming for at least 25% of the value of all goods and services to be sourced by the borough.

End User obligations

2.14. In order to meet the policy requirements listed above planning obligations are required to ensure the employment, skill and training benefits which are considered necessary are secured. These have been secured as outlined within the s106 Heads of Terms.

2.15. The imposition of the above obligations have resulted from extensive discussions with officers from Be First, the London Borough of Barking and Dagenham and the applicant. To ensure the employment benefits of the Proposed Development are realised and have wider regenerative benefits, resulting in the Proposed Development becoming a significant employment generator within Barking and Dagenham.

2.16. Overall, the employment benefits secured by the application via conditions and s106 agreements are strongly supported by officers and in a balanced assessment of the impacts of the development, the employment benefits weigh strongly in favour of the proposal.

<b>3. Design and Quality of Materials:</b>	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character?</i>	Yes
<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

3.1. 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.

3.2. The NPPF, Policies D1, D4 and D6 of the London Plan expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Local Plan and Policy SP4 of the Draft Local Plan.

- 3.3. Policy D3 of the newly adopted London Plan requires all development to make the best use of land through a design led approach which responds to the site's context and capacity for growth.
- 3.4. Policy D9 of the newly adopted London Plan explains that boroughs should determine the locations where tall buildings may be an appropriate form of development.
- 3.5. London Plan Policy D4 sets out how good design can be delivered, including maintaining good design quality. Specifically, it states that the design quality of development should be retained through to completion by ensuring maximum detail appropriate for the design stage, providing clarity within conditions and obligations on design quality, avoiding deferring the assessment of design quality to a condition or reserved matter and retaining the involvement of the original design team.
- 3.6. 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.

#### Height, Scale and Massing

- 3.7. The proposed development is for a multi-storey, multi-occupier building (Use Classes B2, B8 and E(g)(iii)), with ancillary offices, entrance building, security hub, gatehouse, service yards, access ramps and associated hardstanding and landscape.
- 3.8. The existing Hitch Street is proposed for vehicular access to site from the west whilst pedestrians is from Choats Manor Way, given the location of Dagenham Dock rail station to the east of the site.
- 3.9. The current proposal is for 2 warehouses on 2 separate levels with potential to further subdivide these into 4 unit in total. Each unit will have its own separate service yards; - the front HGV yard facing west onto the Hitch Street and the rear van yard facing east onto the Choats Manor Way. The main multi-storey building runs from north to south between the two service yards. The site layout has been designed to provide number of distinct vehicular accesses to and from site directly of the existing Hitch Street. The joint access road for delivery vehicles is located at the most southern part of Hitch Street, next to security hub.

- 3.10. The building is approximately 195m long and 30.740m high.
- 3.11. The elevational treatment is a combination of profiled vertical metal cladding - of various shades of silver and grey to create the dazzle effect, the flat cladding composite panels to the main vertical cores, the translucent cladding panels and the curtain walling to circulation cores and offices. The upper levels of the main building are following the principle of the dazzle ship will be predominately clad in profiled metal cladding of different shades of silver.
- 3.12. The car park is located on the mezzanine level between the Unit 1 and Unit 2 service yards. The separate access point for the car park is located at the most northern part of Hitch Street leading onto the dedicated car park ramp. This level provides the main pedestrian access to the main building. Pedestrians arriving on cycles or foot will reach this level via the main entrance building. There are two main separate entrances, located at each side of the building frontage within the vertical cores. These will have their own reception and provide access to all other building levels. The office for Unit 1 is located on the car park level and be accessed directly of this level. The rest of the building is a void above the Unit 1 warehouse area.
- 3.13. Officers considered that the development will not have a significantly adverse impact on the surrounding townscape, the site is within a SIL and will be surrounded by functional industrial buildings. In this context the proposed development will sit comfortably within the streetscene. Full details of the materials to be used in the external appearance will be secured via planning condition.
- 3.14. To conclude the site is located within a designated Opportunity Area and is considered to be an important strategic site in delivering significant development and employment. Officers consider the scale of development to be proportionate to the area's role and function and would comply with the Council's policies in relation to tall buildings.

#### Landscape

- 3.15. The application proposes a 10-metre-wide planted zone with avenues of 6.0m high London Plane trees (40-45cm girth) set within grass verges and a backdrop of beds with native species planting.
- 3.16. Along Choats Road, these beds are banked up to the building to form a substantial screen from the road up to the development undercroft. Many of the existing trees along Choats Road have been retained and gaps filled to create two tiers of trees for an enhanced buffer zone. The planting is designed to increase biodiversity and an ecological link to neighbouring green spaces.
- 3.17. Overall, 252 existing trees are to be retained, 182 small trees of poor quality are to be removed and 79 new trees to be planted.

- 3.18. The terrace is specifically designed to provide a comfortable and quiet outdoor environment. A series of seated spaces are separated by raised planters.
- 3.19. Within the s106 agreement, public footway widening has been secured to ensure the footway around the Choats Road Roundabout is of sufficient width to ensure a safe and secure pedestrian environment.
- 3.20. Full landscaping will be secured by condition.

#### Secure by Design

- 3.21. The service yards will be secured by fence and are accessed via electronically openable gates. Like surrounding developments officers are satisfied the proposed development will be safe and secure.
- 3.22. Overall, it is considered that the development of the site will improve the perception of safety within the area with the increase of passive surveillance and public foot and cycle traffic, through and around the site, will significantly improve the security of the area.

#### Fire Safety

- 3.23. In accordance with Policy D12 'Fire safety' of the London Plan, a fire statement has been provided.
- 3.24. The GLA have advised the Applicant should provide a fire evacuation lift within each building core for the evacuation of wheelchair users and other less mobile occupants, and it is recommended this is also secured by condition.

#### Inclusive design

- 3.25. The entrances to the buildings are to be clearly defined. The applicant has confirmed within the Design and Access Statement, the main entrance doors are to have a minimum clear opening width of 1000mm. The door furniture is to be clearly defined, located approximately 1000mm above ground level and of a type that is easy to operate.
- 3.26. It is also advised that unisex accessible toilets are to be provided in accordance with Approved Document M recommendations at locations of each toilet accommodation. In addition, a unisex accessible toilet, shower and changing facility is located on the ground floor of main entrance building, at location of cyclist changing facilities.
- 3.27. The applicant has advised a fully accessible lifts will be provided in each of the two circulation cores. One of the lifts will serve as the fire-fighting lift in case of fire. A passenger lifts compliant with Part M have been provided. The floor surface material of the lift car has been designed to avoid very dark colours and tones, which can cause distress for people who are visually impaired or suffer from vertigo
- 3.28. Overall, these details are considered acceptable and supported by officers.

## Public Realm

- 3.29. The site has two main access points, the Goresbrook Interchange being the vehicular access point from the A13, and Dagenham Dock C2C station being the nearest rail connection. The existing condition and feel at Dagenham Dock C2C station leading to the application site consists of a poor-quality industrial environment. The application site is likely to generate an increased usage of the station and as discussed further within the transport section there are significant transport related impacts arising from the proposal.
- 3.30. Furthermore, there is a strong drive to encourage more sustainable modes of transport, therefore the surrounding public realm needs to be of a high-quality to be able to encourage this.
- 3.31. Therefore, it is considered necessary to improve the public realm around Dagenham Dock to deal with the increased footfall, but also to improve it to an acceptable level to encourage use of the C2C station.
- 3.32. Taking the above into consideration, a financial contribution towards public realm enhancements have been secured as part of this application.
- 3.33. Whilst the final delivery of enhancements will be dependent on the masterplan, officers are satisfied the contribution is proportionate and will go some way to delivering the enhancements necessary to serve the development.
- 3.34. These financial contributions have been secured under s106 agreement and will ensure the proposed development and its immediate public realm are enhanced to deal with the increased patronage and promote sustainable modes of transport arising from the development.

## Design Conclusion

- 3.35. Overall, the development, subject to conditions and obligations would deliver a high-quality development, with no unduly detrimental impacts on local townscape. As such, the proposed design approach can be supported in accordance with the above-mentioned planning policies.

## **4. Impacts to Neighbouring Amenity**

- 4.1. 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.

- 4.2. 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.
- 4.3. 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 west of the application site.
- 4.4. 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.
- 4.5. 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.
- 4.6. 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.

## **5. Agents of Change**

- 5.1. The NPPF at Paragraph 182 seeks to ensure new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.
- 5.2. This is carried through Policies E7 and D13 of the London Plan and Policy DMD 1 of the new Local Plan (reg 19 version). London Plan Policy D13 requires applicants to take account of the Agent of Change principles and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. London Plan Policy D14 provides further detail on managing noise, such as separating noise sensitive uses from major noise sources and incorporating good acoustic design principles.
- 5.3. Given the location of the site within a predominantly industrial area and surrounded by major roads and railway lines, the noise and nuisance implications in the immediate vicinity of the site are not considered to raise any agent of change issues and several conditions are imposed to ensure this.
- 5.4. Overall, officers are therefore satisfied the Proposed Development at this location is an appropriate land use within the SIL and subject to conditions and details required at reserved matters will not have an unduly detrimental impact on surrounding uses.

<b>6. Sustainable Transport</b>			
<i>Net gain/loss in car parking spaces</i>	218 car/van spaces 38 HGV and 48 LGV spaces	<i>PTAL Rating</i>	1a/1b (low)
<i>Proposed number of cycle parking spaces:</i>	94 Cycle Spaces	<i>Closest Rail Station / Walking Distance</i>	Dagenham Dock C2C station/ 1.3km
<i>Restricted Parking Zone:</i>	N/A	<i>Parking stress survey submitted?</i>	N/A

- 6.1. The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines those developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 6.2. Paragraph 103 of the NPPF states significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF at Paragraph 109 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.3. Lastly, Paragraph 110 of the NPPF requires developments to give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- 6.4. Policy T1 of the London Plan requires development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 6.5. Local Plan Policy BR10 sets out LBBB's commitment to reducing the need to travel and to encourage modal shift away from private car usage.
- 6.6. In terms of mitigating transport impacts, Policies T4 and T9 of the London Plan states mitigation could be either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions. Lastly, the policy inter-alia states that where no firm plans and funding exist for an increase in capacity, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure. This is supported by Policy DMT1 of the Draft Local Plan (Regulation 19 version) and Policy CC3 of the current local plan.

- 6.7. The TfL WebCAT Planning Tool has been used to calculate the Public Transport Accessibility Level for the Site. The results show that the site has a PTAL of 1a and 1b, indicating a poor public transport accessibility. No public transport serves the site between 12:30am to 5am, when much of the future site activity is planned to occur.
- 6.8. Policy T6 of the London Plan seeks to inter-alia restrict car parking, with developments designed to provide the minimum necessary parking ('car-lite'), and to ensure appropriate disabled persons parking for Blue Badge holders should be provided. Policy T6.2 states for B2 and B8 uses A degree of flexibility may also be applied to reflect different trip generating characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made. Policies SP8 and DMT2 of the draft Local plan supports this policy of the London Plan. Whilst Policy BR9 of the current local plan seeks to use the car parking standards set out in the London Plan as the maximum parking standards for new developments.
- 6.9. The proposed number of vehicle parking spaces is 218 for all users. The Applicant has proposed vehicle parking which has been based on the specific trip generating characteristics of the which is allowed for in Policy T6.2 of the London Plan. Given the unique use requires transportation of bulky goods.
- 6.10. Transport for London, have made strong representations against the level of parking, noting the applicant seeks to justify the proposed quantum of parking based on surveys of existing sites and comparable permissions that were granted under previous planning policies, this is not acceptable to TfL. TfL have advised they require amendments to the scheme to show a significant reduction in parking. Be First Transport Development Management also provided a similar view within the consultation response in relation to parking.
- 6.11. The applicant, however believes the level of parking is justified and required to attract future tenants and therefore it has not been possible for the applicant to agree to a reduction in car parking.
- 6.12. Officers consider a balanced position needs to be taken in relation to parking and have instead sought to mitigate potential impacts.
- 6.13. Firstly, there is provision within the s106 agreement which requires a revised car park management plan (CPMP) to be submitted to and approved in writing by the local planning authority. The revised CPMP shall be accompanied with a report monitoring vehicle usage to date and include details to ensure reasonable endeavours are used to achieve a minimum 20% reduction in vehicle parking, should PTAL increase in the future.
- 6.14. To ensure the parking does not exceed the maximum provision, a restrictive condition is recommended to the planning permission capping the parking to the proposed figure.
- 6.15. To support better air quality, a condition is recommended to secure 15% of the proposed parking spaces to be active for electric charging in accordance with the London Plan and a further 5% of the total provision to be Rapid Charging points. The remaining parking spaces will be future proofed to allow for additional electric charging points to be added as and when required through passive provision.



- 6.16. Overall, in conclusion officers are satisfied the Proposed Development has carefully considered the transport related impacts from the proposal and brought forward mitigation measures to ensure the resulting impact on the highway is suitably addressed.
- 6.17. With a number of obligations and conditions recommended to this planning permission, officers are satisfied that whilst the level of parking is high, overall the Proposed Development will not have an unacceptable impact on the highway network.
- 6.18. London Plan Policy T2 seeks to promote Healthy Streets and in particular within Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Furthermore, Policy T3 of the London Plan seeks to ensure development proposals support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.
- 6.19. In relation to cycling Policy T5 seeks to ensure development proposals help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy BR11 of the local plan seeks to improve conditions for cyclists and for pedestrians. This is carried through within DMT3 of the Draft Local Plan (Regulation 19). Policy DMT1 requires cycle routes to be segregated from road transport.
- 6.20. Policy BR10 of the local plan seeks to ensure sustainable Transport. This is carried through within Strategic Policy SP8, and Policy DMT1 of the draft Local Plan seek the development of local public transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.
- 6.21. Full details of the cycle parking will be conditioned to ensure they complies with the relevant standards.
- 6.22. In order to comply with the above-mentioned policies and promote sustainable modes of transport, s278 works have been secured, these include highway widening where necessary.
- 6.23. In relation to local buses, to support the development, the Applicant has agreed to a financial contribution towards enhancement of local bus services. Providing a good service frequency will support and encourage modal shift from private vehicles and also support local employment. TfL have also advised of the need to increase capacity in the morning peak to meet demand arising from the development. The contribution is below the requested amounts of £2.05m or £850,000.00 however officers consider it is proportionate to the development that is proposed.
- 6.24. Paragraph 111 of the NPPF requires developments to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. This is also the case with Policy T4 of the London Plan, Policy BR10 of the local plan and policy DMT1 of the draft Local Plan (regulation 19 version).

- 6.25. A Framework Travel Plan (FTP) document in relation to the Proposed Development, has been provided with an initial framework that sets out of the key actions and objectives to support the development proposal. A condition is recommended to ensure a final travel plan is secured.
- 6.26. Policies T7 and SI15 of the newly adopted London Plan seek to development proposals facilitate sustainable freight movement by rail, waterways and road. Furthermore, Policy T7 supports the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations. Lastly, the policy also seeks to ensure development proposals facilitate safe, clean, and efficient deliveries and servicing, with a requirement on developments to provide Construction Logistics Plans and Delivery and Servicing Plans required.
- 6.27. The application is accompanied by a construction environmental management plan. It is advised this will be updated by the appointed Principal Contractor(s) prior to the commencement of development. Conditions are required to secure this.
- 6.28. It is considered necessary to recommend a condition requiring a detailed document outlined method of mitigation for potential impacts to the highway and surrounding environment within a Construction Logistics Plan. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding highways or quality of the public realm and neighbouring amenity during the development phase.
- 6.29. A condition has been recommended to ensure that a full detailed delivery and servicing plan has been provided prior to the commencement of the Proposed Development.
- 6.30. In relation to River and Rail, to ensure discussions continue on sustainable modes of transport which are yet to be developed A financial contribution has been secured towards a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles. Should these measures be implemented in the future they could lead to a further reduction of trips within the vicinity.

## **7. Waste Management and Refuse Collection**

- 7.1. London Plan Policies D3 and SI7 and 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.
- 7.2. The Applicant has submitted a Circular Economy Statement applying the pre-consultation draft Circular Economy Guidance
- 7.3. Compliance with the statement has been secured via condition. As such, it is considered that the proposal accords with the policy requirements on the circular economy in the London Plan Policies D3 and SI7.

## 8. Archaeology Impact:

- 8.1. When considering whether to grant planning permission for development which affects a listed building or its setting, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Section 66 Planning (Listed Buildings and Conservation Areas) Act 1990. The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 8.2. Policy HC1 of the London Plan, Policies BP2 and CP2 of the Local Plan, Policy DM14 of the Draft Local Plan seek to conserve heritage assets and avoid harm.
- 8.3. Development plan policies require measures to identify record, protect, and where appropriate present the site's archaeology. It is noted that the application site lies within an Archaeological Priority Area and as such has been referred to the Greater London Archaeological Advisory Service (GLAAS) for comment.
- 8.4. GLAAS have recommended a condition requiring further investigation. This is considered necessary and is recommended under condition on this application.
- 8.5. Overall, subject to conditions, the proposal would take suitable measures to ensure that any archaeological remains of significance would be adequately protected.

## 9. Delivering Sustainable Development (Energy / CO2 Reduction)

<i>Renewable Energy Source / %</i>	photovoltaic panels (PV) and air source heat pumps
<i>Proposed CO<sub>2</sub> Reduction</i>	100%

- 9.1. Policy GG5 'Growing a good economy' of the London Plan recognises and promotes the benefits of a transition to a low carbon circular economy to strengthen London's economic success.
- 9.2. Chapter 9 (Sustainable infrastructure) of the London Plan requires development to contribute to mitigation and adaptation to climate change. Specifically, Policy SI2 of the London Plan set out the energy hierarchy development should follow – '1. Be Lean; 2. Be Clean; 3. Be Green'. The policy also states: "*B Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy*" and "*C A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures.*"

*Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified, and delivery is certain".*

- 9.3. Policy SI 4 of the London Plan seeks to ensure development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. With a requirement on major development to demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.
- 9.4. These objectives and targets are also outlined in Policy DM24 of the emerging local plan (Reg 19 stage).
- 9.5. The proposed development complies with policy SI2 of the London Plan by being zero carbon, through on-site measures. Compliance with this energy strategy is secured via condition and an obligation is proposed to ensure it fully meets zero carbon.
- 9.6. The Applicant is also required to submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN or future DH.
- 9.7. In order to meet the policy requirements of Policy SI 3 of the London Plan which seeks to establish the future energy and infrastructure requirements arising from large-scale development proposals such as Opportunity Areas, Town Centres, other growth areas or clusters of significant new development. a financial contribution towards a wider study for Dagenham Dock de-centralised energy network potential has been secured.
- 9.8. Subject to the above, officers are satisfied the proposal will accord with the above-mentioned policies.
- 9.9. Paragraph 148 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to *"shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."*
- 9.10. Policy SI 2 'Minimising greenhouse gas emissions' states that major developments will need to be net-zero carbon, which means reducing carbon dioxide emissions from the construction and operation, with major applications including a detailed strategy to demonstrate how the zero-carbon target is to be met.
- 9.11. Development Policy BR1 'Environmental Building Standards' states that all developments are expected to meet high standards of sustainable design and construction.

- 9.12. The application is accompanied by a Sustainability Statement which confirms the Proposed Development will target a BREEAM rating of 'Excellent' rating for an Industrial assessment. This has been tested with a pre-assessment to show a possible route to achieving an Excellent rating.
- 9.13. A condition to ensure pre-assessment and final completion certificates demonstrating the above is recommended to the condition. Subject to this condition, the proposal conforms to the above-mentioned planning policies.

## **10. Biodiversity, Landscaping and Sustainable Drainage**

- 10.1. Policy G6 of the 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.
- 10.2. 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.
- 10.3. 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 London Plan and at local level by Policies CR4 and BR4 of the Local Plan and Policy DM28 of the Draft Local Plan.
- 10.4. 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.
- 10.5. 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 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.

## 11. Air Quality

- 11.1. Paragraph 170 states that: *“Planning policies and decisions should contribute to and enhance the natural and local environment by: ... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality ...”*
- 11.2. Good Growth Objective 3 of the London Plan seeks to inter alia improve London’s air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution. Policy D3(9) seeks to ensure design helps prevent or mitigate the impacts of noise and poor air quality.
- 11.3. The 2014 update to the Mayor of London’s Sustainable Design and Construction – SPG guides developers and local authorities on what measures can be included in their designs and operations to achieve sustainable development and the objectives set out in the London Plan. Section 4.3 of the SPG concerns air quality, and sets out the Mayor’s Priorities:
- *“Developers are to design their scheme so that they are at least ‘air quality neutral’.*
  - *Developments should be designed to minimise the generation of air pollution; · Developments should be designed to minimise and mitigate against increased exposure to poor air quality”.*
- 11.4. It is also noted developers and contractors should follow the guidance set out in the Control of Dust and Emissions during Construction and Demolition SPG when constructing their development. The Control of Dust and Emissions During Construction and Demolition SPG guides councils, developers, and consultants on the implementation of relevant policies contained in the London Plan and the Mayor’s Air Quality Strategy to reduce emissions of dust and nitrogen oxides (NOx) from demolition and construction activities in London.
- 11.5. On 29<sup>th</sup> January 2020, LBBDD declared a Climate Emergency in recognition that Barking and Dagenham needs to reduce greenhouse gas and carbon emissions and help meet national targets for the UK to attain net zero carbon by 2050.
- 11.6. On 15<sup>th</sup> February 2021, LBBDD adopted its Air Quality Action Plan (AQAP) outlining the action to be taken to improve Air Quality between 2020-2025. Around 8 of the 43 action points within the plan relate directly to planning and in particular the application site.

11.7. Policy DM26 of the draft Local Plan states major development must achieve or exceed the 'air quality neutral' benchmark for building emissions (in line with Policy SI1 of the New London Plan), by avoiding or, if avoidance is not possible, minimising and mitigating people's exposure to poor air quality, for example through design, technology, traffic management and urban greening. Furthermore, development located within the borough's designated Air Quality Focus Areas will be particularly closely scrutinised as to the approach to air quality and will be expected to help reduce air pollution in the area. Finally, the policy states, where proposals would not achieve the 'air quality neutral' benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the carbon offset fund, or agree sufficient alternative offsetting arrangements in the borough via planning obligations.

11.8. The applicant has submitted an Air Quality Assessment, the findings of which are broadly accepted. This Air Quality Assessment says that the traffic emissions for the development will not meet Air Quality Neutral, and proposes a list of mitigation measures to reduce this. An obligation under s106 is proposed to ensure that these mitigation measures as outlined in the report are implemented, and if they do not bring the development to AQN, then a financial contribution be made. Subject to this obligation, and planning conditions for electric vehicle car parking to reduce emissions, the proposal is considered to comply with the above-mentioned policies and guidance, as well as the boroughs Air Quality Management Plan

11.9. The conditions include.:

- Compliance with site-specific non-road mobile vehicles to ensure low emissions.
- A condition requiring Electric Vehicle Charging Points

11.10. Subject to the imposition of the above conditions and planning obligations officers are satisfied the Proposed Development can be Air Quality neutral with additional off-setting mitigation measures.

## **12. Land Contamination**

12.1. 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).

## **13. Other Matters**

### Local Finance Considerations

13.1. In addition to the financial matters secured within the s106 agreement listed in appendix 6 the developer would be liable for the Mayoral Community Infrastructure Levy (CIL) and the Borough's CIL.

13.2. The final CIL amount is payable based on the floorspace proposed at reserved matters stage.

13.3. Based on the information provided, the total **estimated** CIL liability in this case, would be: **£1,034,856**.

13.4. This is comprised of:

- CIL liability for Mayor of London **£819,020**.
- CIL liability for London Borough of Barking and Dagenham of **£215,836**.

## **14. Conclusions**

- 14.1. The Proposed Development is considered acceptable in land use terms and when considered as a whole will be provided an appropriate land use within adopted Core Strategy SIL designation, as the part of the statutory Development Plan and accord with the London Plan, and emerging Local Plan.
- 14.2. Through construction and operational phases, the proposed development will bring substantial employment and regenerative benefits to the borough (including educational opportunities linking to the development aspirations of LBBD for the Dagenham Dock area). These benefits are to be secured within the s106 agreement.
- 14.3. Further contributions have been secured in terms of wider placemaking, through master-planning, public realm enhancements and improvements to the local cycle network.
- 14.4. Officers are mindful that the proposed level of parking exceeds the standards specified in Local Plan Policy BR9 and London Plan Policy T6. However, Officers are satisfied that this level of parking provision is acceptable on balance given the measures that have been secured to encourage a reduction in parking from the opening of the new market and over time, where possible. This is through a combination of on-site and off-site mitigation measures secured via condition and within the s106 agreement.
- 14.5. The Energy Strategy submitted as part of the Proposed Development demonstrates that the proposals would sufficiently reduce carbon dioxide emissions, with any off set to be secured through the s106 agreement.
- 14.6. Considered as a whole, the Proposed Development is considered to accord with the Development Plan. It is on this basis and on the basis of all other material considerations that the grant of planning permission is recommended.



## 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)*

<p><i>London Plan (2021)</i></p>	<p>Policy GG2 Making the best use of land          Policy GG5 Growing a good economy          Policy D1 London's Form and Characteristics          Policy D2 Delivering Good Design          Policy D11 Safety, security and resilience to emergency          Policy SD1 Growth Corridors and Opportunity Areas          Policy E4 Land for industry, logistics and services to support London's economic function          Policy E5 Strategic Industrial Locations          Policy E7 Intensification, co-location and substitution          Policy E11 Skills and opportunities for all          Policy G5 Urban greening          Policy G6 Biodiversity and access to nature          Policy SI2 Minimising greenhouse emissions          Policy SI12 Flood Risk Management          Policy SI13 Sustainable drainage          Policy T1 Strategic Approach to Transport          Policy T2 Healthy Streets          Policy T4 Assessing and mitigating transport impacts          Policy T5 Cycling          Policy T6 Car Parking          Policy T6.2 Office Parking          Policy T6.5 Non-residential disabled persons parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 General Principles for Development          Policy CM4 Transport Links          Policy CE3 Safeguarding and Release of Employment Land          Policy CE4 Mix and Balance of Uses within Designated Employment Areas          Policy CR1 Climate Change and Environmental Management          Policy CR2 Preserving and Enhancing the Natural Environment          Policy CR4 Flood Management          Policy CP3 High Quality Built Environment          Policy CC3 Achieving Community Benefits through developer contributions</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 Environmental Building Standards          Policy BR2 Energy and On-site Renewables          Policy BR3 Greening the Urban Environment          Policy BR4 Water Resource Management          Policy BR5 Contaminated Land          Policy BR9 Parking</p>

	<p>Policy BR10 Sustainable Transport  Policy BR11 Walking and Cycling  Policy BR12 Hazardous Developments  Policy BC11 Utilities  Policy BP11 Urban Design</p>
<i>Joint Waste Development Plan (2012)</i>	
<p>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 18 Consultation Version, October 2020) is at an “advanced” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and substantial 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.</p>	
<p>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, 2020)</p>	<p>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</p>
<i>Supplementary Planning Documents</i>	<p>LBBB Planning Advice Note 5 ‘Sustainable Design and Construction’ (2014);    GLA Supplementary Planning Guidance (SPG) ‘Land for Industry and Transport’ (2012); and,    GLA SPG ‘The Control of Dust and Emissions during Construction and Demolition’ (2014).</p>

## **Additional Reference**

### *Human Rights Act*

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.

### *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
- LBBB Environmental Health
- LBBB Lead Local Flood Authority
- LBBB Waste and Recycling Officer
- London Fire Commissioner
- Designing Out Crime
- Environment Agency
- Thames Water
- Health and Safety Executive
- Transport for London
- Employment and Skills

<b>Summary of consultation responses</b>		
<b>Consultee and date received</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>LBBB Lead Local Flood Authority</b>	No objection, condition recommended	The requested condition has been secured.
<b>Highways England</b>	On 16 <sup>th</sup> February, Highways England requested further information. This was subsequently provided.  On 14 <sup>th</sup> June a final response was received from Highways England confirming they had no objection to this application.	Noted.
<b>Environment Agency</b>	No objection. To improve flood resilience, we recommend that, where feasible, finished floor levels are set above the 2100 breach flood level, which is 2.7 m AOD.	Noted.
<b>Environmental Health</b>	No objections subject to conditions related to contaminated land and noise.	The requested conditions have been secured.
<b>Historic England – Archaeology</b>	No objection subject to condition	The requested condition has been secured.

<p><b>Transport Development Manager</b></p>	<p>Original response raised concerns over the level of parking as without future tenants identified and a speculative proposal, a first principles calculation does not necessarily give an entirely accurate number of spaces needed. An innovative and forward-looking approach in line with the LSIP aspirations, the highway estate design layout and newly published London Plan should all be considered. This would suggest the level of parking provision is high and therefore, the 218 car parking spaces should be reduced.</p> <p>Following discussions with the applicant. Several planning obligations and conditions have been secured. To realize the development proposal as submitted it will require alterations to the existing highway network which will go beyond the extent of the red line boundary of the application. In terms of these off-site measures which are considered essential to make the development acceptable it would need improvements to bus accessibility, and/or contributions to public transport services to accommodate future demand, pedestrian and cycle infrastructure which would all need to be secured.</p>	<p>Noted the requested obligations and conditions have been secured.</p>
<p><b>Transport for London</b></p>	<ul style="list-style-type: none"> <li>- no evidence has been provided to demonstrate that the proposed parking is necessary.</li> <li>- the proposed quantum of parking seems to take no account of the principles of the restraint-based approach set out in the new London Plan, nor of the Council's own policy BR10</li> <li>- Recommend further discussion over staff car parking and, ultimately, we will require amendment of the scheme to show a significant reduction in order to reduce the traffic impact.</li> <li>- Overspill parking onto Choats Road or Choats Manor Way would be a concern to us. Issues of adoption and enforcement of controls on the road network should be clarified and, where necessary, a contribution sought.</li> <li>- The bus stops on Choats Road very close to the entrance serve the EL2 bus. The site records a relatively low Public Transport Access Level (PTAL) of 2, not 1b as reported in the Transport Assessment.</li> <li>- it would appear entirely reasonable to seek a contribution to bring forward the delivery of the EL4 bus service.</li> <li>- Given the delays forecast on Choats Manor Way by the City of London modelling work, an alternative route for the EL4 through to Kent Avenue would be beneficial.</li> <li>- While that scheme is as yet uncosted, an appropriate contribution by this developer toward it should be determined by the Council and secured.</li> <li>- A contribution toward the improvement of cycle</li> </ul>	<p>Further comments and discussions have taken place over the level of car parking and it is clear that Transport for London do not accept the level of parking within the development. Officers however, consider when taking into account the planning balance and the substantial planning obligations secured within the development the parking is acceptable on balance.</p>

	<p>lanes serving the site has been offered: this is welcomed, and the value of this contribution must be determined and secured by the Council.</p> <ul style="list-style-type: none"> <li>- The proposal to widen the footway of Choats Manor Way into the site is welcomed.</li> <li>- The package of cycle parking appears to be exemplary and is welcomed.</li> <li>- There are also opportunities to make improvements to walking routes. One of those, across the north side of the Thames Gateway Park and along the line of The Gores would reduce the distance to Dagenham Dock station (and also another bus service) from twelve to eight minutes' walk. Again, the Council should determine and secure an appropriate value of contribution towards such improvements necessary to support active travel.</li> <li>- The use of river and rail for freight should be investigated through further work before determination of this application, and any opportunities secured appropriately.</li> <li>- The Stage 1 report discusses the need for contributions toward a hydrogen fuelling station in the area. However, the recent CIHT report on the future fuelling of HGVs indicated that hydrogen was unlikely to be the best option</li> <li>- it is appropriate to require that all operational vehicle parking spaces, including HGV loading docks, should be fitted with rapid electric charging facilities.</li> </ul>	
<p><b>GLA</b></p>	<p>Summary of Stage 1 comments:</p> <p>Principle of development: The redevelopment of the site to provide intensified industrial uses within SIL complies with policies E4, E5 and E7 of the London Plan (2021), subject to demonstration that this site is surplus to waste capacity requirements of the East London Waste Authority area Joint Waste Plan Urban design: The building's height and massing are considered appropriate and would allow occupiers to operate flexibly. Environment: Further information is required with regards to district and communal heat networks, PV and heat pumps. A Whole Life-cycle Carbon Assessment and Circular Economy Statement should be provided. Further information is required with regards to the impacts on air quality, flood risk and surface water drainage. Transport: The provision of 218 car parking spaces is not justified and should be significantly reduced. Funding is required towards mitigation measures to protect existing bus journey times, reliability and service levels.</p>	<p>Officers have been in further discussions with the GLA in relation to these comments and these matters are considered to be suitably covered within the material planning considerations section of the report. Additional information has been provided by the applicant where necessary and conditions</p>

	Contributions towards bus service enhancement and a sustainable fuel filling station will be sought. The applicant has offered a contribution towards the improvement of cycle lanes which is welcomed, the value of which should be determined and secured by the Council. Revised car parking, construction logistics and delivery and servicing plans should be submitted in line with TfL guidance and best practice principles.	and s106 obligations have been recommended where needed.
<b>Employment and Skills</b>	Detailed comments and discussions have taken place, which reflect the extensive employment and skills obligations that s106	Noted.
<b>Thames Water</b>	No objections	Noted.

### Appendix 3

<b>Neighbour Notification</b>	
Date of press advertisement	13 <sup>th</sup> January 2021
Date neighbour consultation letters sent	11 <sup>th</sup> January 2021
Number of neighbouring properties consulted	118
Number of responses	No response received.



## Appendix 4

### Conditions

#### 1. Three Year Time Limit

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

#### 2. Development in accordance with approved plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

Site Location Plan (Ref. 31221-PL-201)  
Site Layout Plan (Ref. 31221-PL-202B)  
External Finishes Plan (Ref. 31221-PL-203B)  
Ground Floor Plan (Ref. 31221-PL-205B)  
Unit 1 Office & Car Park Plan (Ref. 31221-PL-206B)  
First Floor Plan (Ref. 31221-PL-207A)  
Unit 2 Office - Mezzanine Floor Plan (Ref. 31221-PL-208A)  
Roof Plan-Roof Terrace & Plant (Ref. 31221-PL-209A)  
Roof Plan (Ref. 31221-PL-210A)  
Elevations (Ref. 31221-PL-211C)  
Illustrative Elevations (Ref. 31221-PL-212C)  
Section A-A (Ref. 31221-PL-213A)  
Indicative Constraint Section (31221-PL-215A)  
Entrance Building - Floor Plans (Ref. 31221-PL-220A)  
Entrance Building - Elevations (Ref. 31221-PL-221A)  
Security Hub (Ref. 31221-PL-230A)

Design and Access Statement, prepared by Michael Sparks Associates, dated January 2021;

Revised Energy Strategy and accompanying GLA Consultation Energy Memo (including enclosures), prepared by MBA Consulting Engineers; dated 15<sup>th</sup> April 2021;

Revised Circular Economy Statement and accompanying GLA CE Memo (including reference documents) prepared by LCD Consulting, dated 25<sup>th</sup> April 2021;

Revised Flood Risk Assessment & Sustainable Drainage Strategy, prepared by Fairhurst, dated 25<sup>th</sup> May 2021;

Revised LED Lighting Assessment Report and accompanying plans, prepared by MBA Consulting Engineers, dated 11<sup>th</sup> May 2021;

Revised Landscaping Strategy Drawings, prepared by TALA;

Whole Life Cycle Carbon Assessment, prepared by LCD Consulting, dated May 2021;

Transport Assessment (including Framework Travel Plan, Draft Construction Logistics Plan and Draft Delivery and Servicing Plan) prepared by Motion, dated 11<sup>th</sup> January 2021;

Technical Note, addendum to Transport Assessment, prepared by Motion, dated 26 March 2021;

Site Waste Management Plan, prepared by SEGRO, dated: 20 January 2021 Version: 02;

Air Quality Assessment, prepared by Kairus, dated 5<sup>th</sup> January 2021;

Preliminary Ecological Appraisal (including Phase 1 Habitat Survey), prepared by DeltaSimons, dated 6<sup>th</sup> November 2020;

Construction Environmental Management Plan, prepared by SEGRO, dated 16 November 2020;

Planning Statement, prepared by Barton Willmore, dated 5<sup>th</sup> January 2021;

Noise Impact Assessment, prepared by Stantec, dated 30th October 2020;  
Remediation and Verification Strategy, prepared by Delta Simons, dated 17<sup>th</sup> November 2020;  
Arboricultural Survey, prepared by Delta Simons, dated 6<sup>th</sup> November 2020;  
Preliminary Risk Assessment and Geo-Environmental Assessment, prepared by Delta Simons, dated 6<sup>th</sup> November 2020;  
Archaeological Written Scheme of Investigation for Geoarchaeological Evaluation, dated 21<sup>st</sup> December 2020 and Report on Geoarchaeological borehole evaluation, prepared by Museum of London Archaeology, dated 2<sup>nd</sup> October 2020;  
Foul Sewage and Utilities Assessment, prepared by MBA Consulting Engineers, dated 17<sup>th</sup> November 2020; and  
BREEAM Pre-Assessment, prepared by MBA Consulting Engineers, dated 13<sup>th</sup> November 2020.

*Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s)*

## **Prior to commencement of development**

### **3. Secure by Design accreditation**

Prior to the commencement of development, a Report shall be submitted to the local planning authority detailing how the scheme has taken into account the principles and practices of Secured by Design in order to assist in reducing the opportunity for crime, minimising fear of crime, and creating a safer and more secure environment. The scheme shall be constructed in accordance with the approved Report.

*Reason: In the interest of creating safer, sustainable communities.*

### **4. Contamination**

The Delta-Simons Preliminary Risk Assessment ref 17-0084.31, Geo-environmental Assessment and Remediation and Verification Strategy ref 17-0084.31 have been received and reviewed and the general approach is agreed. The redevelopment of the Site should proceed on the basis of the submitted Remediation and Verification Strategy albeit further information is required with respect to the Remediation activities prior to their commencement.

- a. Further details of ground gas protection measures. No installation of ground gas and vapour protection measures shall commence until a detailed scheme of the proposed ground gas and vapour protection measures has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include details of the proposed ground gas protection to be included within buildings and structures and details of how the proposed measures will meet the requirements of BS8485 based upon the Characteristic Situation derived for the site in the Delta-Simons Remediation and Verification Strategy. The scheme must include details of any proposed membrane and confirmation of the parties responsible for the independent verification of the ground gas and vapour protection measures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- b. Notification of Commencement. The approved remediation scheme as detailed in the Delta-Simons Remediation and Verification Strategy must be carried out in accordance with the Strategy prior to occupation, with the exception of the placement

of clean cover, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

- c. Remediation Verification (1st Stage). Occupation may not commence until a Remediation Verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met excepting the placement of Clean Cover.
- d. Remediation Verification (2nd Stage). Following placement and verification of the required clean cover identified in the approved remediation scheme and within a maximum of 6 calendar weeks following occupation unless otherwise agreed with the Local Planning Authority, a revised Remediation Verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.
- e. Unexpected Contamination. In the event that contamination is encountered of an extent, nature or magnitude beyond that identified within the previously submitted remediation strategy at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a revised remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of any additional measures identified in the approved remediation scheme a Remediation Verification report must be prepared, which shall be subject to the approval in writing of the Local Planning Authority.
- f. Materials Management. Where reuse or importation of soil materials is proposed, unless an appropriate exemption or other permit is in place, the Works shall be carried out in accordance with the Materials Management Plan (MMP) proposed within the Remediation and Verification Strategy and confirmation that an MMP or other mechanism has been in place for the works shall be included in the final Remediation Verification report must be prepared, which shall be subject to the approval in writing of the Local Planning Authority.

*Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.*

## **5. Construction Environmental Management Plan (CEMP)**

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:

- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoarding(s) including decorative displays and

facilities for public viewing, where appropriate;

- f) wheel washing facilities;
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during Construction and Demolition”, Mayor of London, July 2014; including but not confined to, non-road mobile machinery (NRMM) requirements;
- h) noise and vibration control;
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- j) the use of efficient construction materials;
- k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- l) 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.

Once approved the Plans shall be adhered to throughout the construction period for the development.

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 07:00 and 18:00 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 and between 08:0 and 13:00 on Saturdays.

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.

*Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring occupiers.*

## **6. Construction Logistics Plan**

The development hereby permitted shall not commence until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

*Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety*

## **7. Construction Noise**

The development (excluding demolition, remediation and enabling works) permitted shall not commence until an acoustic report has been submitted to and approved in writing by the Local Planning Authority. Such a report will demonstrate that Construction noise levels at the nearest dwellings should not exceed 75 dB LAeq,10h during weekday daytime (07:00 – 19:00) and 75 dB LAeq,5h during Saturday daytime (07:00 – 18:00).

Where it is considered impractical to meet this noise limit the report should detail mitigation measures taken to reduce noise to a minimum. The approved measures for the mitigation of

construction noise shall be implemented prior to the commencement of all works and be maintained until the development has been completed.

*Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and to ensure that works shall not represent any unacceptable level of noise. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.*

## **8. Fire Safety**

Prior to commencement of development, details shall be submitted to and approved in writing by the local planning authority demonstrating that a minimum of at least one lift per core (or more subject to capacity assessments) within the main warehouse building (excluding external lobby building) will be a suitably sized fire evacuation lift (which will also be utilised for firefighting) suitable to be used to evacuate people who require level access from the building. The development shall be carried out in accordance with these details and maintained as such in perpetuity.

*Reason: In the interests of fire safety.*

## **Information required prior to above ground floor works.**

### **9. Details of all façade materials**

Prior to the commencement of works above ground floor slab of the development hereby approved, details of all materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the full array of PV Panels.

The development shall be carried out in accordance with the approved materials.

*Reason: To protect or enhance the character and amenity of the area.*

### **10. Details of all boundary treatment**

Prior to any above ground floor works, full details of all boundary treatment of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority.

Development shall be carried out in accordance with the approved details [and permanently retained thereafter].

*Reason: To ensure that the finished appearance of the development will respect the character and visual amenities of the local area.*

### **11. Electric Vehicle Charging Points and Rapid Electric Vehicle Charging Points**

Prior to above ground floor works details of car parking spaces shall be accompanied by detailed plans showing the provision of Electric Vehicle and Rapid Electric Vehicle Charging Points.

- a. A minimum of 5% of all car parking spaces shall be Rapid Charging Spaces
- b. A minimum of 25% of all spaces (not including those under part (a)) shall be active spaces and
- c. The remainder 70% shall have passive provision.

The development shall be carried out in accordance with the approved details.

*Reason: To restrict car usage and encourage the use of electric cars in order to reduce carbon emissions.*

## **12. Cycle Parking**

Prior to above ground floor works (in consultation with TfL) a detailed layout of cycle parking demonstrating compliance with the London Plan 2021 and the LCDS shall be submitted to and approved in writing by the local planning authority. The spaces shall thereafter be made permanently available for the occupants of the building(s).

*Reason: To ensure reasonable provision of cycle spaces is made within the site for the parking of bicycles and to encourage sustainable modes of transport.*

## **13. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions**

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any residential dwelling. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014.

*Reason: To ensure that the proposed and surrounding residential properties and other noise-sensitive premises in the vicinity of site are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and the London Plan.*

## **Prior to occupation**

### **14. Emergency Flood Risk**

The development shall not be occupied until an emergency flooding plan has been submitted to, and approved in writing by, the LPA. The scheme shall as a minimum include:

- a) Details of advanced flood warning measures;
- b) Advanced site preparation measures to be undertaken in the event of a flood warning;
- c) Site evacuation measures;
- d) Measures to monitor the surface water drainage system and drainage ditch system in the wider area;
- e) Dedicated named flood wardens who will be on site during all operational hours of the development, responsible for flood safety measures in accordance with emergency flood management plan. The approved emergency flooding plan shall be relayed to all site workers and shall be implemented for the life of the development.

*Reason: to ensure future occupiers are not susceptible to unacceptable flood risk.*

### **15. Car Park Management Plan**

Prior to occupation of the use, a car parking management plan shall be submitted to and approved in writing by the local planning authority. The car parking management plan should detail how the car parking spaces are allocated, managed and monitored

The development shall be carried out in accordance with the details approved.

*Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, to ensure and promote easier access for disabled persons*

## **16. Energy Statement**

A post completion report demonstrating compliance to the submitted Energy Statement, shall be provided and approved in writing by the Local Planning Authority within SIX (6) months of first occupation of any phase of the development. This report shall be submitted to and approved in writing by the Local Planning Authority.

*Reason: to ensure an energy efficient and sustainable development.*

## **17. Archaeology**

The development must be carried out in accordance with the submitted Written Scheme of Investigation (WSI) prepared by the Museum of London Archaeology (dated December 2020).

In accordance with the WSI, the development shall not be occupied until the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material has been submitted to and approved by the Local Planning Authority in writing.

*Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains in accordance with recommendations given by the borough and in the NPPF.*

## **18. Travel Plan**

Prior to occupation a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. That Travel Plan shall include measures for minimising car trips and promoting and encouraging travel to/from the site by sustainable modes such as walking, cycling and public transport. The approved Travel Plan shall provide a programme for monitoring, reviewing, maintaining and developing the Travel Plan in relation to the targets in accordance with TfL's iTRACE monitoring practices.

*Reason: To ensure that the proposal abides by the Council's sustainable transport objectives.*

## **19. Whole life carbon assessment**

Prior to occupation the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk), along with

any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

*Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.*

## **20. BREEAM target**

The BREEAM 2018 post-construction assessment demonstrating how the development will achieve (BREEAM Excellent), shall be submitted to and approved in writing by the Local Planning Authority within SIX (6) MONTHS of occupation, to demonstrate that the development is in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

*Reason: In the interest of energy efficiency and sustainability.*

## **21. Sustainable Drainage**

Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

*Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change.*

## **22. Circular Economy Statement**

A post completion report demonstrating compliance with the Circular Economy Statement must be provided and approved in writing by the Local Planning Authority within 6 months of first occupation of any part of the development.

*Reason: In the interest of creating safer, sustainable communities.*

## **23. Delivery and Servicing Plan**

Prior to occupation of development, a Delivery and Servicing Plan for all the proposed uses shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

*Reason: In order to ensure the design has suitably considered the transport needs of the development in the interests of highway safety.*

## **Compliance conditions**

### **24. Surface Water Drainage**

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

*Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.*



## **25. Piling, Deep Foundations and Boreholes**

- a) Piling, investigation boreholes, tunnel shafts, ground source heating and cooling systems or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. A piling method statement shall be submitted for approval in writing detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out and should demonstrate that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
- b) If piling or ground improvement work is undertaken pursuant to this permission, then the 5% level of vibration attributable to these activities shall not exceed a peak particle velocity of 1.5mm/sec when measured at the point of entry to any adjoining residential development. In the event of reasonable complaint of vibration nuisance and at the request of the Local Planning Authority monitoring to evaluate compliance with this condition is to be carried out and the results submitted to the Local Planning Authority.

*Reason: In order to ensure that piling activities do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement and Protecting Groundwater resources of 'The Environment Agency's approach to groundwater protection' and in order to protect the amenities of neighbouring occupiers in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.*

## **26. Maximum Quantum of Floorspace**

The development hereby approved shall be limited to a maximum of 32,957sqm.

*Reason: In order to ensure that the development causes no additional impact that has not been assessed as part of the planning application proposal.*

## **27. Site specific non-road mobile vehicles (NRMM)**

During onsite construction works, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel-powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to be NRMM registered and comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance 'Control of Dust and Emissions from Construction and Demolition SPG' July 2014. Such vehicles must be run on ultra-low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra-low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied no later than 1 year after succession. Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run-on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant. No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

*Reasons: To ensure that air quality is not adversely affected by the development and to protect the amenity of future occupants and/or neighbours.*

## **28. Flood Risk Assessment**

The development permitted by this planning permission shall only be carried out in accordance with the approved flood risk assessment. There shall be no raising of existing ground levels on the site to facilitate the free passage of flood water in times of flooding.'

*Reason: to minimise the risk of internal flooding and to ensure the safety of the occupants during a flood to ensure users of the site*

## **29. Maximum Car Parking Numbers**

The maximum number of vehicle parking spaces shall not exceed 218 parking spaces at any time.

The details should include the design of blue badge disabled parking having regard to the adopted London Plan.

The development shall be carried out in accordance with plans 31221-PL-206B, 31221-PL-207A & 31221-PL-205B

*Reason: In order to ensure an acceptable level of parking and to ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians shall be unduly prejudiced.*

## **30. Open Storage**

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.*

### **Administrative**

1. Payment of the Council's professional and legal costs, whether or not the deed completes.
2. Payment of the Council's reasonable fees of £2,000.00 in monitoring (£500 per Head of Term Section – excluding Transport, Employment and Food Related obligations) and implementing the Section 106 and payable on completion of the deed.
3. Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS or Consumer Price index (as appropriate).

### **Energy and Sustainability**

4. Carbon off-setting to ensure the development achieves zero-carbon standards.

From Implementation the Owner shall use its reasonable endeavours to ensure that the Development shall achieve a minimum 100% reduction in carbon emissions over Part L of the Building Regulations 2013 through on-site provisions.

On Practical Completion of the Development on the Site:

- (a) The Owner shall submit to the Council an assessment of the carbon reduction measures implemented within the Development and the figure for any Carbon Offset Contribution payable for the Development; and
- (b) Pay to the Council the Carbon Offset Contribution (if any) no later than 3 months from the date of Practical Completion of the Development.

Not to Occupy the Site until the Carbon Offset Contribution has been paid to the Council.

Where it is clearly demonstrated that zero-carbon standard (based on net-zero regulated CO2 emissions) cannot be achieved on-site, any shortfall should be provided through a cash in lieu contribution (£95/ per tonne over a 30 year period as the rate in place at the time of the application's determination) to the borough's carbon offset fund, and/or off-site (provided that an alternative proposal is identified, and delivery is certain and agreement is reached by the Council of no appropriate alternative projects can be agreed).

The estimated carbon offset payment of (£95/ per tonne as the rate in place at the time of the application's determination) should be paid to the Council.

5. Future proof development in order to ensure it could connect to a District Heating Network

As part of Reserved Matters planning application, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development could connect to the DHN or future DHN.

Trigger: statement to be submitted prior to commencement of development.

6. Energy Be Seen energy performance.

a) Within 8 weeks of the grant of planning permission, the Owner shall submit to the GLA accurate and verified estimates of the 'Be seen' energy performance indicators, as outlined in the 'Planning stage' section / chapter of the GLA 'Be seen' energy monitoring guidance document (or any document that may replace it), for the consented development. This should be submitted to the GLA's Energy Monitoring Portal in accordance with the 'Be seen' energy monitoring guidance.

b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be uploaded to the GLA's Energy Monitoring Portal. The owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document (or any document that may replace it).

c) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and for the following four years after that date, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology the 'In-use stage' chapter / section of the GLA 'Be seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be uploaded to the GLA's Energy Monitoring Portal. This obligation will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be seen' energy monitoring guidance document (or any document that may replace it) for at least five years.

d) In the event that the 'In-use stage' evidence submitted under Clause XX shows that the 'As-built stage' performance estimates derived from Clause XX have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be seen' spreadsheet through the GLA's Energy Monitoring Portal. An action plan comprising measures identified in Clause XX shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

7. A financial contribution (£25,000.00) towards a wider study for Dagenham Dock de-centralised energy network potential

The Owner and Be First will agree the scope of the study through the steering group at the time of commission. The progress of the study will be reported to the Steering Group.

Trigger: payment to be made Prior to commencement of development (excluding demolition/enabling and remediation works).

## Transport and Highways

### 8. The Owner will enter into a S278 Agreement for carrying out improvements to Goresbrook Interchange (the 'Goresbrook Interchange Highway Works')

The works should include:

- Increasing the existing footway width into the site (offering up land in the ownership of the applicant) along the eastern (Choats Manor Way) and southern (Choats Road) boundaries of the development site to create a segregated pedestrian footway & cycleway. It is considered prudent to attach a highway plan to the s106 or legal agreement and in the interest of highway safety, requiring the applicant to
  - a) agree a scheme of highway works and
  - b) implement all off-site highway works prior to above ground works of the development or first occupation of the development and secured. To be executed by the applicant under a s38/278 highway agreement.

The S278 Agreement (and all related approvals and consents) shall not be unreasonably withheld or delayed by the highway authorities (the highway authority being LBBD and TfL). The highway authority shall use all reasonable endeavours to ensure congestion mitigation measures provided for in the S278 Agreement are in place prior to the intended date of first occupation. An agreed programme specifying all necessary procedural and implementation stages and their anticipated dates shall be included in the S106/278 Agreement and the parties shall carry out such stages in accordance with the programme.

### 9. A commitment to deliver the LSIP cycle route to Dagenham Dock Station or a financial contribution (£337,303.00) if this is not achievable.

Prior to the commencement of development, a scheme shall be submitted to the LPA for approval confirming the design and proposed delivery of the footway / cycleway. The scheme shall include indicative timescales for acquiring the land necessary to deliver the footway / cycleway and transferring to Be First. The footway / cycleway shall be constructed in accordance with the approved details. The existing 3m path to be retained should be inspected and if required resurfaced/reconstructed and lit to the satisfaction of the LPA.

SEGRO shall use reasonable endeavours to bring forward the footway / cycleway, with an agreed maximum cap of £337,303 (index linked) to deliver the route in full. However, in the event that the land required to deliver the footway / cycleway is not within Be First's control on the 10th anniversary of occupation, a financial contribution of £337,303 (index linked) shall be made payable by SEGRO.

The improvements will be supported by a Highway Works Specification in accordance with the Manual Contract of Documents for Highway Works specification. These will be secured to the value of a Highway Works Bond. The works should also detail measures adopted to ensure the safety of Cyclists including a well-lit route with CCTV coverage along its whole length.

10. A financial contribution (£25,000) towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

The scope of the masterplan study will be submitted to the Council for approval. The scope will be discussed with relevant members of the Steering Group.

Trigger: Payment to be made prior to commencement of development (excluding demolition/enabling and remediation works).

11. A financial contribution (£200,000) towards the enhancement of local bus services to serve the development.

The owner for agrees to pay the Council £200,000 (index-linked from the date of planning permission) towards necessary changes to local bus services (night-time services and morning peak capacity to serve the development).

The exact frequencies and balance between these two existing bus services (EL2 and 145), or any potential alternative or additional bus services (as may be the case following service changes prior to or in the time period covered by the five years' funding), will be determined at a later date.

### **Air Quality**

12. Submission of a revised Car Parking Management Plan

By the 3<sup>rd</sup> anniversary of occupation of the development, a revised Car Park Management Plan (CPMP) shall be submitted to the local planning authority for determination. The revised CPMP shall be accompanied with a report monitoring usage of the car park since first occupation.

The CPMP shall include the Public Transport Access Level (PTAL) score for the development. On submission of the CPMP, if the average PTAL score across the Site is 4 or greater, SEGRO shall use reasonable endeavours to reduce the provision of on-site car parking, up to a maximum of 20% of approved parking spaces by the 6<sup>th</sup> anniversary of first occupation of the development.

Trigger: The Plan must be submitted to the Council before the first anniversary of occupation of the Development.

13. Site Wide Travel Plan

The Owner shall develop a Site Wide Travel Plan that accords with the approved Framework Travel Plan in consultation with TfL.

Trigger: submitted to the Council for their approval before practical completion.

14. Air Quality off-setting contribution.

A payment at the off-setting contribution rate of £29,000 per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet air quality neutral standards

Trigger : The assessment must be submitted to the Council before the first anniversary of occupation of the Development, and payment made based on this assessment

**Public Realm**

15. A financial contribution (£300,000) towards Public Realm enhancements in and around Dagenham Dock station.

The Owner will pay a contribution of £300,000 towards improvements near and around Dagenham Dock C2C Station and Chequers Lane.

The extent of the area this contribution should go towards is to be agreed through discussion between relevant members of the Steering Group and other contributors that may be in place post signature of this agreement.

Trigger: payment to be prior the commencement of development whichever is the earliest.

**Employment, Training, Education and Supply Chain – General Provision**

16. Local employment, training and supply chain plans

Plans must be submitted prior to the commencement of development, providing a forecast of the estimated FTE workforce, the number of vacancies, paid work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

Templates for the initial plan, method statement and monitoring forms will be provided by Be First. In addition, the Construction Team in the council's job brokerage service offers support for developers to understand their commitments and build an effective plan where desired.

Trigger: the plans must be submitted three months prior to commencement of development

17. A financial contribution (£157,500) towards training and employment support for local residents across Construction and End Use phase:

Commit to a financial contribution towards training and employability support for local residents of £157,500. This is 25% of the cost the council would incur within our employment and brokerage services to successfully train and support local candidates to fill the local employment targets set out above, which at £5,000 per head for 25 roles in construction phase, and minimum 100 roles during first 5 years of end user phase (based on assumption that of 660 jobs on site).

Trigger: Payable on commencement of development.

## 18. Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBD residents, during the construction and remediation phases.

The jobs to be provided in accordance with the following:

- 25% of the total jobs of the total jobs 250 FTE jobs created are new jobs filled by LBBD residents, with at least 10% of these (25) directly employed construction jobs with the remaining 15% (37.5) secured through reasonable endeavours through supply chain.
- Advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.

## 19. Training during Construction

The Owner will use reasonable endeavours to ensure the following:

- Deliver Health and Safety training (CSCS) for twenty-five (one training opportunity for every 10 construction workers) young people developing a career in the construction industry.
- Provide 20 weeks of work experience with each placement lasting a minimum of 2 weeks. Candidates to be brought through from the training where possible. For up to 10 people.
- Provide at least one educational workshop / visit for primary or secondary school students per educational term, for the duration of the construction phase, to support local schools and careers services.
- Paid Work Placement/Traineeship to new entrants to the industry (LBBD) - Support residents with a CSCS card but with little or no prior experience of working on site. A total of 70 weeks employment on site. Candidates to be brought through from the training where possible. Up to 4 people.

## 20. Employment – End User Obligations

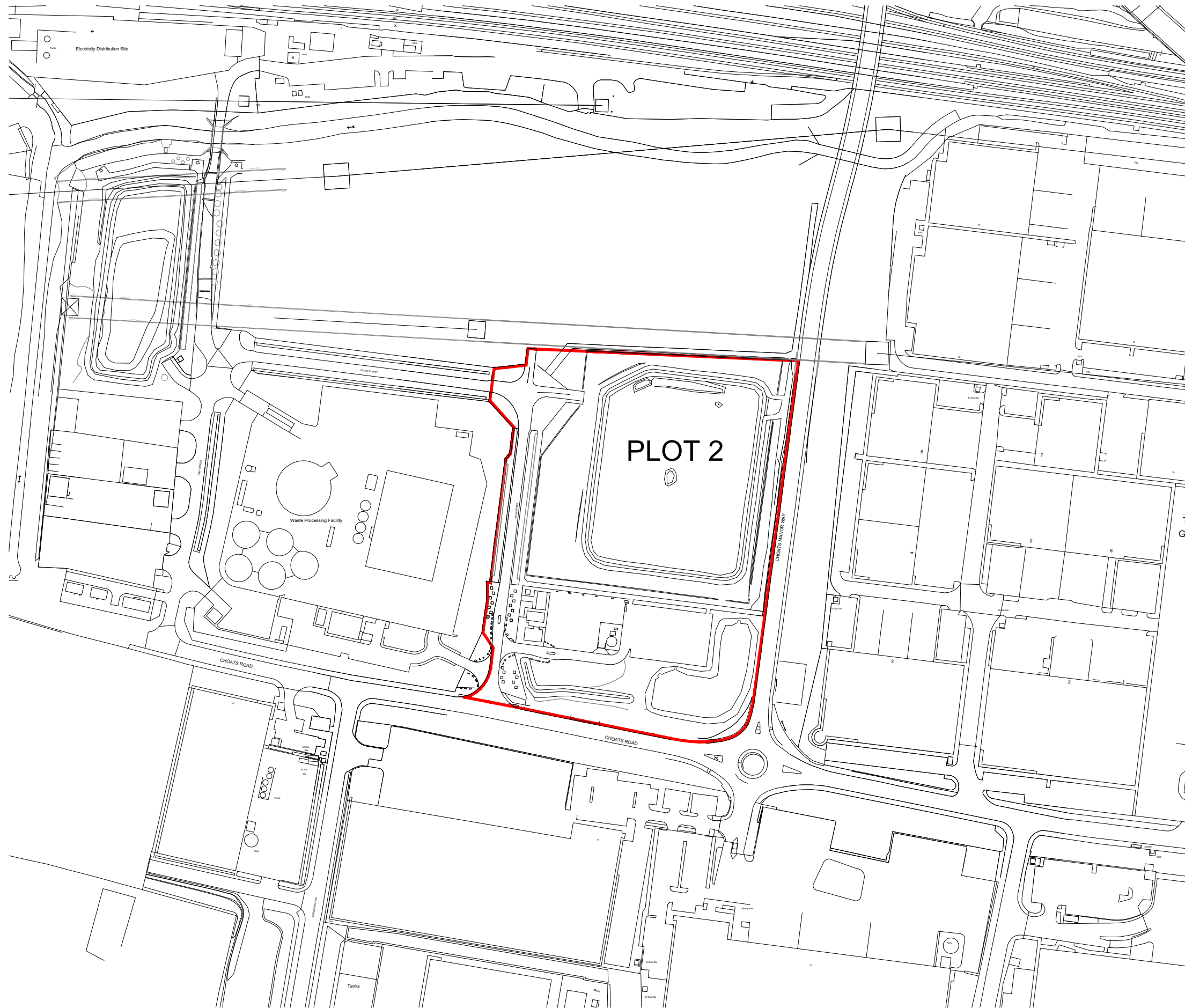
The Owner will use reasonable endeavours to ensure that the Owner's employees and jobs with its contractors are provided to LBBD residents during the end-user phase in accordance with the following:

- a. fill 80 posts, which is **25% of** the 323 **newly created** vacancies (49% of FTE 660) by local residents within the first 5 years of operation.
- b. Fill a minimum of 20 further posts created through turnover in the 337 relocated posts (51% of FTE 660) within 5 years of operation.
- c. Work closely with the council's employment and skills brokerage to achieve a target of **25% of all jobs** within the tenants' workforce on site to be filled by local residents within 6 years of operation.
- d. Advertise all vacancies through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely



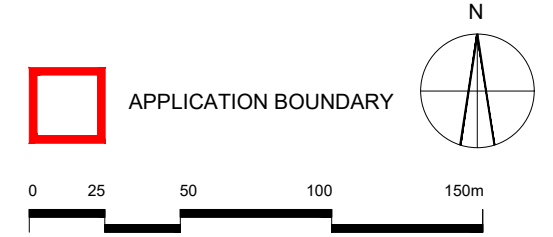
2. For end-user jobs, encourage tenants to work closely with the applicant and LBBB to advertise all newly created vacancies through the council's Job Brokerage service including through introducing tenants to LBBB's Job Brokerage service to help provide a skills forecast for the development and highlight any shortages to the Council's job brokerage service, a minimum of one month before operational end use commences; and where feasible including relevant commitments within terms and conditions of tenancies.
3. A commitment to collaborative working through the employment of a designated Employment co-ordinator to liaise with and where feasible provide access on site for the Councils Job Brokerage service.

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 LONDON SW6 4TU  
 TELEPHONE 020 7736 6162  
 FAX 020 7736 3896  
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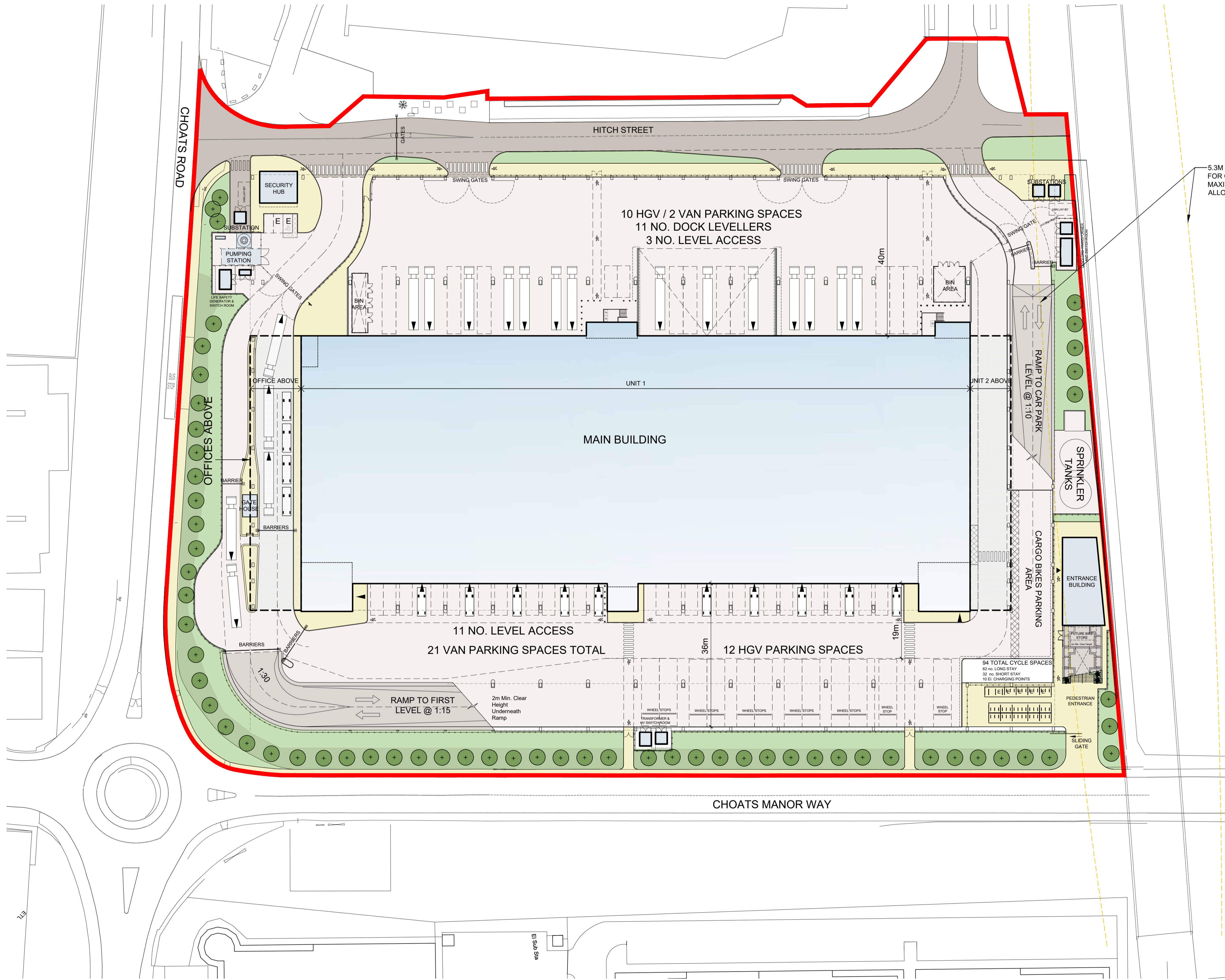


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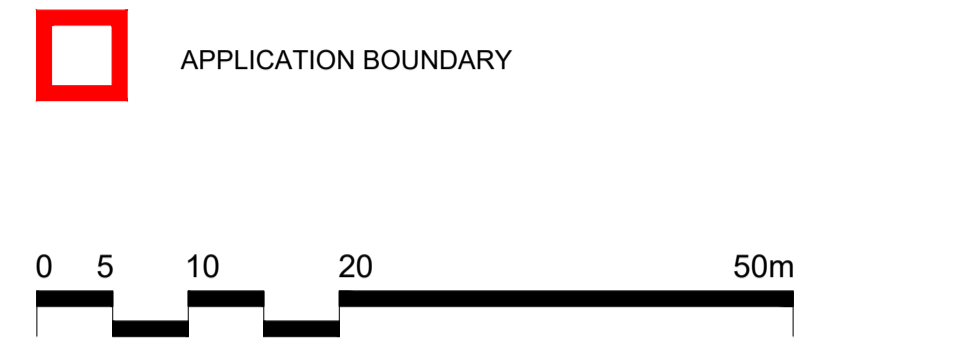
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CLIENT SEGRO (EAST PLUS) LIMITED		
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	STATUS PLANNING	CHECKED AC
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01 SITE LOCATION PLAN  
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**MICHAEL SPARKS ASSOCIATES**  
 CHARTERED ARCHITECTS  
 11 PLATO PLACE  
 ST. JONAS ROAD  
 LONDON SW6 4TU  
 TELEPHONE 020 7736 6162  
 FAX 020 7736 3896  
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**SEGRO**

TITLE  
**SEGRO PARK DAGENHAM, PLOT 2**  
 DRAWING  
**SITE LAYOUT PLAN**

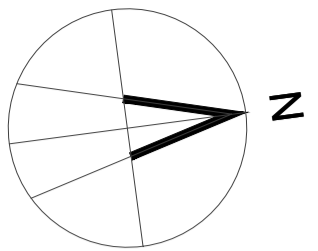
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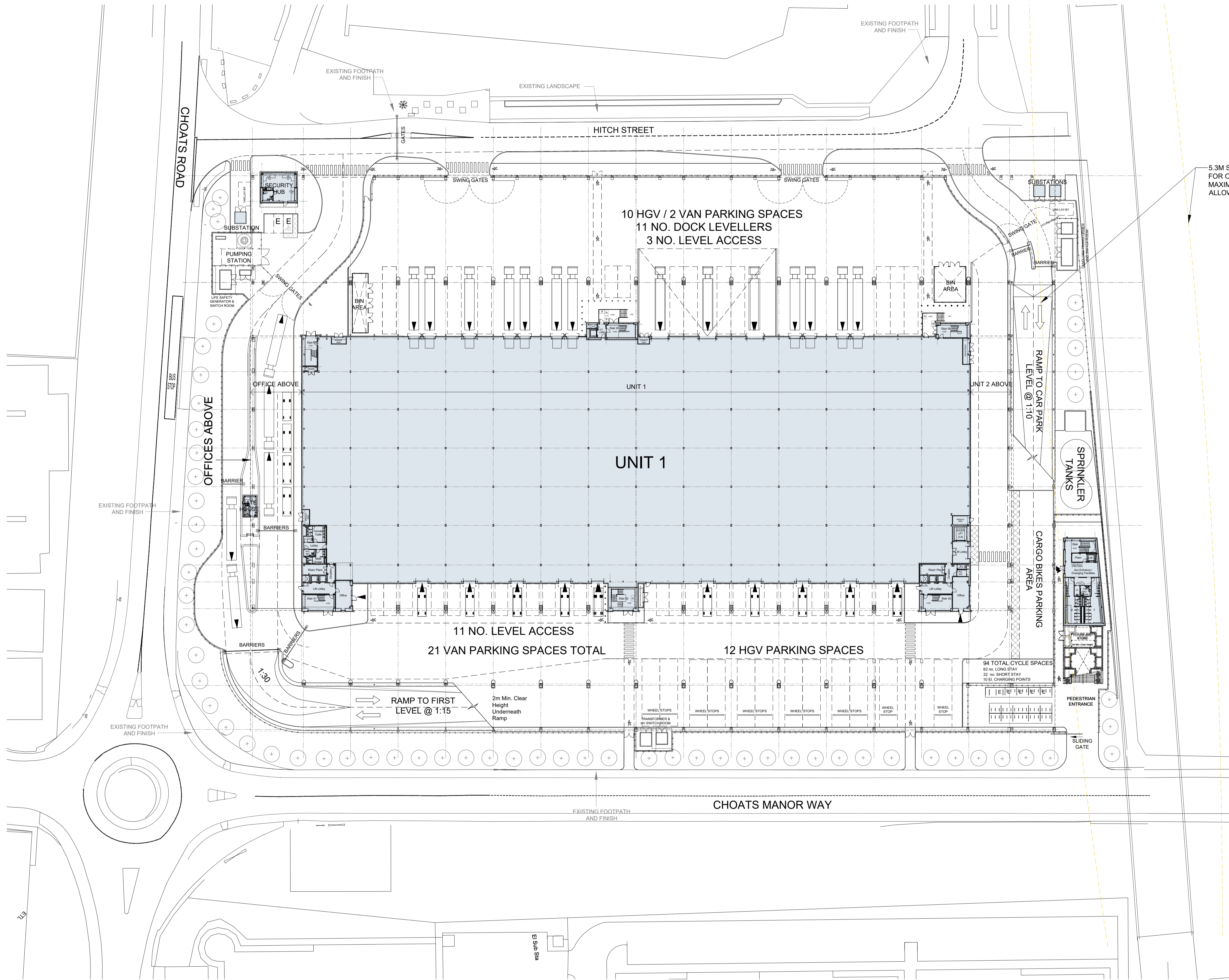
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**SITE LAYOUT PLAN**  
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 ST DUNGS ROAD  
 LONDON, SW6 4TU  
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 www.msa-architects.co.uk



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**GROUND FLOOR PLAN**  
 CLIENT  
**SEGRO (EAST PLUS) LIMITED**

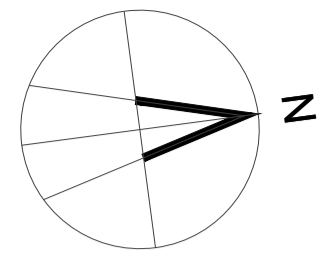
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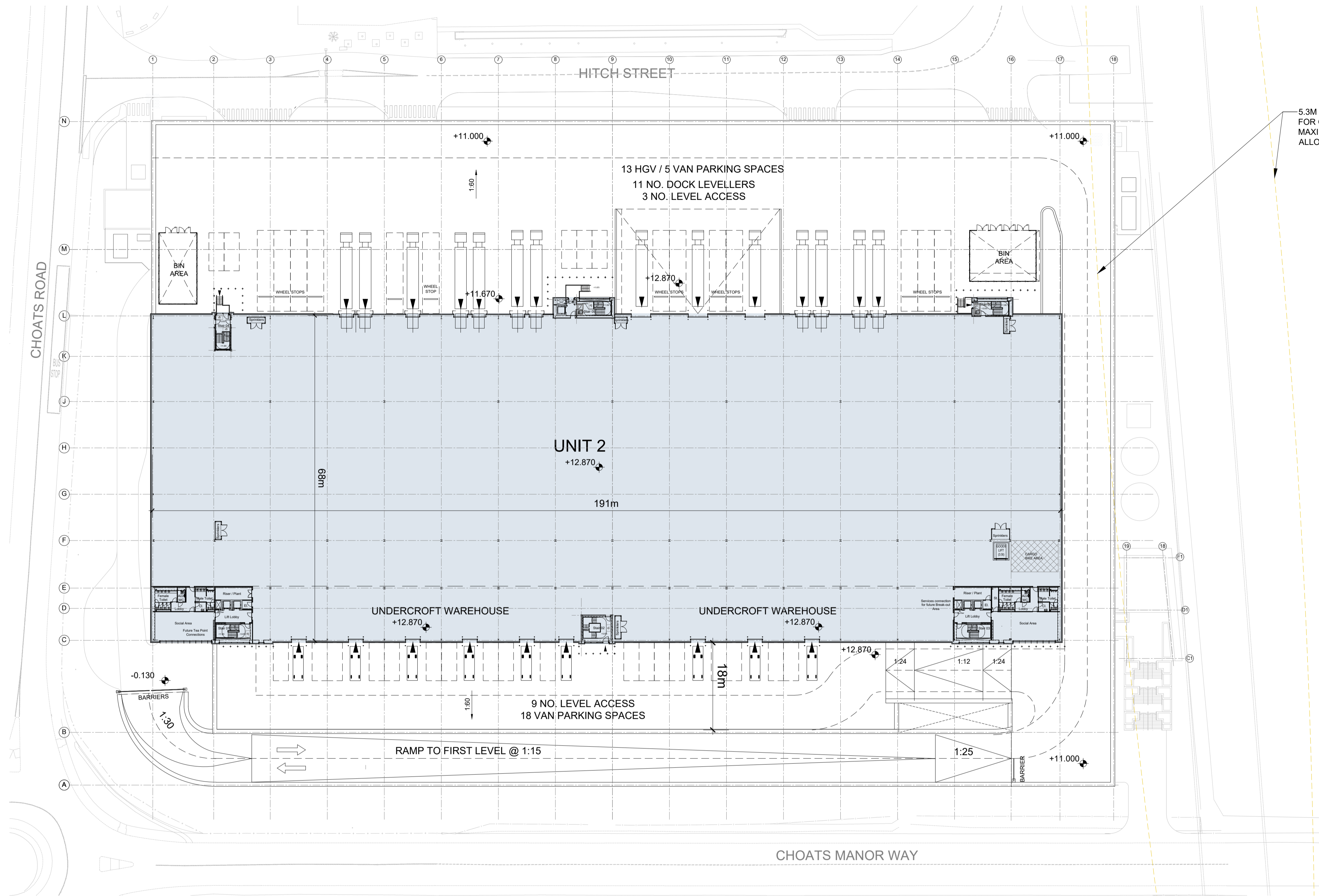


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01 FIRST FLOOR PLAN  
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**MICHAEL SPARKS ASSOCIATES**

CHARTERED ARCHITECTS

11 PLATO PLACE  
 STATIONS ROAD  
 LONDON SW6 4TU

TELEPHONE 020 7736 6162  
 FAX 020 7736 3896  
 www.mso-architects.co.uk

**SEGRO**

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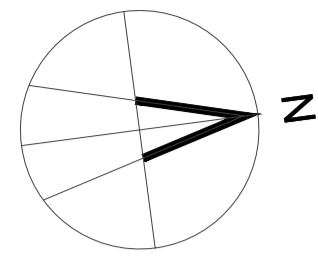
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**SEGRO (EAST PLUS) LIMITED**

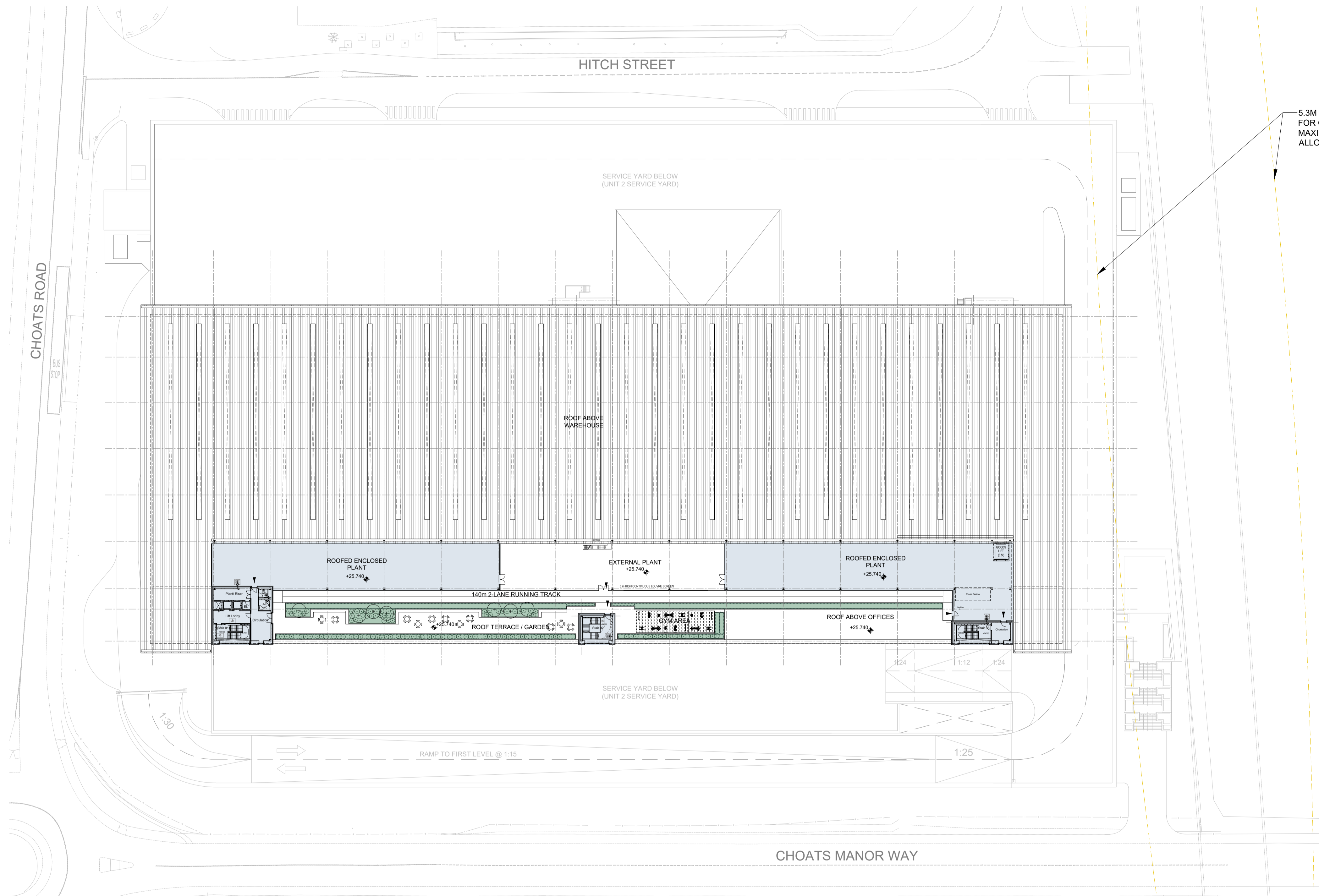
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 FOR OVERHEAD CABLES.  
 MAXIMUM BUILDING HEIGHT  
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 11 PLATO PLACE  
 ST. JOHN'S ROAD  
 LONDON SW6 4TU  
 TELEPHONE 020 7736 6162  
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TITLE  
**SEGRO PARK DAGENHAM, PLOT 2**  
 DRAWING  
**ROOF PLAN**  
**ROOF TERRACE / PLANT LEVEL**  
 CLIENT  
**SEGRO (EAST PLUS) LIMITED**

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**31221-PL-209A**

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01 EAST ELEVATION  
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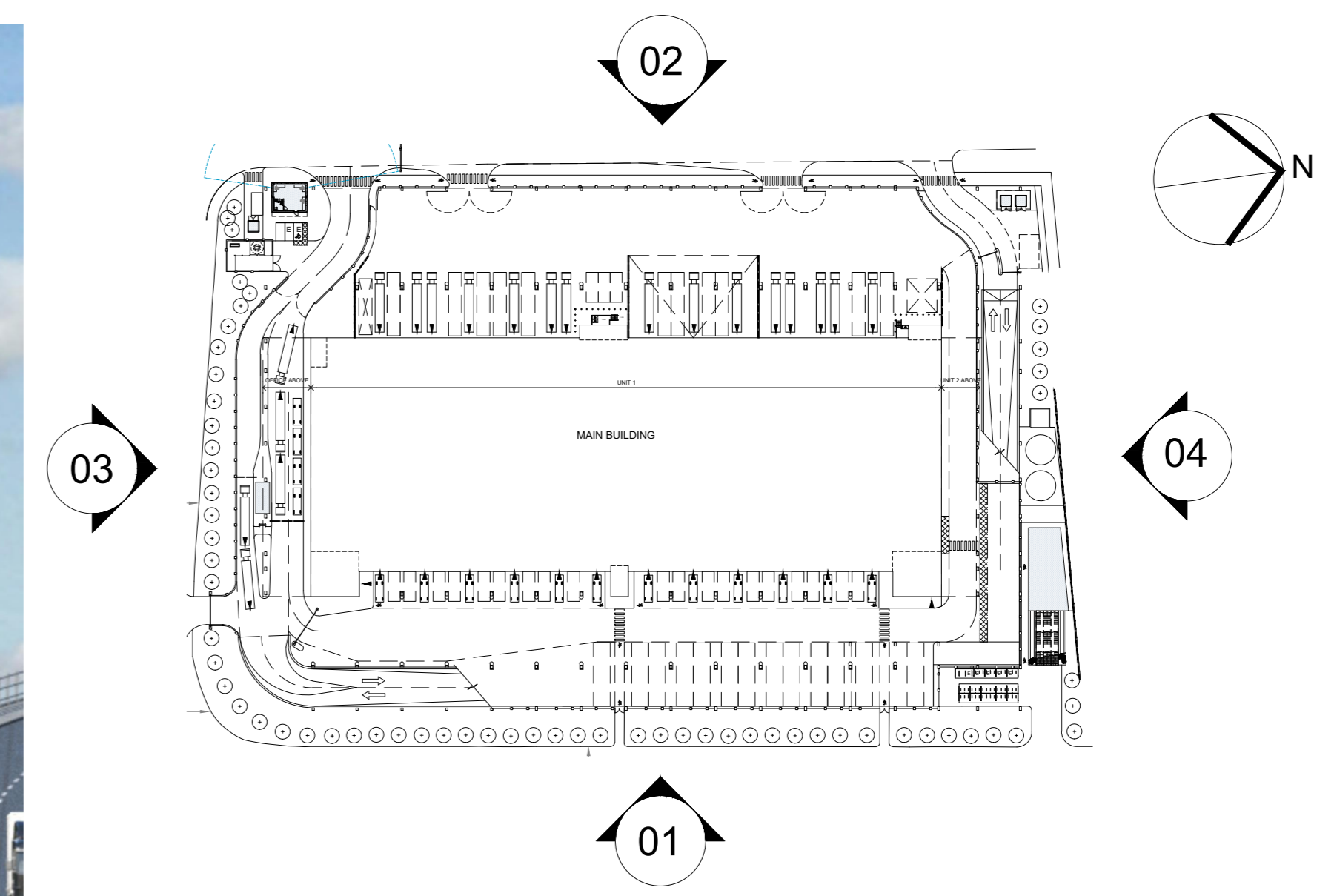
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03 SOUTH ELEVATION  
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04 NORTH ELEVATION  
212 1:200



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A	24/11/2020	Amended as per Client's comments	LW	AC	
-	16/11/2020	FIRST ISSUE	LW	AC	



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11 PLATO PLACE  
STONING ROAD  
LONDON SWS 4TU  
TELEPHONE 020 7596 4142  
www.msp-architects.co.uk



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SEGRO PARK DAGENHAM, PLOT 2  
DRAWING  
ILLUSTRATIVE ELEVATIONS  
CLIENT  
SEGRO (EAST PLUS) LIMITED

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# 01 Introduction



## 1.0 INTRODUCTION

### 1.1 PURPOSE OF STATEMENT

This design and access statement has been prepared on behalf of SEGRO (East Plus) Limited (hereafter referred to as 'SEGRO') to accompany a detailed planning application for the redevelopment of Plot 2 at SEGRO Park Dagenham ('the Site') for an employment use building within Use Class B2, B8 and E(g)(iii) uses.

This application is for:-

- demolition of existing research building, gatehouse and associated hardstanding;
- a new 29.916sq. m of floor space of multi-storey, multi-occupier building (Use Classes B2, B8, E(g)(iii)), with ancillary offices, entrance building, security hub, gatehouse service yards and access ramps;
- creation of new vehicular accesses from Hitch Street and Choats Road;
- pedestrian and cycle access from Choats Manor Way;
- cycle, motorcycle, car, van and HGV parking;
- hardstanding and circulation areas;
- sprinkler tanks, pump house, relocated pumping station;
- and all other ancillary and enabling works including landscaping, drainage, engineering, ground stability works and boundary treatment.

SEGRO Park Dagenham is the latest site identified for development as part of the East+ Portfolio. A joint venture between the GLA and SEGRO that has already seen a number of completed developments along the A13, including SEGRO Park Rainham and SEGRO Park Newham schemes.

It is proposed that this building will be developed speculatively. As such it has been designed to accommodate range of varying needs of different potential occupiers, allowing them to use the warehouse space and servicing areas available in a manner that will suit them.

### 1.2 DOCUMENT OVERVIEW

This document describes the site context, the development proposals, including the scale, layout, appearance, landscaping and the access principles.

This design and access statement should be read in conjunction with the accompanying architectural and landscape drawings. The other documents submitted as part of this application include: -

- Planning Statement
- Air Quality Assessment
- Preliminary Ecological Appraisal
- Phase 1 Habitat Survey
- Transport Statement
- Construction Environment Management Plan
- Draft Construction Logistics Plan
- Delivery and Servicing Plan
- Energy and Sustainability Statement
- BREEAM Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy and Sustainable Drainage Proforma
- Foul Sewage and Utilities Assessment
- Archaeological Written Scheme of Investigation
- Land Contamination Assessment
- Landscape Strategy and Maintenance Plan
- Lighting Assessment
- Noise Impact Assessment
- Site Waste Management Plan
- Transport Assessment
- Travel Plan
- Tree Survey/ Arboricultural Implications
- Application Drawings

Each report demonstrates that the proposed development will not have an adverse impact on the Site or the surrounding area. The uses proposed accord with the London Plan and London Borough of Barking and Dagenham Local Plan as a whole, as well as emerging policy documents.

### DEVELOPMENT ASPIRATIONS

This development represents an opportunity to create a high-quality sustainable development to suit the needs of future occupiers and meet market demand. The proposed development will make efficient and effective use of the Site, by delivering 2 levels that can accommodate up to 4 units.

### 1.3 SUMMARY OF KEY PROPOSALS

The full planning application includes details of the redevelopment of Plot 2 (3.994 Ha) at SEGRO Park Dagenham.

The proposal is for a multi-storey, multi-occupancy industrial building totalling 29.916 sq. m. (GEA) with ancillary offices, entrance building, security hub, gatehouse service yards and access ramps, associated access, parking and landscaping (Refer to Table 1).

### 1.4 PROPOSAL

Proposed details for the design, layout, scale, appearance, access and landscaping are provided by the following:

- **Site Location Plan**
- **Proposed Site Layout Plan** (showing the size and location of the proposed buildings, together with the proposed layout for landscaping, access, service yard and ramps, car parking and cycle parking)
- **Proposed External Finishes Plan**
- **Proposed Floor Plans** (showing the internal layouts including roof plan)
- **Proposed Elevation Drawings** (showing the proposed building form, height and material finishes)
- **Landscape Proposal** (showing overall site landscape layout and detailed landscape plans)

Table 1

SUMMARY OF PROPOSALS	Ground Floor - Unit 1 & Main Entrance Building	Mezzanine Level Unit 1 Office, Main Entrance Building & Car Park	1st Floor - Unit 2	Mezzanine Level Unit 2 Offices	3rd Floor - Roof Terrace & Plant Level	TOTAL
<b>Gross External Area</b> GEA (sq. m)	11,128	1,518	13,377	2,322	1,571	29,916
<b>Car Parking Spaces</b> (incl. disabled)	3 (1)	215 (19)				218 (20)
<b>Cycle Parking Spaces</b> (long stay / short stay)	94 (62 / 32)					94 (62 / 32)
<b>Electric Charging Spaces</b> (20% Active / 10% Passive)	2 (2 / 0)	64 (42 / 22)				66 (44 / 22)
<b>Motor-cycle Parking Spaces</b>		10				10
<b>Operational Parking</b> (Van / HGV)	22 / 24		22/14			44 / 38

# 02 Site Context

## 2.0 SITE CONTEXT

### 2.1 SITE LOCATION

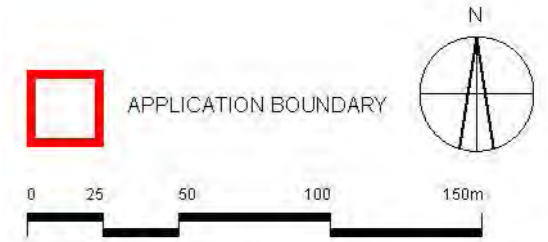
Plot 2 forms part of SEGRO Park Dagenham (previously known as London Sustainable Industries Park), an industrial and commercial area within the administrative boundary of the London Borough of Barking and Dagenham and Be First. The site is located approximately 2km to the south of Dagenham town centre and 4km to the east and west of Barking and Rainham. The river Thames is approximately 500 metres to the south of the site.

The Site is positioned alongside Choats Road and Choats Manor Way which leads onto 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.

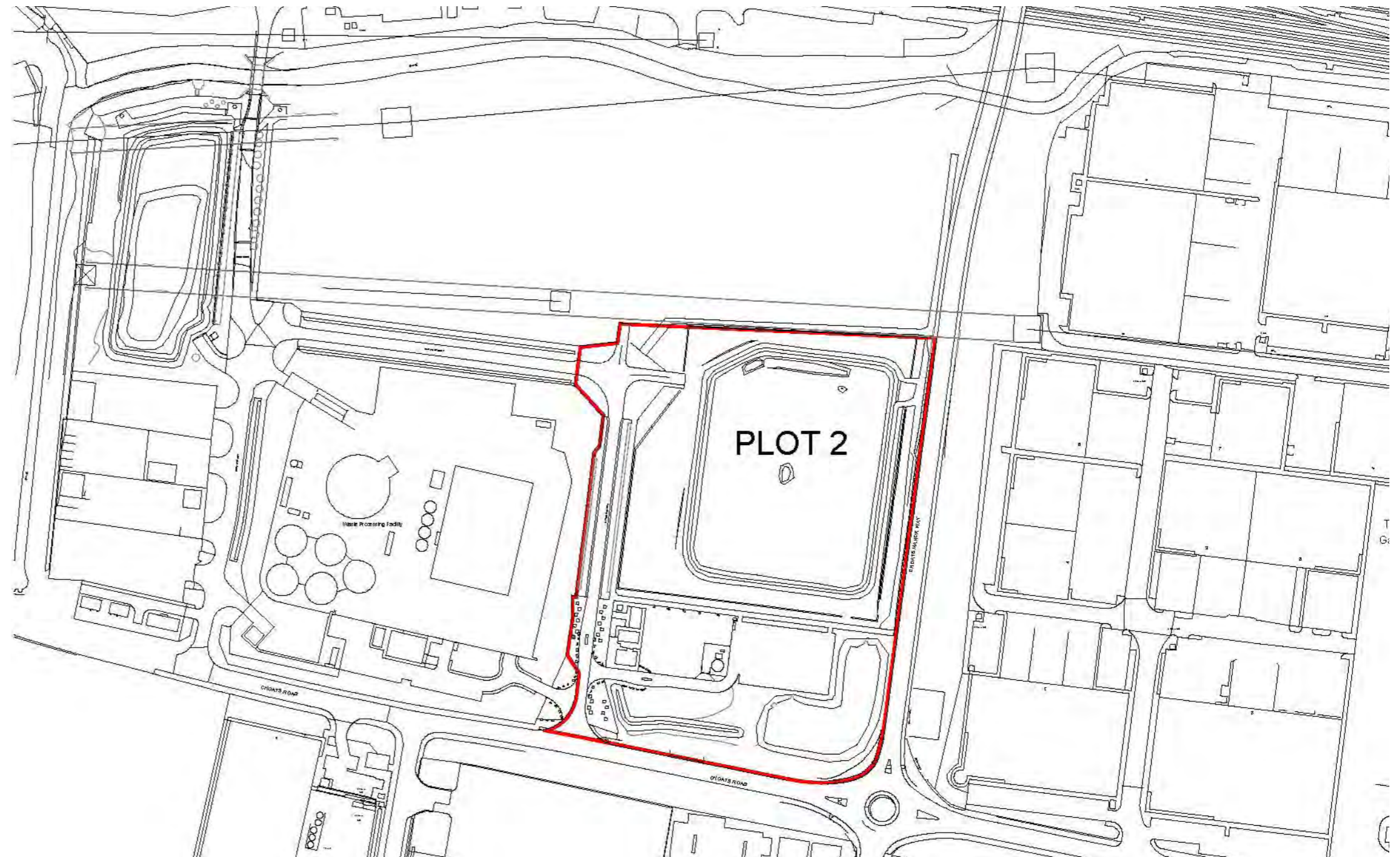
### 2.2 LAND USE

The site is currently occupied by an existing research building, gatehouse, pumping station, associated hardstanding and car park.

The Site is allocated as a Strategic Industrial Location within the London Plan and the Barking and Dagenham Core Strategy. The site is also located in the London Riverside Opportunity Area, as defined by London Riverside Opportunity Area Framework.



..... London Riverside Opportunity Area Boundary





EAST + Portfolio sites

### 2.3 SITE DESCRIPTION & SURROUNDINGS

The site is located in the north-eastern part of the SEGRO Park Dagenham area and extends to approximately 3.994 hectares. It is bordered by Choats Manor Way from the East, Choats Road from the South, the ReFood recycling facility across the Hitch Street from the West and by a currently unoccupied land from the North. The site is accessed of Hitch Street, the private loop road that provides access for the surrounding plots and connects to Choats Road.

The site is currently occupied by a redundant research building, gatehouse, pumping station, associated hardstanding, car park and balancing drainage pond. In the past, there was also an eco-house, located between the

research building and the gate house. However this building had been demolished and is no longer present on the site. The overhead cables and pylon that were once located in on the site associated with the Barking power station has since been dismantled. An existing National Grid pylon is located to the north west of the site. The cables oversail the northern boundary of the site.

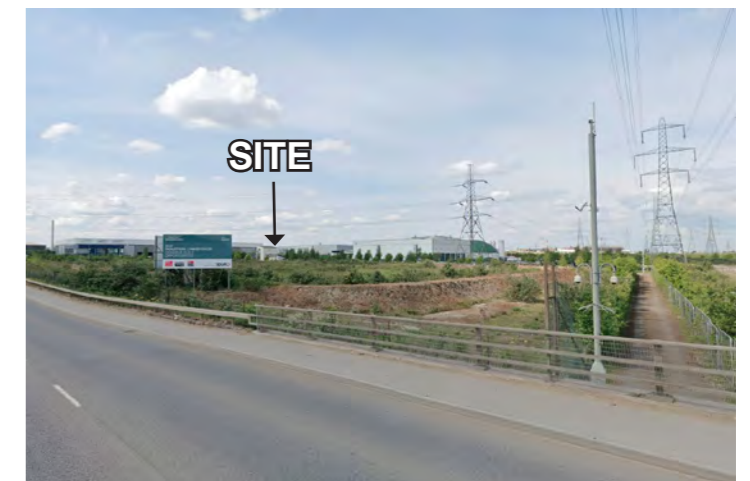
The site is relatively level with the ground levels varying on average between approximately -0.887m AOD (noted on the perimeter of the attenuation pond) and 3.250m AOD (noted to the north eastern portion of the site).

The existing landscape comprises an earth bund surrounding an area of brief vegetation, scrub and grassland. There are immature hedgerows and scattered broad leaf trees that extend around the majority of the boundary. The existing trees create a natural buffer zone along the northern, southern and eastern site boundaries and as such are proposed to be retained where practically possible.

An artificial pond with fringing reed bed is located in south-eastern part of site which is proposed to be removed as part of the development. Gores Brook runs approximately 120m to the north of the site.



(A) View towards site from junction of Choats Road and Hitch Street



(B) View towards site from north part of Choats Manor Way

- ① Redundant gate house and research building
- ② Existing pumping station and car park
- ③ Gores Brook
- ④ Existing artificial pond
- ⑤ Existing vegetation, scrub and grassland
- ⑥ ReFood recycling facility
- ⑦ Existing industrial buildings
- ⑧ National Grid pylon & overhead cables

## 2.4 SITE ACCESS

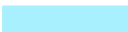






This vehicular access is provided of Choats Road by way of Hitch Street, a loop road built to accommodate the then LSIP developments schemes envisaged. A separate access is provided for HGVs and cars. The A13 which is a major strategic route, connecting Central London with M25, is located immediately to the north of the Site.

The access for pedestrian and cyclist is provided from Choats Manor way. Dagenham Docks railway station is located within a short walking distance to the north-east of the Site. The station provides regular services to Grays and London Fenchurch Street Station.

Detailed analysis on how the building works on a circulation basis is discussed later in this document.



### KEY

-  Vehicular Access
-  Pedestrian & Cycle Access
-  Overground Station
-  Overground Rail
-  Bus station
-  Local bus to Dagenham Dock Rail S
-  Site

## 2.5 SITE CONSTRAINTS & OPPORTUNITIES

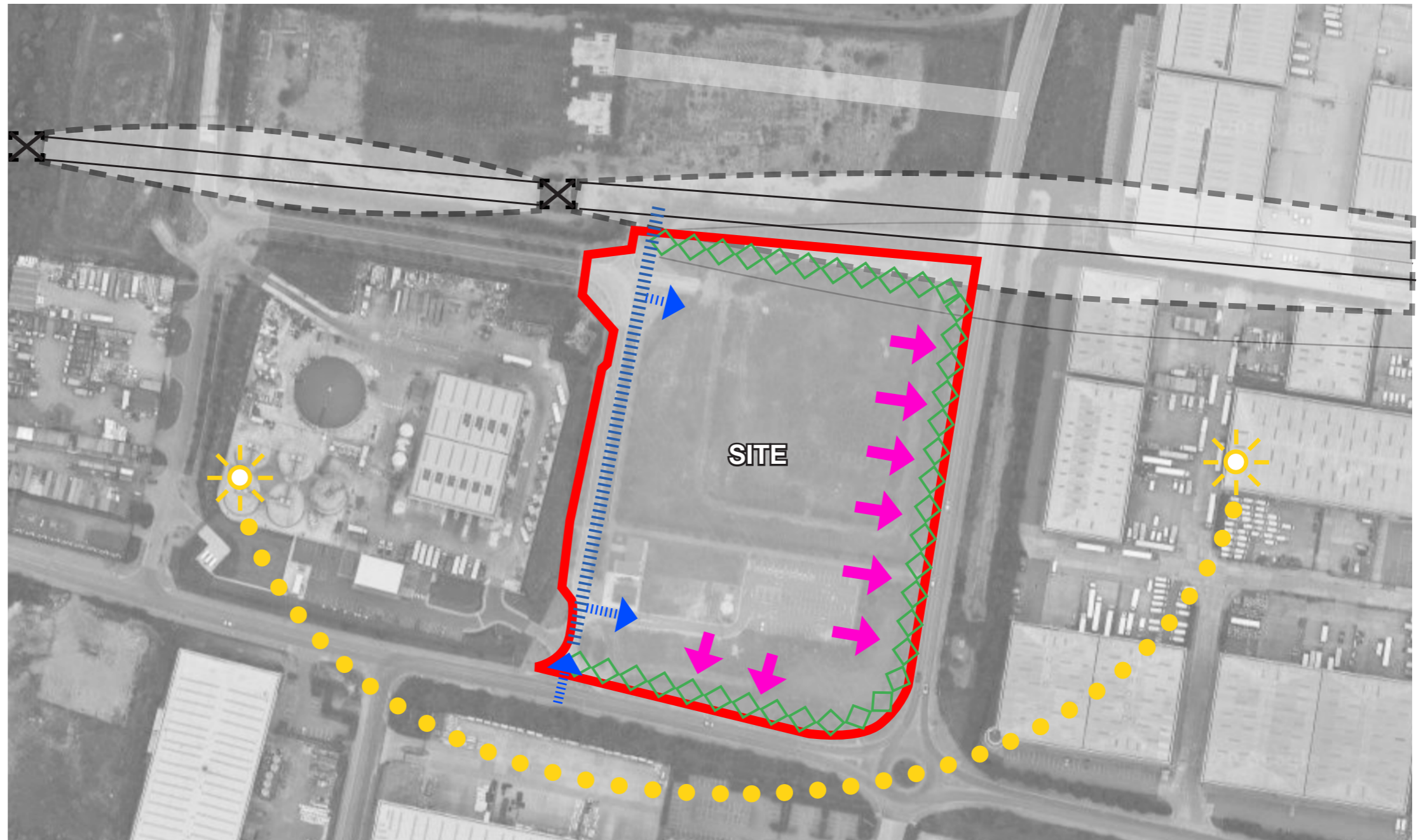
The site investigation has been undertaken and opportunities and constraints plans have been produced. Overall the opportunity to provide a multi-storey building is not affected by the present constraints, rather the requirements of the facility.

The Choats Road and Choats Manor Way provide the main connections with A13 and Dagenham centre. Therefore both of these roads were identified as presenting an opportunity for building frontage. The main offices are oriented to face both roads.

The existing Hitch Street connects the site to main road networks. This dictates the location of the main access point to the site.

The existing poplar trees and other vegetation along the northern, eastern and southern boundary will be maintained, where possible, and enhanced to create a natural visual barrier along the eastern boundary.

Given the size of the industrial developments across towards east and south, the site presents an opportunity for multi-storey development which delivers a higher density of commercial floorspace and ultimately will lead to opportunities for greater employment provision.



### KEY:

- Site
- Existing Pylon and National Grid overhead cables
- Existing landscape zone
- Frontage opportunity to Choats Road and Choats Manor Way
- Identified vehicular access to site
- Sun path

# 03 Consultation



### 3.0 CONSULTATION & PLANNING POLICIES

#### 3.1 CONSULTATION

##### Pre-application Discussions

The development proposal has followed detailed pre-application discussions with Transport for London (TfL), Be First (on behalf of the London Borough of Barking and Dagenham) and the GLA.

The Applicant had an inception meeting with Be First on 24th July 2020. This provided an opportunity to present an overview of the proposals and discuss the project plan. A further meeting with Be First (including Officers from Transport for London) took place on 11th September 2020.

The Applicant's Highways Consultant, Motion, held a pre-application meeting with Transport for London (TfL) on 8 April 2020 to discuss the key highways matters relating to the redevelopment proposals. TfL highlighted several areas which required further detailed discussion, key amongst these was the proposed car parking provision levels. The accompanying Transport Assessment (prepared by Motion) sets out further details regarding these discussions.

On 29th October 2020, the Applicant held a 'Level 2' Pre-Application meeting with the GLA. This enabled the Applicant and project team to present the proposals and discuss key strategic issues relating to the principle of employment development, urban design, and transport/parking.

In accordance with the PPG (Paragraph: 006, Reference ID: 20-006-20150326), SEGRO and Be First have entered into a Planning Performance Agreement (PPA) which has established the documentation required in support of the application, key contacts as well as a programme for moving forward to determination.

##### Public Consultation

Given the scale and location of the development, the appropriate form of consultation was considered to be a newsletter to key stakeholders in the local area to inform them of the proposals. Recipients have been given the opportunity to provide comments directly to representatives of SEGRO or, if they would prefer, were informed of the consultation process which would be undertaken by the Council. The newsletter included details of the development, alongside a proposed layout, key benefits and next steps.

Letters have also been sent to the Local Ward Members to inform them of the proposed development.

#### 3.2 PLANNING POLICIES

##### Development Plan

Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that planning applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan material to this application comprises:

- Barking and Dagenham Local Plan comprising of:
- The London Borough of Barking and Dagenham (LBBD) Core Strategy (adopted July 2010)
- Borough Wide Development Policies Development Plan Document (adopted March 2011)
- Site Specific Allocations Development Plan Document (adopted December 2010)
- Barking Town Centre Area Action Plan (adopted February 2011)
- Proposals Map (adopted February 2012)
- Joint Waste Development Plan for the East London Waste Authority Boroughs (adopted February 2012)
- The London Plan (adopted March 2016)
- London Riverside Opportunity Area Planning Framework (adopted September 2015)
- Regional and Local Supplementary Planning Documents and Guidance

##### LBBD Core Strategy (adopted July 2010):

The Core Strategy (adopted July 2010) sets out the council's long-term vision, spatial strategy and core policies for shaping the future development of Barking and Dagenham up to 2025.

Policy CM1 (General Principles for Development) states that employment growth will be focussed on Dagenham Dock as well as the other designated Strategic Industrial Locations and Locally Significant Industrial Sites as defined in the reasoned justification to Policy CE3 and as shown on the Proposals Map.

The policy goes on to state that development should take account of natural constraints, particularly the risk of flooding, and should make the fullest contribution to the mitigation and adaptation of climate change and minimise emissions from carbon dioxide. Development should be located either where there is sufficient existing infrastructure capacity to support growth, or where this is already planned or will be provided in association with the development.

Paragraph 4.1.11 sets out that Dagenham Dock is an existing Strategic Industrial Location which is being extended and redeveloped to create a Sustainable Industries Park focussed on environmental industries.

The Site is allocated as a 'Strategic Industrial Land – Dagenham Docks' as part of Policy CE3 (Safeguarding and Release of Employment Land). This policy states that the Council will safeguard, promote and manage the Strategic Industrial Locations at River Road Employment Area, Rippleside, and Dagenham Dock. Land within these

locations will not be released for other purposes.

The other key policies that have been taken into consideration during the design process are listed below:-

- Policy CE4 (Mix and Balance of Uses within Designated Employment Areas)
- Policy CP3 (High quality build environment)
- Policy CR1 (Climate Change and Environmental Management)
- CR2 (Preserving and Enhancing the Natural Environment)
- Policy CR4 (Flood Management)

##### LBBD Borough Wide Development Policies Development Plan Document (adopted March 2011)

The Borough Wide Development Policies (BWDP) set out guidelines that developers must follow to develop land in the Borough. They follow the policies contained in the Core Strategy but give more detail about what new developments should include and what standards they should meet.

Below are listed some of the key policies that have influenced the proposal:-

- Policy BR1 (Environmental Building Standards)
- Policy BR2 (Energy and On-Site Renewables)
- Policy BR3 (Greening the Urban Environment)
- Policy BR5 (Contaminated Land)
- Policy BR9 (Parking)
- Policy BR10 (Sustainable Transport)
- Policy BR13 (Noise Mitigation)
- Policy BR14 (Air Quality)
- Policy BR15 (Sustainable Waste Management)
- Policy BC11 (Utilities)
- Policy BP11 (Urban Design)

##### Site Specific Allocations (adopted December 2010):

The Site-Specific Allocations DPD (SSADPD) sets out the sites that are suitable for future development and protection in the borough (excluding Barking Town Centre), in line with the Core Strategy.

The Application Site is not allocated within this document.

##### Joint Waste Development Plan for the East London Waste Authority Boroughs (adopted February 2012)

The Joint Waste Development Plan Document (JWDP) for East London sets out a planning strategy for sustainable waste management. The four East London Waste Authority boroughs of Barking and Dagenham, Havering, Newham and

Redbridge formally adopted the Joint Waste Development Plan Document on 27 February 2012.

The Site falls within an area designated by Policy W2 of the JWDP. This policy states that the London Plan identifies the amount of municipal and commercial waste to be managed by the ELWA boroughs as 1,228,000 tonnes at 2011; 1,395,000 tonnes at 2016 and 1,573,000 tonnes at 2021. Policy W2 advises that '2 medium scale' waste facilities and '1 small scale' waste facility is required within the Dagenham Docks area, in which the Site is located, to meet need over the period 2010 to 2020.

##### The London Plan (2016)

The regional-level planning policy context for the proposed development is provided by The London Plan (2016).

Policy 2.1 emphasises the importance of London in its global, European and United Kingdom context. The policy states that the Mayor and the GLA Group will, and all other strategic agencies should, ensure:

a) that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education and research, culture and art and as a place to live, visit and enjoy; and

b) that the development of London supports the spatial, economic, environmental and social development of Europe and the United Kingdom, in particular ensuring that London plays a distinctive and supportive part in the UK's network of cities.

SEGRO Park Dagenham is part of the Dagenham Dock / Rainham Employment Area Strategic Industrial Location (Preferred Industrial Location), as identified in the adopted London Plan. This significant area is important to London's economy and accommodates a wide range of businesses and jobs.

The current London Plan identifies the site as being located within the London Riverside Opportunity Area (as set out in Annex One) within which, Dagenham Docks is identified as an area for development focus where the consolidation of industrial land is promoted.

Policy 2.17 (Strategic Industrial Locations) states that "the Mayor will, and boroughs and other stakeholders should, promote, manage and, where appropriate, protect the strategic industrial locations (SILs), as London's main reservoirs of industrial and related capacity, including general and light industrial uses, logistics, waste management and environmental industries (such as renewable energy generation), utilities, wholesale markets and some transport functions".

Policy 2.17 goes on to state that development proposals in SILs should be refused unless:

- they fall within the broad industrial type activities outlined in paragraph 2.79; or
- they are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document; or

- the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors; or
- the proposal is for small scale 'walk to' services for industrial occupiers such as workplace crèches or cafes.

Policy 5.12 (Flood Risk Management) states that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 (TE2100 – see paragraph 5.55) and Catchment Flood Management Plans.

Policy 5.2 (Minimising Carbon Dioxide Emissions) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with their energy hierarchy (Be lean/Be clean/Be green). It advises that major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emission reduction are to be met.

Vehicle and cycle parking standards are contained in the London Plan's Parking Addendum to Chapter 6. In terms of parking for employment uses, the London Plan indicates an appropriate range of car parking provision for the proposals of between 1 per 600m<sup>2</sup> and 1 per 100m<sup>2</sup> for Outer London locations with the expectation that sites with poor accessibility and low PTAL ratings (such as the Application Site) would tend towards the higher level of provision. Further details are provided in the Transport Statement.

Policy 7.14 (Improving Air Quality) identifies that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality; promote sustainable design and construction to reduce emissions from demolition and construction; and be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality.

Policy 7.15 (Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. In addition, it should seek to mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses.

London Riverside Opportunity Area Planning Framework (adopted September 2015)

The Site is located in the London Riverside Opportunity Area which was designated in 2015. The London Riverside Opportunity Area is designated in the London Plan. The area covers a large area of east London, encompassing parts of the boroughs of Barking and Dagenham and Havering and forms part of the wider City in the East strategic opportunity. Changes in industrial practices have resulted in extensive areas of brownfield land.

The London Riverside Opportunity Area Planning Framework

('LROAPF') identifies that the area has the potential to deliver 26,500 new homes and 16,000 new jobs, noting that the Intend to Publish London Plan increases these targets to 44,000 new homes and 29,000 new jobs, partly in response to the extension of the London Overground to Barking Riverside.

The LROAPF states that the core employment areas have the potential to be developed as a leading centre for innovation and high-tech manufacturing, and for the growth sector of environmental technology, for example at Dagenham Dock. The framework reiterates that employment growth will be focussed on Dagenham Dock, which is identified as a strategic industrial location in line with the LBBB Core Strategy.

#### Supplementary Guidance

At a regional level, the following Mayor of London's Strategies and London Plan Supplementary Design Documents (SPD's) are relevant to this application:

- Transport Strategy (2018)
- Environment Strategy (2018)
- Economic Development Strategy (2018)
- GLA SPD 'Accessible London: Achieving an Inclusive Environment' (2014)
- GLA SPG 'The Control of Dust and Emissions during Construction and Demolition' (2014)
- GLA SPD 'Sustainable Design and Construction' (2014)
- GLA SPD 'Land for Industry and Transport' (2012)
- GLA SPD 'All London Green Grid' (2012)
- GLA SPD 'Planning for Equality and Diversity in London (2007)

At a local level, the following LBBB SPD's are relevant to the proposed development:

- LBBB 'Biodiversity: How Biodiversity can be Protected and Enhanced in the Development Process' SPD (2012)
- LBBB 'Trees and Development' SPD (2012)

The guidance contained within these SPDs has been taken into consideration as part of the preparation of these development proposals.

### 3.3 OTHER MATERIAL PLANNING CONSIDERATIONS

#### New London Plan

The New London Plan has reached an advanced stage. The Intend to Publish version of the Draft London Plan was published in December 2019.

Following publication of the 'Intend to Publish' version of the emerging London Plan, in a letter dated 13th March 2020, MHCLG confirmed that it does not accept the proposed approach taken by the Mayor and that the London Plan cannot proceed to adoption until the recommended Directions are taken into account. This largely relates to increasing housing delivery however, it is noted that reference is made to densifying and making best use of underutilised land. The Mayor responded on 24 April 2020 and discussions are currently taking place to informally agree text of new London Plan with MHCLG and Secretary of State.

Given its advanced stages, the draft policies contained within the emerging London Plan (as amended) have been considered as part of the development proposal.

The 'Intend to Publish' version of the emerging London Plan identifies the Site as within a Strategic Industrial Location (SIL).

Draft London Plan Policy GG2 (Making the best use of land) supports making the best use of land and prioritises the development of Opportunity Areas and brownfield land.

Draft Policy E4 (Land for industry, logistics and services to support London's economic function) states that a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained, taking into account strategic and local employment land reviews, industrial land audits and the potential for intensification, co-location and substitution. This should make provision for the varied operational requirements of (inter alia):

- Light and general industry (Use Classes B1c and B2);
- Storage and logistics/distribution (Use Class B8) including 'last mile' distribution;
- Emerging industrial-related sectors; and

Flexible (B1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population.

Draft Policy E5 (Strategic Industrial Locations) confirms that Boroughs should explore opportunities to intensify and make more efficient use of land in SILs. Development proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function (as listed above, inter alia).

Draft London Plan Policy E7 (Industrial intensification, co-location and substitution) supports the intensification of land for industry, logistics and services.

Draft London Plan Policy SD1 (Opportunity Areas) seeks to build on the previously adopted London Plan policy principles, which promote the ongoing growth of the London Riverside Opportunity Area. This policy supports and sustains the growth of SILs by considering opportunities to intensify and make more efficient use of SIL - in accordance with Policies E4, E5 and E7, as identified above.

Draft Policy T6 (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

Paragraph 10.6.5 states that where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity.

Table 10.4 sets out the maximum office parking standards. For Outer London Opportunity Areas this requirement is 'Up to 1 space per 600m<sup>2</sup> gross internal area (GIA)'.

Notwithstanding, Paragraph 10.6.18 states that for industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.

In terms of design, Draft Policy D3 (Optimising site capacity through the design led-approach) states that development should make best use of land and should be guided by a design-led approach. Draft Policy D4 (Delivering good design) encourages that design and access statements accompanying planning applications should demonstrate that the proposal meets the design requirements of the London Plan. Further, proposed designs should be scrutinised by those involved in the planning and design process.

The other key policies that have been taken into consideration during the design process are listed below:-

- Draft London Plan Policy D14 (Noise)
- Part B1 of Draft London Plan Policy SI 1 (Improving Air Quality)
- Draft London Plan Policy SI 2 (Minimising greenhouse gas emissions)
- Draft London Plan Policy SI 12 (Flood Risk Management)

#### **National Planning Policy Framework (published February 2019)**

The revised National Planning Policy Framework (NPPF) was published in February 2019. It is a material consideration in determining planning applications.

It sets the Government's planning policies for England and how these are expected to be applied. Its focus is primarily on achieving sustainable development and the matters to be considered. As such, it is a material consideration that Paragraph 212 states should be taken into account immediately when dealing with planning applications.

Paragraph 7 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. As such, the objective of sustainable development is summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 goes on to identify the three overarching objectives of sustainable development: economic, social and environmental.

Following on from this, Paragraph 10 identifies that at the heart of the Framework is a 'presumption in favour of sustainable development'. Paragraph 11 confirms that for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.

The key areas of NPPF focus are as follows:-

- Strong and Competitive Economy
- Promoting Sustainable Transport
- Well-Designed Places
- Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Conserving and Enhancing the Natural Environment

#### Planning Practice Guidance (published March 2014)

The DCLG published the Planning Practice Guidance (PPG), a web-based resource to reflect and support the NPPF, on 6th March 2014. It is noted that the PPG is separated into individual topics, which are discussed in greater detail below:

##### Design

The PPG states well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage (Reference ID: 26-001-20191001).

To be read alongside this guidance, the National Design Guide (published October 2019) sets out the characteristics of well-designed places and demonstrates what good design means in practice.

It sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Good design is set out in the National Design Guide under the following 10 characteristics:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces

- Uses
- Homes and buildings
- Resources
- Lifespan

Some key sections taken from the National Design Guide which have informed this proposal include:

- Context. '41. Well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it. This is proportionate to the nature, size and sensitivity of the site and proposal.'
- Built form. '66. Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.'

##### Determining a planning application

Paragraph 010 (Reference ID: 21b-010-20140306) of the PPG explains that the NPPF represents up-to-date Government planning policy and must be taken into account where it is relevant to a planning application. If decision takers choose not to follow the NPPF, clear and convincing reasons for doing so are needed.

##### Travel plans, transport assessments and statements in decision-taking

Paragraph 009 (Reference ID: 42-009-20140306) of the PPG furthers the guidance set out within paragraph 111 of the NPPF regarding the types of development which will require a Travel Plan to be provided. When required, Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

At paragraph 015 (Reference ID: 42-015-20140306), the PPG sets out the scope and level of detail which will need to be included within a Transport Statement.

##### Natural Environment – Biodiversity, ecosystems and green infrastructure

Paragraph 007 (Reference ID: 8-007-20140306) emphasises the statutory basis for planning authorities to seek to minimise impacts on biodiversity and provide net gains in biodiversity where possible. It explains that a key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making throughout the public sector, which should be seeking to make a significant contribution to the achievement of the commitments made by Government in its Biodiversity 2020 strategy.

Furthermore, the NPPF is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle

for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution.

Paragraph 016 (Reference ID: 8-16-20140612) explains that information on biodiversity impact and opportunities should inform all stages of development, including any pre-application consultation as well as the application itself. Where an Environmental Impact Assessment is not needed it might still be appropriate to undertake an ecological survey, for example, where protected species may be present.

The PPG provides additional guidance on how development can not only protect but also enhance biodiversity at paragraph 017 (Reference ID: 8-017-20140306). In particular, it explains that biodiversity enhancements in and around development should be led by a local understanding of ecological networks, and should seek to include:

- Habitat restoration, re-creation and expansion;
- Improved links between existing sites;
- Buffering of existing important sites;
- New biodiversity features within development; and
- Securing management for long term enhancement.

#### Draft LBBB Local Plan

LBBB is currently undertaking a review of its Local Plan. Consultation on the Regulation 19 Draft Local Plan ('Draft Local Plan') is taking place between 5 October until midnight on 29 November 2020. The New Local Plan will set out the vision and framework for how Barking and Dagenham will be transformed to 2037. The key draft policies are set out below:

Draft Strategic Policy SPP3 (Dagenham Dock, Beam Park and Stamping Plant) - This policy identifies the area as a Strategic Area. Dagenham Dock is also identified as a 'Transformation Area' in the Draft Plan. The Application Site (Plot 2) has been specifically identified within the draft Plan for employment use.

The Council are working with partners, including the Thames Estuary Commission, Department of Education, as well as existing main landowners including SEGRO, Network Rail, Peabody and the Ford Motor Company Development to regenerate the area and unlock regeneration in the wider Thames Estuary. The Council will support development that contributes positively to the delivery of:

- Comprehensive redevelopment of this area as London's premier Sustainable Industrial Business Park.
- The successful relocation and consolidation of London's three wholesale city markets – Billingsgate, Smithfield and New Spitalfields, enabling development that will support its operation within the borough.
- Expansion and intensification of employment floor space across and complementary commercial uses across the area
- Supporting and developing opportunities to use waste as energy, and to consolidate current waste operations to

minimise any detrimental impacts to the wider area

- Supporting the development of existing rail, maritime and river transport infrastructure to be utilised within the wider area and the Thames Estuary as a whole.
- a new secondary school to the north of the area.
- Strengthening links to Dagenham Dock Station with a clear hierarchy of movement routes through the site up to New Road. There will be a strong focus on improved visual connections, including cycling and walking paths and green infrastructure.
- Creating an active frontage to northern boundary of site.

The other key policies that have been taken into consideration during the design process are listed below:-

- Draft Policy DMD 1 (Securing High Quality Design)
- Draft Strategic Policy SP5 (Promoting Inclusive Economic Growth)
- Draft Policy DME 1 (Utilising the Borough's Employment Land More Efficiently) Where the site is suitable for industrial intensification the applicant is expected to demonstrate that the proposal is a genuine intensification and will increase or maintain employment numbers on less space than the existing use, subject to development viability.
- Draft Policy DM20 (Nature conservation and biodiversity)

The current timetable shows that the LBBB is targeting the submission of the Draft Local Plan to the Secretary of State in January - March 2021. Adoption is expected October - December 2021.

Given the early stages of this document, it is considered to be afforded limited weight in the determination of this application. However, the emerging guidance continues to support the principle of developing the Site for employment-led use.

# 04 The Proposal

## 4.0 THE PROPOSAL

### 4.1 BRIEF

Michael Sparks Associates were commissioned by SEGRO to provide a design for the speculative industrial development at Plot 2 that meets the requirements of the Greater London Authority (GLA) and the aspirations of the London Borough of Barking and Dagenham Council and Be First.

SEGRO is the Greater London Authority's (GLA) partner for the redevelopment of the East+ portfolio. The portfolio consists of 86 acres of industrial land within the London Riverside Opportunity Area.

Plot 2 which is part of SEGRO Park Dagenham provides opportunity to bring forward development on sites which has remained undeveloped for many years. The employment strategy has evolved as result of working closely with GLA to understand Mayor's agenda on intensified industrial development, in context of a highly constrained land supply.

### 4.2 DESIGN PROCESS

To achieve the above brief, the development on Plot 2 will be an innovative bespoke multi-storey, multi-occupancy industrial building. It will provide a hub of 29.916 sq. m. (GEA) of flexible workspace for variety of B2, B8 and E(g)(iii) users. The building will benefit from shared facilities to support businesses and to encourage co-working and innovation.

The design concept has been based on the following key principles:

- a clear and legible site layout that maximises the site density while satisfying the requirements for the sufficient amenities, such as pedestrian and cycle routes, vehicular roads and service areas, and offering reasonable balance between hard and soft landscape
- a use of high quality, robust modern materials to create a contemporary aesthetic,
- simple and clean elevations giving it a modern and high quality appearance,
- a focus on both the outward facing aspect of the development onto the Choats Road and Choats Manor Way and the close detail of how the building works in terms of occupier and visitor experience.
- Consistent use of materials and colours on all proposed buildings, including the security hub and main entrance building,
- Designed with safe access routes, with focus on separation of vehicles from pedestrians and cyclists.
- The demolition of an existing research building, gatehouse and associated hardstanding;

### 4.3 USE

The Site is allocated as a Strategic Industrial Location within the London Plan and the Barking and Dagenham Core Strategy. The site is also located in the London Riverside Opportunity Area, as defined by London Riverside Opportunity Area Framework.

The proposed development is for a multi-storey, multi-occupier building (Use Classes B2, B8 and E(g)(iii)), with ancillary offices, entrance building, security hub, gatehouse, service yards, access ramps and associated hardstanding and landscape.

This is in accordance with London Plan and the Barking and Dagenham Core Strategy.

### 4.4 LAYOUT

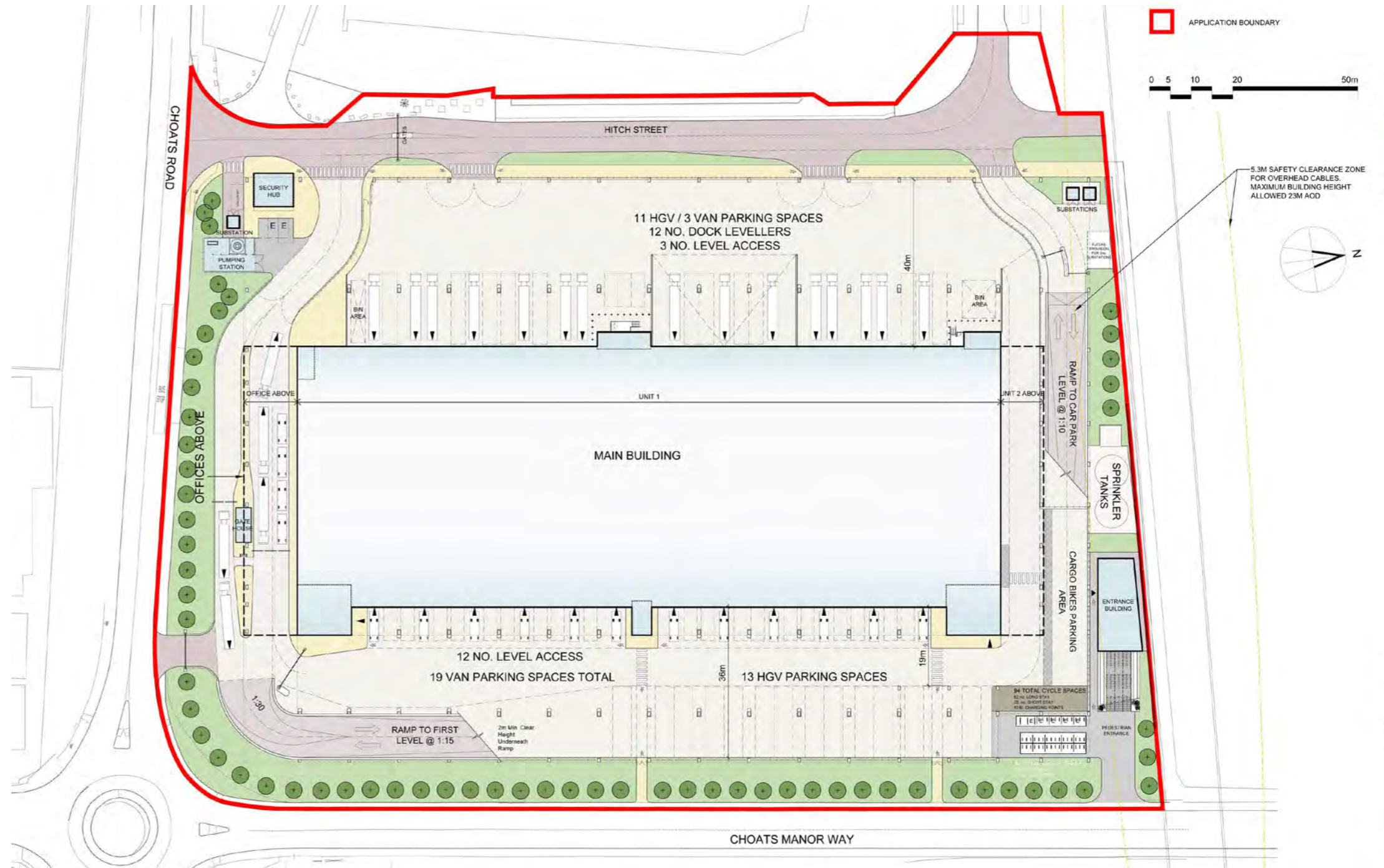
The layout of the proposal directly responds to the constraints and opportunities inherent in the Site's context.

It has been formulated by the site's geometry. Ramps need to be of length that achieves maximum acceptable gradients and clear heights required by each unit. Separation of pedestrian and car access is deemed important, as is office aspect. The scheme has been designed to provide offices with direct access to daylight, avoiding offices under the yard above. The above requirements creates challenges of core design and vertical circulation.

Furthermore, the pedestrian / cycle access is considered as another primary point into the building. A separate pavilion

is proposed, with direct changing and locker facilities to encourage employees to arrive by bicycle before they enter their place of employment in the levels above. Charging points for bicycles, drying facilities along with varying sized parking areas directly adjacent the main entrance show this proposal to actively encourage alternative routes to work. Operationally, in addition, areas are identified for cargo bikes – which are being used more and more for last mile deliveries.

The existing Hitch Streets offers locations for vehicular access to site from the west while it has been decided that the best approach for pedestrians is from Choats Manor Way, given the location of Dagenham Dock rail station to the east of the site.



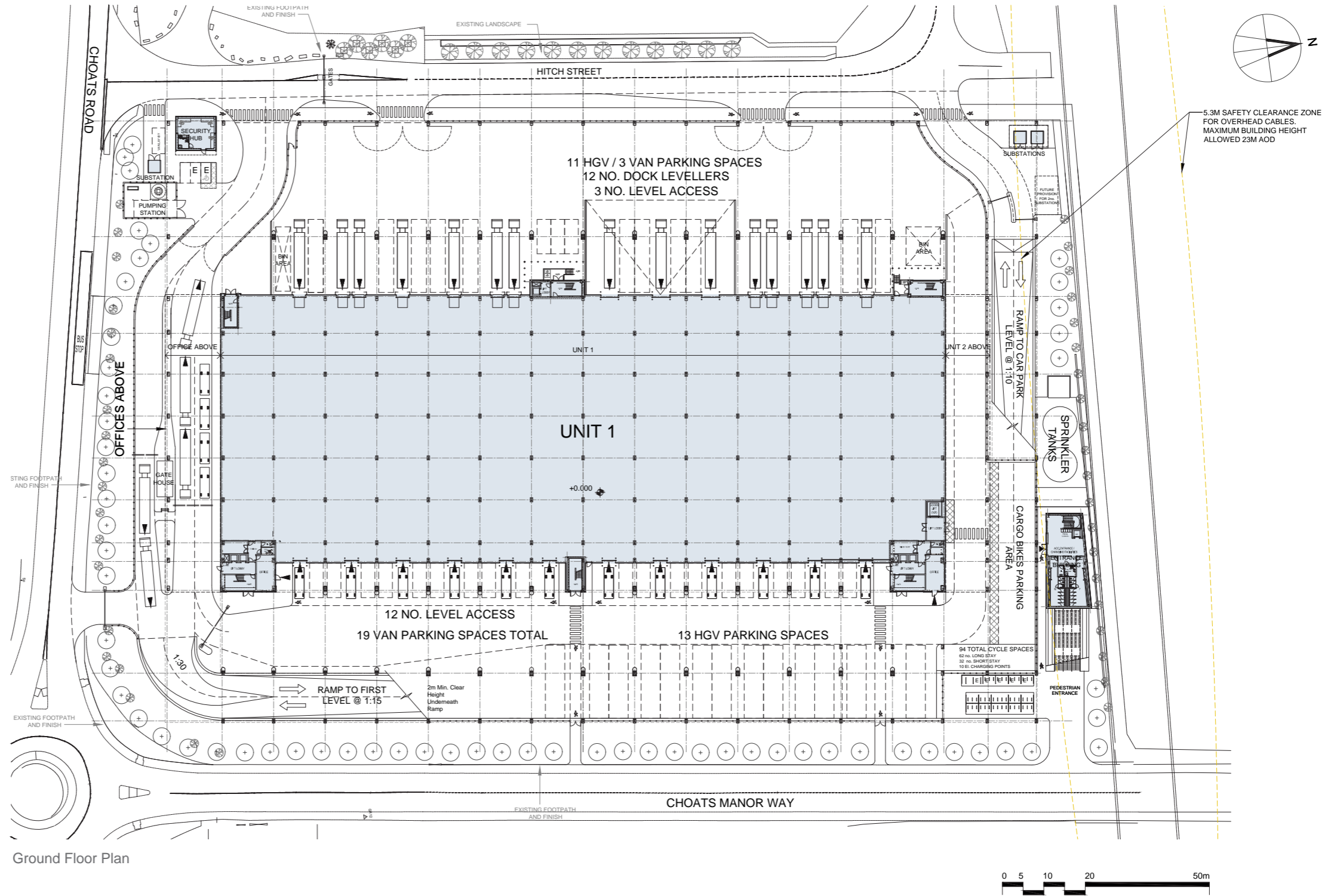
Site Layout Plan

The operational requirements for deliveries to / from the site are based on the principle of vehicular delivery of goods to each building level separately. The current proposal is for 2 warehouses on 2 separate levels with potential to further subdivide these into 4 unit in total. Each unit will have its own separate service yards;- the front HGV yard facing west onto the Hitch Street and the rear van yard facing east onto the Choats Manor Way.

The main multi-storey building runs from north to south between the two service yards.

The site layout has been designed to provide number of distinct vehicular accesses to and from site directly of the existing Hitch Street. The joint access road for delivery vehicles is located at the most southern part of Hitch Street, next to security hub. From here the vehicles reach the gate house and barriers allowing them to progress either to the Unit 1 rear yard on the ground floor or to continue via 10m wide ramp to the upper level service yard, serving Unit 2.

In addition to the main vehicular access, Unit 1 front HGV service yard is designed to have two direct access points onto Hitch Street allowing the future subdivision into 2 units.



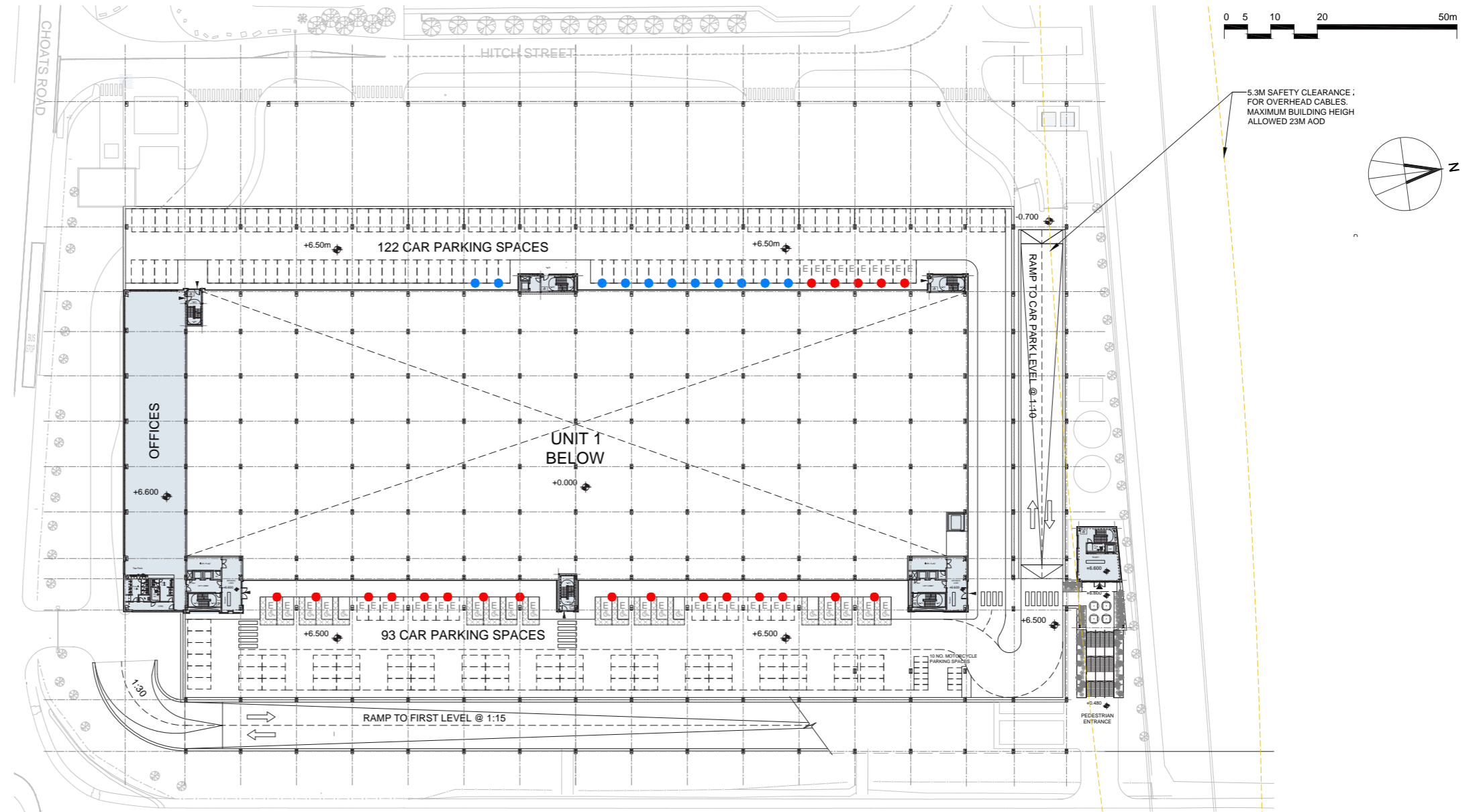
Ground Floor Plan

The car park is located on the mezzanine level between the Unit 1 and Unit 2 service yards. The separate access point for the car park is located at the most northern part of Hitch Street leading onto the dedicated car park ramp.

This level provides the main pedestrian access to the main building. Pedestrians arriving on cycles or foot will reach this level via the main entrance building. There are two main separate entrances, located at each side of the building frontage within the vertical cores. These will have their own reception and provide access to all other building levels.

The office for Unit 1 is located on the car park level and an be accessed directly of this level.

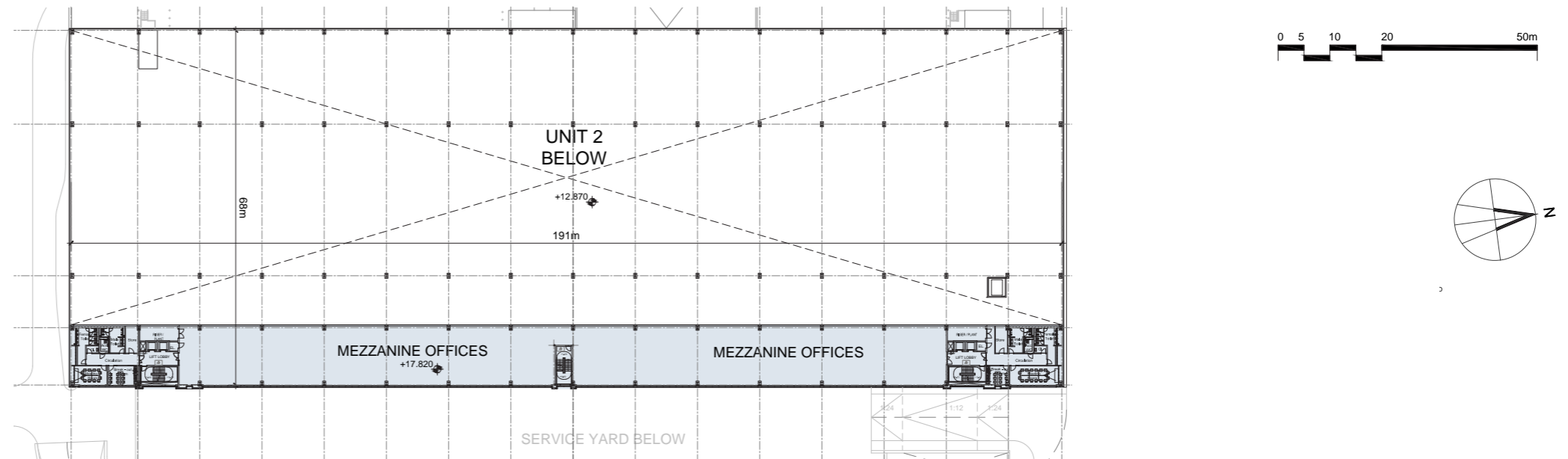
The rest of the building is a void above the Unit 1 warehouse area.



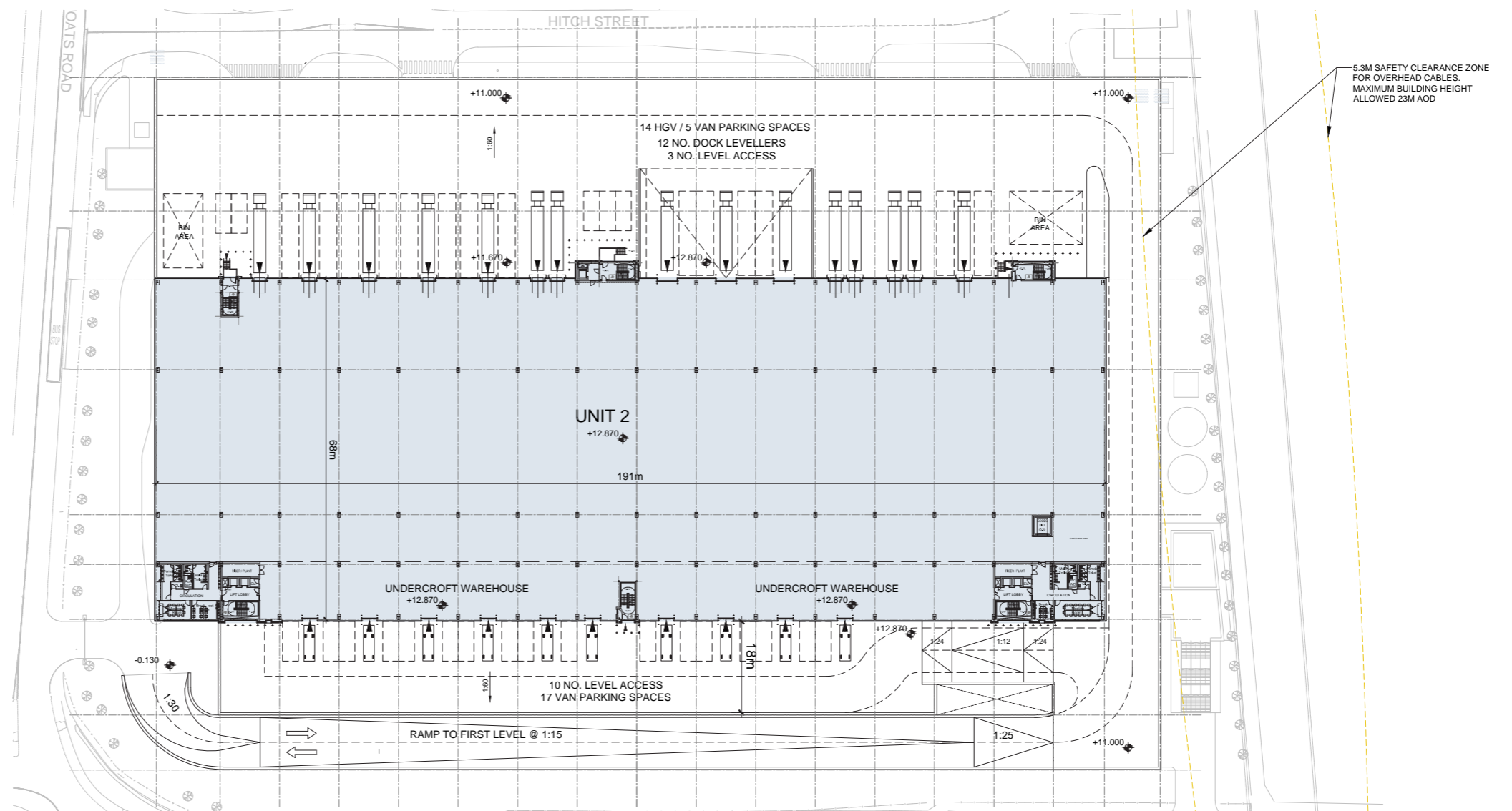
Mezzanine Level - Unit 1 Office & Car Park Plan

Above the Unit 1 and on first floor the Unit 2 warehouse is located. This level is connected with the ground floor via 10m wide HGV / van ramp and provides the front and rear service yard areas replicating the Unit 1 layout.

The offices for Unit 2 are located on the mezzanine level of Unit 2 warehouse area.



Mezzanine Level - Unit 2 Office



First Floor Plan - Unit 2

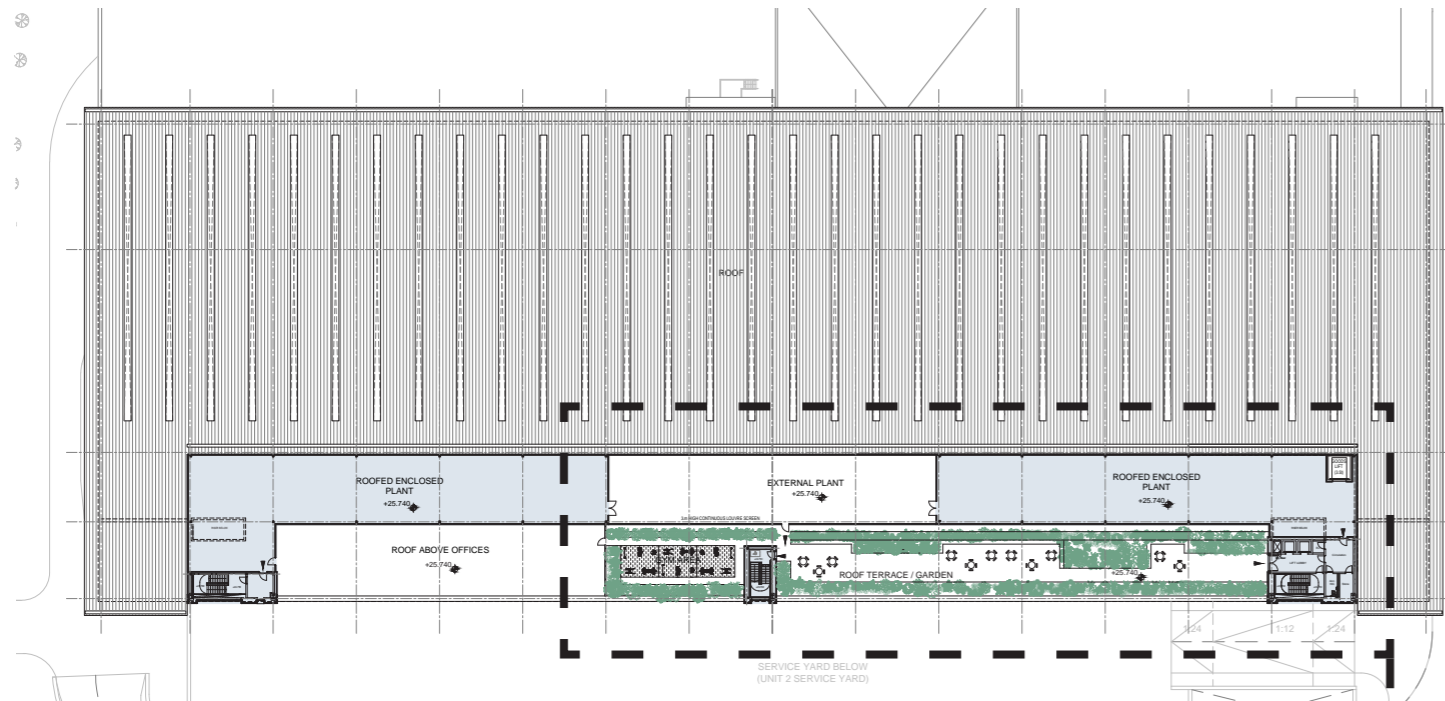


The upmost level is proposed to provide communal area of roof terrace and open air gym. The plant areas are also placed on this top level.

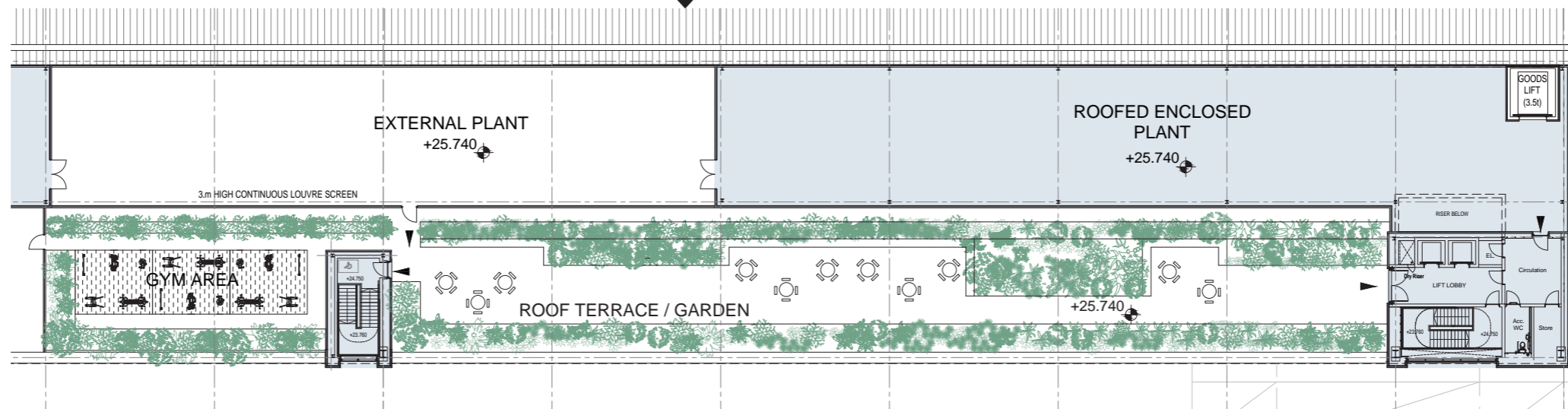
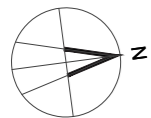
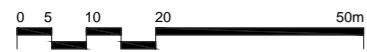
The development proposal also comprises landscaping improvements which respect the local biodiversity and provide an enhancement to the existing landscape. This will establish new habitats where appropriate and possibly, add valuable ecological habitat to the Site. Refer to the section 4.9. Landscape Proposal for more details.



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Roof Terrace and Plant Level Floor Plan



#### 4.5 AMOUNT

The proposal is for a ground-breaking new employment hub, a vertical industrial estate that has been designed to allow modern companies to operate flexibly and in a manner that they are used to. Ramps are designed to be shallow to allow all types of vehicles access each level, and allow vans to operate for last mile logistics.

The ground floor comprises of the main entrances to all levels – pedestrian and cyclists via their own facility with showers, lockers and changing areas. The ground floor of the main building comprises a warehouse that is sub-divisible and has a cross – loading facility with HGV access on the west side, and vans on the east. A Gatehouse controls access to the upper level for the servicing of the higher unit. Another ramp, for cars is provided at the end of Hitch Street which is controlled by a barrier linked to the main site security. The office space for the ground floor warehouse is located on the mezzanine car park level.

The mezzanine carpark is accessed via the carpark ramp from Hitch Street. There are 217 cars, including 20 disabled spaces and 20% electric charging points with passive provision for future additional 10% electric charging points.

The pedestrian staircase/ lift located in the main building links to this level and access into each buildings offices, and lobbies are directly from this access point.

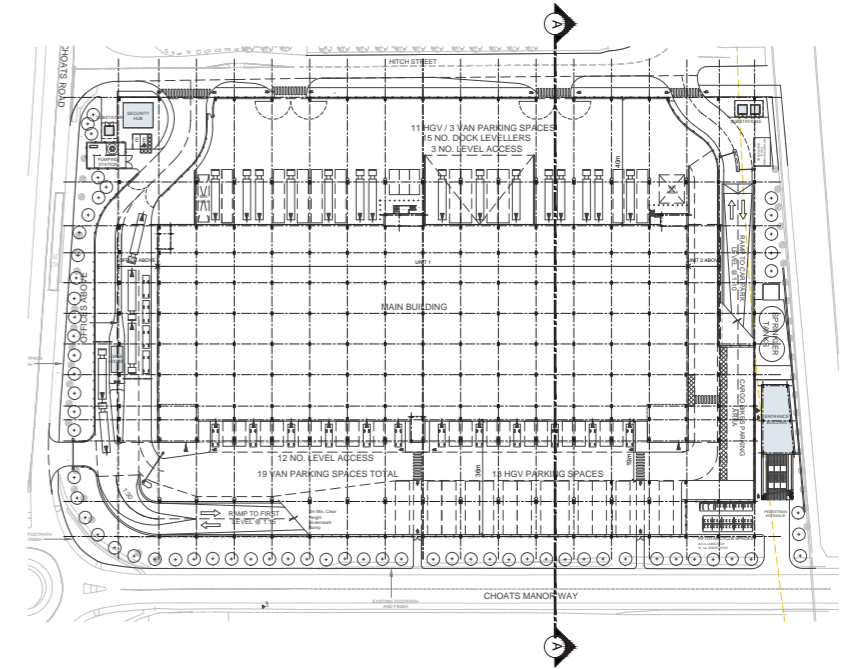
The first floor also contains an industrial / distribution unit with ancillary offices at the unit's mezzanine floor, above the van loading facility. Like the unit on the ground, the first floor unit has been designed to allow a cross loading facility, with docks and level access facilities at the east side, and van loading on the west. Access from the carpark below is allowed via the cores.

#### 4.6 SCALE

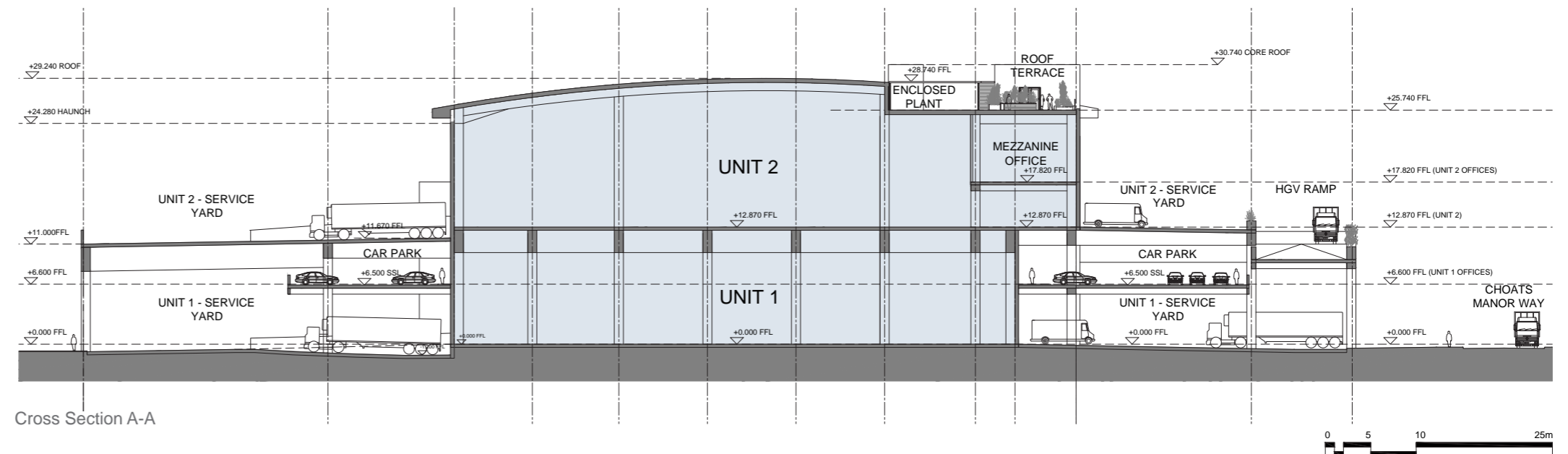
The scale of the proposed development has been determined by clear heights required for the units, structural zones, and the ramp access. The building is approximately 195m long and 30.740m high.

#### Schedule of Area:

GROUND FLOOR + MEZZANINE OFFICE UNIT 1	sqm
Unit	10,491
Mezzanine Office (Car Park Level)	942
Sub total	11,433
GF Circulation	347
Main Entrance Building	214
Security Hub	76
<b>Ground Floor Total</b>	<b>12,070</b>
CAR PARK LEVEL	
Circulation	466
Main Entrance Building	110
Car Park Floor Total	576
FIRST FLOOR + MEZZANINE OFFICE UNIT 2	sqm
Unit	13,017
Mezzanine Office	2,099
Mezzanine Circulation	223
Sub total	15,339
FF Circulation	360
<b>First Floor Sub total</b>	<b>15,699</b>
ROOF TERRACE / PLANT LEVEL	
Circulation	242
Roofed Enclosed Plant	1,329
First Floor Sub total	1,571
<b>GRAND TOTAL (incl. circulation)</b>	<b>29,916</b>



Key Plan



## 4.7 APPEARANCE

### Design Principles

As discussed, the building's design is largely dictated by the necessary function it has to achieve; clear heights, length to width ratios, steepness of ramps, structural requirements and loading, clear separation of the users of the building and as such a very large building is proposed.

This building typology requires robustness, height, and a flexible, lightweight envelope. The concept is to keep the building simple and clean, with uncluttered elevations giving it a modern and high tech appearance with use of colour to provide emphasis where desired.

Studies of dazzle ships were undertaken, where large flat surfaces are broken up by geometric designs in contrasting colours – this concept was refined and is proposed for the main upper elevations. Varying shades of silver will be used to create an effect that as the shades get darker towards the centre and lighter at the edges, corners should be lost.

Following presentation with the urban design officer at a pre-application, we explored making the shapes bigger, but it was decided that this had the effect of losing the human scale that we are keen to achieve as well as the long distance views.

### Elevational Treatment

The elevational treatment is a combination of profiled vertical metal cladding - of various shades of silver and grey to create the dazzle effect, the flat cladding composite panels to the main vertical cores, the translucent cladding panels and the curtain walling to circulation cores and offices.

The upper levels of the main building are following the principle of the dazzle ship will be predominately clad in profiled metal cladding of different shades of silver. The large areas of the dazzle elevations will be broken by a vertical cores clad in flat cladding panels in combination of dark grey and bright red colour to provide visual interest and focal points. Horizontal strips of curtain walling to offices and translucent panels to warehouse will be spanning between the vertical cores. These will visually break the walls into smaller components, provide visual interest and serve to reduce the apparent height of the units.

On the lower levels, the main parts of elevations will be clad in profiled metal cladding in the lightest shade of silver dazzle from upper levels. The horizontal flat metal panels will be used at areas of dock loading doors to allow break the large areas of elevation, as well as for practical reasons. The dark grey and red vertical cores run through all the levels.

The details and the palette of different types of cladding and colours is kept to minimum to maintain the modern appearance.

The translucent cladding panels will complement the warehouse elements and allow daylight into the internal space while creating an active frontage at night-time as a result of warehouse illumination.

The strips of glazing at office levels are designed as full height glazing with dark grey vertical perforated metal brise soleils.

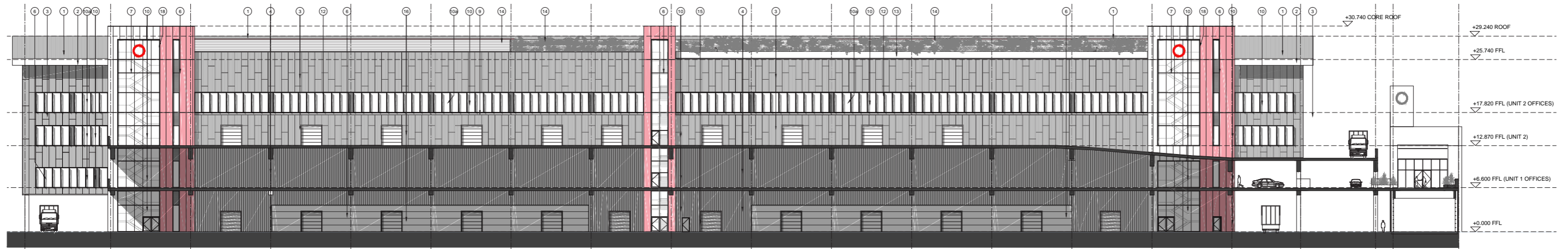
The upper level service yards, ramps and the car park will be made of concrete which aims for the contemporary and minimalistic look to compliment the main building elevation.

The main entrance building and the security hub follow the principles of the upper levels dazzle cladding and will have the full height curtain walling system, with glazed canopy on the main entrance building to create a welcoming and contemporary entrance. The wide staircase will lead to the large external deck with extensive landscape.

The on the main building is proposed to be in the shape of a barrel vault which compliments the overall concept aspiration. The material will be steel standing seam systems with strip roof lights providing the internal warehouse with sufficient daylight. Barrel vault roofs contributes to overall high-quality aesthetics of proposed buildings. The vertical cores will have a flat single ply roofs.

Please refer to the following drawing for details of the proposed materials and appearance of the Plot 2 Buildings.

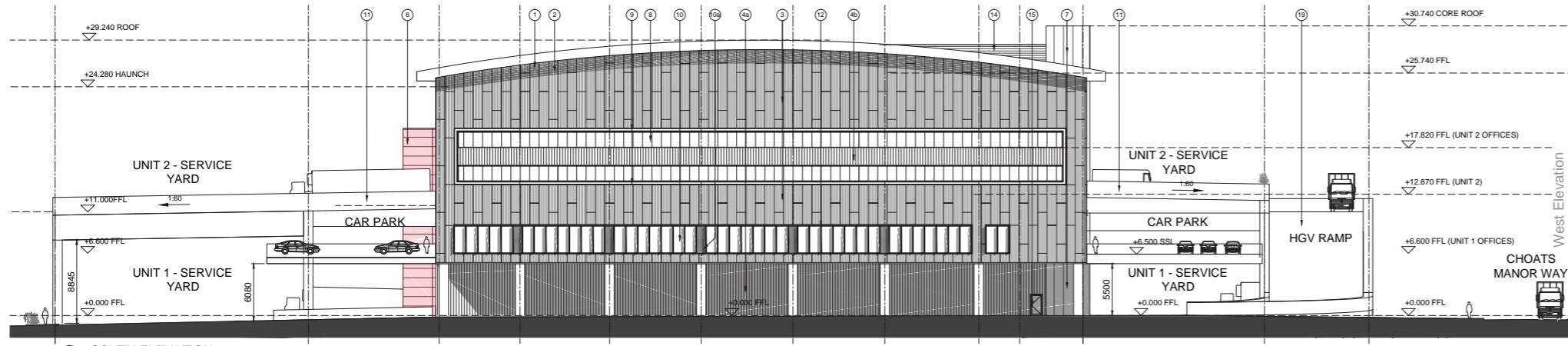




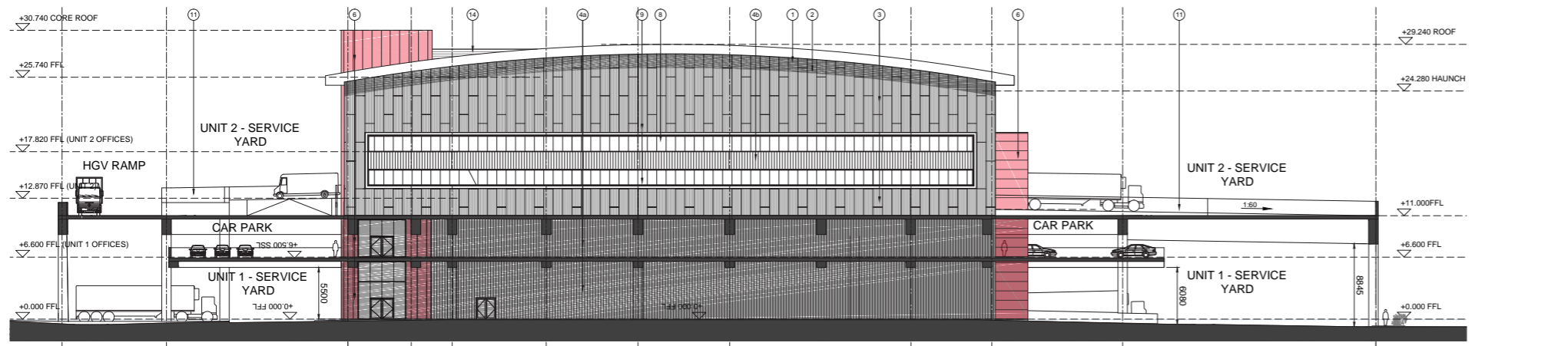
North Elevation



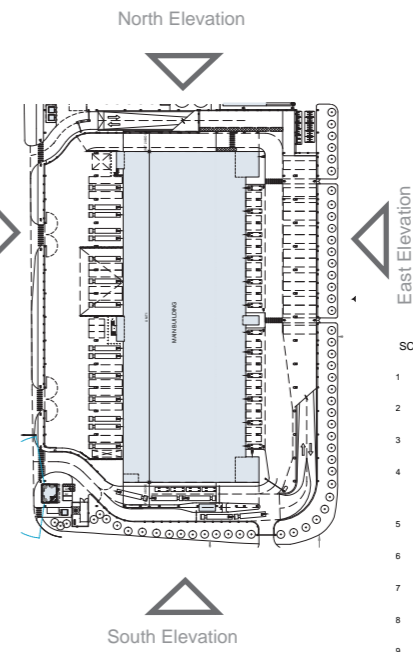
West Elevation



South Elevation



North Elevation



**SCHEDULE OF FACING MATERIALS:**

1	Curved Metal Roof	Built-up standing seam roof system Colour: HPS200 Colourscoat - Albatross
2	Metal Soffit and Fascia	2mm aluminium flat panel secret fixed cladding Colour: PPC - Anthracite - Dark Grey
3	Profiled Cladding-Type A1	Trapezoidal profiled steel built up cladding system (vertical orientation) Colour: Colourscoat Prisma - Light, Medium & Dark Silver
4	Profiled Cladding-Type B1	Trapezoidal profiled steel built up cladding system; vertical orientation of trapezoids; Colour - Colourscoat Prisma- 4a - Light Silver; 4b - Dark Silver;
5	Flat Metal Cladding Panels - Type C1	Flat composite panel; horizontal orientation Colour: Colourscoat Prisma- Light Silver;
6	Flat Metal Cladding Panels - Type C2	Flat composite panel; vertical & horizontal orientation Colour: HPS200 Ultra SEGRO Red
7	Flat Metal Cladding Panels - Type C3	Flat composite panel; vertical orientation Colour: Colourscoat Prisma- Anthracite- dark grey;
8	Translucent Opaque Panels	Translucent panel; vertical orientation; Colour: White Opaque
9	Horizontal Recessed Feature Band	0.7 steel profile; Colour: Colourscoat Prisma- dark silver
0	Curtain Walling	Glazed curtain walling with polyester powder coated aluminium system frame and capping Glass Colour: clear anti-sun glass Frame Colour: PPC - Anthracite, RAL 7016 10a - spandrel panel; glazed with inner pane ceramic Anthracite backing
1	Service Yard's and Ramp's Balustrade	1.4m high brushed concrete balustrade
2	Office Brise Soleil	400mm deep PPC perforated aluminium plate fixed to curtain walling frame; vertical orientation; Color: PPC Anthracite - dark grey;
3	Roof Terrace Balustrade	1.2m high toughened and laminated glazed balustrade; Glass Colour-clear; Stainless steel circular handrail installed at 1.1m high
4	Plant Room Screen	Aluminium or steel continuous louvre; colour - light silver
5	Personnel Door	Painted metal factory finished; colour: light silver
6	Loading Doors - level access	Painted metal factory finished; colour: light silver
7	Loading Doors - dock level access	Painted metal factory finished; colour: light silver
8	Building Signage	50mm deep aluminium preformed Segro Red 'O' letter fixed to external cladding; Colour: PPC SEGRO Red
9	Ramps	Concrete ramp on concrete or steel columns

Illustrative Elevations



North Elevation



West Elevation



South Elevation



North Elevation





Illustrative view from the North-East

