

## LONDON BOROUGH OF BARKING & DAGENHAM

### PLANNING COMMITTEE

6 July 2020

#### Application for Planning Permission

<b>Case Officer:</b>	Adele Lawrence	<b>Valid Date:</b>	05-03-2020
<b>Applicant:</b>	London Borough of Barking and Dagenham	<b>Expiry Date:</b>	31-07-2020
<b>Application Number:</b>	20/00314/FUL	<b>Ward:</b>	Eastbrook Ward
<b>Address:</b>	London East Business and Technical Park, Yewtree Avenue, Dagenham		

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 London East Business and Technical Park, Yewtree Avenue, Dagenham.

#### Proposal:

The proposed film studio development incorporates the following key components:

- Change of use and refurbishment of existing industrial buildings (Use Class B8) to workshop space and introduction of mezzanine (Use Classes B2/B8, up to 12,800 sqm GIA);
- Construction of new purpose-built sound stages (Use Classes B2/B8, up to 13,300 sqm GIA);
- Construction of a new office space (Use Class B1(a), up to 6,100 sqm GIA) to support the film studio;
- Construction of new 'flexible' workshops (Use Classes B2/B8, up to 4,800 sqm GIA);
- Ancillary offices, toilets and storage space to support the sound stages and workshops;
- Areas of screened plant and equipment;
- Externally accessible toilet facilities for crew members;
- Soft and hard landscaping throughout the site;
- Boundary fencing and planting to soften the visual impact of the film studio whilst meeting security requirements;
- 350 vehicle parking spaces including blue badge spaces and 20% active electric vehicle charging points;
- Dedicated loading and waiting areas for larger logistics vehicles;
- Dedicated cycle parking areas for staff and visitors (total 226 spaces);
- Photovoltaic (PV) and solar thermal panels; and
- An enclosed building accommodating refuse, services and secure cycle store.

It is anticipated that the development would be delivered in two phases of construction as follows:

- Phase 1 - Conversion of Unit C into permanent workshop and office space; construction commences on the main office, gatehouse facility and necessary site infrastructure, including all elements required for the secure boundary; construction commences on the stages and ancillary temporary workshops to the east of Unit A; and
- Phase 2 (following the completion of Phase 1) - Secret Cinema is relocated to another site; conversion of Unit A into permanent workshop space and the remodelling of the film studio main entrance and visitor car park; construction commences on the stages and ancillary temporary workshops to the west

of Unit A.

Construction works associated with Phase 1 are expected to commence in late 2020 with practical completion by March 2022. Dates associated with construction of Phase 2 are not currently available.

The application is referable to the Mayor of London.

#### **Officer Recommendations:**

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with LBBD Legal Services to grant planning permission subject to any direction from the Mayor of London, the completion of a Unilateral Undertaking under S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 of this report and the Conditions listed at Appendix 6 of this report; and
3. that, if by 6th January 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth has delegated authority to refuse planning permission or extend this timeframe to grant approval.

#### **Conditions Summary:**

##### **Mandatory Conditions**

1. Statutory Time Limit - Planning Permission
2. Development in accordance with Approved Plans
3. Phasing Plan

##### **Prior to all works/commencement Conditions**

4. Contaminated Land
5. Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP)
6. Construction Logistics Plan
7. Detailed Design and Method Statements for Working Close to London Underground Infrastructure
8. Provision of On-Footway Cycle Path
9. Great Crested Newt, Bat and Reptile Surveys

##### **Prior to above ground works Conditions**

10. External Materials

##### **Prior to first occupation and/or use Conditions Monitoring & Management Conditions**

11. Fire Statement
12. Surface Water Drainage Scheme and Management and Maintenance Plan
13. Energy Assessment and Photovoltaic and Solar Thermal Panels
14. Acoustic Report
15. Crime Prevention Scheme
16. Car Parking / Blue Badge Parking / Electric Vehicle Charging Points
17. Cycle Parking
18. Delivery and Servicing Plan
19. No Vegetation Clearance or Tree Works During Bird Breeding Season
20. Hard / Soft Landscaping
21. Refuse and Recycling Storage
22. Scheme for Managing Boreholes
23. Piling
24. BREEAM

## **S106 – Summary of Heads of Terms:**

The proposed Heads of Terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

### **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 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

### **Employment:**

4. Reasonable endeavours to secure an Employment, Skills and Suppliers Plan submitted 6 months prior to implementation ensuring that a minimum of 25% of local labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.
5. Secure the production and implementation of a strategy for maximising local employment and training opportunities from the operation of the film studio, alongside encouraging the involvement of local businesses in the studio's supply chain and community engagement.

### **Sustainability:**

6. Secure that the development shall achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset to 35% in the event that a minimum of 35% carbon reduction cannot be achieved.

### **Transport:**

7. Secure the submission, implementation and monitoring of a Travel Plan, including a mechanism for reviewing the quantum of car parking over time and a contribution of £5,000.00 for monitoring the Travel Plan.
8. Offsite highway works (S38/S278) to provide cycle lane egress from the site to Yewtree Avenue.

## OFFICER REPORT

### Planning Constraints:

- Site Specific Allocation SSA SM5: Sanofi Aventis Site 2 – designation of majority of site;
- Locally Significant Industrial Site (LSIS) – designation of small part of site;
- Adjacent to Green Belt and Sites of Importance for Nature Conservation (SINCs);
- The wider former Sanofi site contains the Grade II listed Canteen at Head Office of Rhone Poulenc Limited.

### Site, Situation and Relevant Background Information:

The application site is located within the wider former Sanofi manufacturing site and is bound by a railway line to the south, a future development parcel in London Borough of Barking and Dagenham's ownership to the west and Yewtree Avenue to the north.

The land to the north and north-east of the application site is, or is proposed to be, primarily industrial and employment generating land uses, including London East-UK, the CUBE, Elutec, the recently approved UCL Pearl development (19/01369/FUL) and the Data Centre development (18/00161/FUL). Baytree Avenue which provides access to the Data Centre bisects the application site.

To the north-west of the site, a new Travelodge Hotel and Costa Coffee have been established. North of the site and adjacent to UCL Pearl, is a Grade II Listed Building, being the Canteen at Head Office of Rhone Poulenc Limited.

The site is located to the east of Rainham Road South (A1112) and north of the London Underground District Line railway which runs between Dagenham East Underground Station (which falls directly south-west of the site) and Elm Park Underground Station (which is due east).

The site surroundings are characterised by open space and Green Belt in the form of sports facilities, nature reserves and other areas of open space. South of the site beyond the railway line and Beam Valley Country Park is largely residential with other commercial and residential uses clustered west of the site.

The application site has been vacant since Sanofi announced the plant's closure in 2009, with the exception of two industrial buildings, Units A and C, which were constructed on the site in 2018. Units A and C are to be retained and re-purposed as part of the proposed development. Unit A has previously been used on a temporary basis for Secret Cinema, whilst Unit C has remained vacant to date.

### Key issues:

- Principle of the Development
- Design and Quality of Materials
- Heritage
- Impacts to Neighbouring Amenity
- Sustainable Transport
- Employment
- Waste Management and Refuse Collection
- Delivering Sustainable Development (Energy / CO2 reduction / Air Quality)
- Biodiversity, Landscaping and Sustainable Drainage

### Planning Assessment:

#### 1. Principle of the Development:

<i>Existing use(s) of the site</i>	Existing Units A & C (Use Class B8 – 9,656 sqm) and remainder of site is vacant land
<i>Proposed use(s) of the site</i>	Film studio incorporating workshops, sound stages, office space and ancillary offices (Use Classes B1(a), B2 and B8):

	<ul style="list-style-type: none"> <li>• Use Class B1(a) – 5,883 sqm (NIA)</li> <li>• Use Classes B2 and B8 – 32,578 sqm (GIA)</li> </ul>
<i>Net gain/loss in number of jobs</i>	<p>Net gain of total of 1,202 full time equivalent (FTE) jobs:</p> <ul style="list-style-type: none"> <li>• Use Class B1(a) - 299 FTE</li> <li>• Use Classes B2 and B8 – 903 FTE</li> </ul>

### Background to Proposed Development

- 1.1 Due to the successful work of the Council's Film Unit (Film LBBD), film and television location shoots in Barking and Dagenham have grown substantially over the last 5 years, including major films and TV filmed at Dagenham East. This recent growth has established extremely good links with the industry and highlighted the challenges the industry is facing in terms of a shortage of studio space in London. This led the applicant to explore the potential for a large scale film studio at Dagenham East.
- 1.2 In 2017, the Council and the Greater London Authority ('GLA') jointly appointed consultancy SQW working with BBP to produce an 'Assessment of Content and Capacity' for a film studio at Dagenham East, engaging with a very wide range of stakeholders and industry leaders, as well as local stakeholders. The work also attempted to quantify the benefits both locally and regionally and how these can be maximised. Previous studies have demonstrated a film studio would have a major positive impact on changing perceptions of Dagenham, encouraging civic pride as well as raising the aspirations of, and opportunities for, people in the Borough by creating good jobs and training opportunities within the industry and its supply chain. The SQW report was finalised in October 2017 and concluded "Dagenham East represents a rare chance to build a world-class film studio within the boundaries of Greater London."

### Principle of Land Use

- 1.3 The majority of the application site sits within Site Specific Allocation Area SSA SM5: Sanofi Aventis Site 2 which is allocated as having potential for employment uses (Use Classes B1, B2 and B8) and, in particular, affordable space for small and medium sized businesses (SMEs), community uses, retail, health facilities, education possibly including a construction college, leisure use, a Council depot and residential.
- 1.4 A small portion of the application site sits within a designated Locally Significant Industrial Site (LSIS), meaning that it is a location to which policy directs Class B industrial uses (Use Classes B1(c), B2 and B8), as well as flexible space for SMEs.
- 1.5 Policy 4.6 of the London Plan promotes entertainment and cultural uses, recognising the social and economic benefits that they offer to residents, workers and visitors. Policy HC5 of the Draft London Plan seeks to support London's culture and creative industries. It is noted that recent research undertaken by the GLA indicates an estimated demand for 177,000 sqm of additional film studio space in the UK, with London and the south-east expected to maintain its leading position at the forefront of the UK film industry.
- 1.6 Policies E4 and E7 of the Draft London Plan seek to ensure that there is a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions. Policy E7 states that proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land.
- 1.7 The proposed development is considered to be in keeping with the relevant London Plan and Draft London policies and would re-introduce a use at the former manufacturing site which shares many of the same characteristics of storage, distribution and light industrial uses. The proposal would provide a contemporary response to the emerging context at the site and could also potentially benefit from the technological and creative uses emerging on adjacent sites.

- 1.8 There is no loss of industrial floorspace as part of the proposed development, rather an increase of approximately 40,000 sqm.
- 1.9 Whilst Site Specific Allocation SSA SM5 does not specifically identify a B1(a) office use as being suitable for the site, given that the office accommodation is ancillary to the B2 and B8 uses it is considered that the principle of the proposed B1(a), B2 and B8 uses is compliant with the overarching theme of SSA SM5 which seeks to provide a new mixed and balanced community in this key regeneration area.
- 1.10 It is projected that 1,202 full time equivalent jobs would be delivered as part of the development, with the film and TV sector offering jobs across an extensive skills range.
- 1.11 The principle of the proposed film studio development incorporating B1(a), B2 and B8 uses is considered to be appropriate and strongly supported by Officers having regard to the site designations.

## 2. Design and Quality of Materials:

<i>Does the proposed development respect the character and appearance of the existing area?</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

### Design

- 2.1 Part 12 of the NPPF sets out the Government's requirement for good design in new developments. Policies 7.1 and 7.4 of the London Plan and policies D1, D2 and D9 of the Draft London Plan require development to have regard to the form, function and structure of an area and the scale, mass and orientation of surrounding buildings. Policy 7.2 of the London Plan and policy D5 of the Draft London Plan seek inclusive design. Local Plan policies BP8, BP11 and CP3 and Draft Local Plan policies SP4 and DM11 seek to ensure good quality urban design which is in keeping with the character and appearance of the area and which does not adversely affect residential amenity.
- 2.2 Policy D3 of the Draft London Plan promotes the optimisation of a site's capacity, with higher density developments in areas that are well connected to services and public transport.
- 2.3 The rationale for the proposed design of the development is primarily led by the operational requirements of a film studio, which is generally comprised of stages, workshops and production offices and support spaces.
- 2.4 Details of the proposed main buildings within the development are as follows:

<b>Type of Building</b>	<b>Block</b>	<b>GIA (sqm)</b>	<b>Maximum Height (metres)</b>
Stage	1	2,980	21.05
Stage	2	5,097	18.25
Stage	5	7,330	18.25
Flexible Workshop	8	1,905	6 to eaves, 10.2 to ridge
Flexible Workshop	9	2,538	6 to eaves, 10.2 to ridge
Workshop	A	7,780	15
Workshop	C	4,880	15
Offices / Support Spaces	7	5,883	15.65

### Stages – Blocks 1, 2 and 5

- 2.5 The proposed stages are operational spaces and industrial buildings which are used for film production. Architecturally they are large, highly serviced volumes, completely enclosed by a high-

performing acoustic envelope without fenestration. The stage buildings are abutted by a number of lower scale (single and two-storey) built forms incorporating ancillary office space; WCs; screened, roof-mounted plant; enclosed plant rooms; and WCs accessed directly from outside for the shared use of production crew across the studio site.

- 2.6 The mix and size of stages proposed has been developed through an iterative process by testing the developing design options against critical feedback from external sector experts, to provide flexibility in size to meet the requirements of both the film and TV sectors. The heights of the stages are a product of the clear internal height requirements that the sector requires.
- 2.7 The principal service access points for each stage are via two large industrial, acoustic sliding doors located apart from each other (or on opposing elevations) to maximise coverage of the stage floorplate and to be close to adjacent workshops. Each stage also has a number of personnel doors.
- 2.8 The main stage volumes are to be clad in two materials that reference the industrial use of the site. At low level in vulnerable operational areas, a robust white brickwork plinth, a minimum of 2.4 metres high, is proposed. Above the plinth, a silver profiled sheet metal cladding is proposed. The silver metal cladding is to be arranged vertically but in horizontal bands. The horizontal bands are proposed to be in three different shades with varied profiles to provide both visual interest and to assist in breaking down the large mass and scale of the stage buildings.
- 2.9 The adjoining lower level buildings are to be similarly clad with a robust brickwork plinth (black to contrast with the stages) and profiled sheet metal cladding in two bands, namely a bronze band which cantilevers beyond the building line to provide articulation to the entrance to the ancillary offices and a black band that extends above roof level to screen roof-mounted plant.
- 2.10 Signage is proposed on the front of the projecting canopy to the ancillary offices, at high level on the stages and on stage entrance doors. These elements will assist in wayfinding across the site and also add some colour and visual interest to the functional building elevations.

#### Flexible Workshops – Blocks 8 and 9

- 2.11 To achieve the quantum of workshop space anticipated when the site is at maximum occupancy, it is expected additional workshop space will be required beyond that provided in Units A and C.
- 2.12 To allow the site to adapt to the changing demands of tenants, demountable flexible workshop buildings are proposed. This would allow the applicant to respond quickly to the changing demand of specific tenants on site. The proposed open plan structures are based on 'off-the-shelf' systems which typically utilise colour coated flat metal composite wall cladding panels and doors with a PVC-coated fabric roof covering. These buildings, though significantly lower than other new and existing buildings on the site, adopt a similarly industrial aesthetic.

#### Workshops – Existing Units A & C

- 2.13 Units A and C are existing buildings which were partially constructed prior to the applicant acquiring the site. Both units require some of the original works to be completed for them to be used. The existing buildings each have a single large warehouse space and an associated two-storey office element. They are predominately clad in an industrial profile sheet metal cladding with local areas of flat, micro-profile cladding. The retention of these buildings and their re-purposing as workshops is fundamental to the viability of the scheme. It is proposed to subdivide the warehouse spaces to create smaller workshops, some with mezzanines. It is also proposed to replace the lower part of each elevation to accommodate new PPC metal personnel doors and industrial sectional 'up and over' doors for service access, and matching louvre panels for future servicing of the units that may be required by tenants. New white brickwork plinths are proposed to ensure the buildings are robust and new cladding to match the existing is proposed to make good the façade.

- 2.14 Existing redundant features such as windows and canopies are proposed to be removed. To simplify the architectural language of the buildings, areas of dark green flat cladding are to be removed and replaced with silver profiled sheet metal cladding to match the majority of existing cladding elsewhere on the buildings and to provide a more cohesive appearance with new proposed buildings on the site and on the wider Sanofi site. The existing office elements of these buildings are also to be re-modelled and, in the case of Unit C, extended with new windows and cladding to match the retained existing.
- 2.15 Tenant signage to the workshops will be restricted to designated areas integrated into the building fabric and unit numbers will be applied to aid wayfinding. Plant space and cycle storage are to be screened with matching materials to the buildings they adjoin.

#### Office and Support Space - Block 7

- 2.16 This is the main reception building for the film studio and will accommodate both the site-wide management and security functions, together with shared multi-tenanted workspace and amenity space for visiting productions. The building sits between retained Unit A and the London East-UK buildings and is of a similar scale. The building faces a new shared surface 'plaza' enclosed by these buildings which contains visitor parking and a designated 'tree lined' pedestrian link from Yewtree Avenue to the building's principal entrance. The building is 3-storeys high, above which are areas of screened, roof-mounted plant. The building has a 'doughnut' plan form with the floorplate arranged around a central atrium. The two upper floors have a modular arrangement and are split into offices arranged either side of a central corridor and have views either to the outside or into the atrium. The layout of the offices provides flexibility to meet the demands of different tenants.
- 2.17 Management functions are located on the ground floor beside the private tenant's entrance which is accessed via the secure parking area to the building's east. The public visitor entrance and reception area faces the plaza to the building's west. Externally accessed cycle changing, shower and locker rooms are located at ground floor level on the building's north elevation, along with a kitchen that serves into a communal amenity space that runs the length of the building and extends into the building's top-lit atrium. The site security office is located to the south-east corner of the ground floor and overlooks the secure vehicular access point to the site.
- 2.18 The overall building height is derived from typical office floor-to-floor heights on the upper storeys with a modest increase for the ground floor storey where communal facilities are located. Roof-mounted screening is designed at a height that ensures plant is not visible from grade, even from a distance.
- 2.19 The building has a simple form with modelling, whereby the upper floors overhang the ground floor providing covered areas at the visitor's entrance and to a more modest extent at the private tenant's entrance. The west elevation facing the entrance plaza incorporates an illuminated feature wall and lettering to signpost the entrance to the film studio from both the entrance plaza and from longer vistas from the main vehicular and pedestrian arrival routes along Yewtree Avenue and Rainham Road South. An entrance feature of gold anodised metal fluted, up-lit and illuminated vertical fins takes references from the 1930s architecture on the former Sanofi site and the typologies of cinemas from that era, but with a contemporary interpretation.
- 2.20 The building has a robust white brick base with vertical black sinusoidal cladding arranged in horizontal bands to the upper storeys. A recessed band of gold flat metal cladding separating the upper and lower storeys and similar gold panels (with applied graphic patterns) between windows, in a staggered arrangement on the elevations to the upper floors, would provide visual interest. The window pattern allows for future subdivision of office floorplates. Full height frameless glazing with integrated automatic sliding doors is proposed for the visitor / reception and staff entrances.

#### Appearance

- 2.21 The appearance and materiality of the proposed buildings, as described above, reflect the industrial character of the retained buildings and those existing and proposed across the wider site.



The proposed materials are of a good quality and appearance and are hard wearing and functional having regard to their proposed use. The office has been designed to ensure a high-quality visitor arrival point to the film studio. The proposed appearance of the development is considered to be acceptable and in keeping with the relevant policies and a condition is proposed to secure the submission and approval of final external materials.

### Scale, Height and Massing

- 2.22 The proposed scale, height and massing across the application site is considered to be in keeping with the emerging context of the wider site and relevant policies and is supported by Officers. As set out below, the proposed scale, height and massing are not considered to be harmful to nearby heritage assets or adjacent Green Belt.

### Layout

- 2.23 The constraints of the retained road, Baytree Avenue, which provides access to the proposed Data Centre development to the east, and the retained buildings (Units A and C) have informed the location of new buildings within the development site. The buildings are organised primarily on an east-west axis with large central masses (stages) flanked by low level elements (support space / screened plant).
- 2.24 Workshops are located as close as possible to stages to allow a direct link and easy work flows from one space to another as they are interdependent on one another. The external space between the buildings is considered to be operational and is based on well-established industry criteria for the manoeuvring space required for large articulated vehicles which will service the stages, together with space for the associated temporary facilities that may be required by productions.
- 2.25 The main car park for the film studio is proposed at the northern edge of the application site adjacent to Yewtree Avenue and a secure entrance is provided along Baytree Avenue.
- 2.26 The layout of the site is considered to be efficient and maximises the development potential of the site. This is in keeping with the relevant policies and is supported by Officers.

### Landscaping

- 2.27 The proposed landscape concept seeks to celebrate worldwide film and movie production. The USA, India, China, the UK and Japan represent the top five film industries in the world and a celebration of the worldwide film industry is to be explored through the planting strategy. Each of the five countries will have its own unique aesthetic and indigenous planting and trees. For example, Cherry trees could represent Japan, whilst a mature oak could represent the UK.
- 2.28 The site's heritage of pharmaceutical innovation associated with the former occupiers, Sanofi, will also feature through a selection of plants with healing and medicinal properties, art and sculpture, and the materiality of the landscape.
- 2.29 Some of the key landscape features include a wide pedestrian avenue of planting leading directly to the main office entrance; the plaza space fronting the main office would include high quality surface pavers, benches and visitor cycle storage, as well as a break-out relaxation space; vehicular laybys surfaced in yellow bricks will reference the classic film The Wizard of Oz; a robust planting mix with shrubs and trees is proposed to Baytree Avenue with bay trees included as sculptural elements at gateway points; a strong planting mix along the boundaries of the studios and adjacent to the buildings will include native and exotic species of plants and trees to create variety; a robust planting mix within the car parking and street frontage areas will be low maintenance with year-round interest; and landscaped entrance spaces to each studio will include feature paving, seating, wayfinding signage and planting.
- 2.30 The proposed boundary treatment strategy seeks to ensure security to the film studio, which is of paramount concern to the production companies who will be using the site. The proposed

boundary treatment comprises the retention of the existing fencing to the southern boundary, weldmesh fences to the east, west, north and north-east and impermeable timber fences with concrete posts to the north and north-west.

- 2.31 The proposed trees comprise a variety of stock sizes of both native and exotic species. Large trees are focused towards the boundaries of the site to create a robust green framework and filter views. Along Yewtree Avenue, in the north-west corner of the site, several large trees are proposed to create a tree-lined street within the public realm. Smaller trees are placed along the movement corridors and within the car parking areas inside the site boundary.
- 2.32 The landscaping proposals are in keeping with the relevant policies and will ensure good quality hard and soft landscaping to the proposed development.

#### Impact on the Green Belt

- 2.33 Policy 7.16 of the London Plan, policy G2 of the Draft London Plan, paragraphs 133-147 of the NPPF and policy CM3 of the Local Plan afford the strongest possible protection of Green Belt land. The NPPF sets out that the construction of new buildings should be regarded as inappropriate in the Green Belt, save for certain limited exceptions set out at paragraph 145.
- 2.34 The proposed development is not located in the Green Belt, but land to the south across the railway, being Beam Valley Country Park, and to the west, being The Chase Local Nature Reserve, is designated as Green Belt. Also, further north of the application site is Eastbrookend Country Park.
- 2.35 The application was accompanied by a Townscape and Visual Impact Assessment which includes existing and proposed views from within the Green Belt. Whilst the views demonstrate that the proposed buildings would be a visible addition to the setting of the Green Belt, it is considered that the impact has been minimised as far as possible through design and materiality and having regard to the operational requirements of the film studio. Furthermore, it is noted that other existing and consented buildings within the wider former Sanofi site are of a comparable height and massing. On this basis, Officers do not consider that the proposed development would result in unacceptable harm to the surrounding Green Belt.

#### Security

- 2.36 Policy BC7 of the Local Plan seeks to reduce the opportunity for crime, minimise the fear of crime and create a safer and more secure environment. A security needs assessment has been prepared for the site and a SABRE (Security Assurance by Building Research Establishment) assessment has been undertaken. SABRE is a fully accredited alternative form of security assessment to Secure by Design (SBD). SBD is not a suitable form of accreditation on film studio developments, where the scale and noise attenuation requirements of the doors cannot be satisfied by the scheme.
- 2.37 The security needs assessment concludes that the wider site has an extremely low crime rate and the likelihood of both property and personal crimes being conducted within the development is reduced further by the significant planned security measures, which have addressed most vulnerabilities common with industrial developments.
- 2.38 The applicant has worked collaboratively with the Designing Out Crime Officer on the use of SABRE as an acceptable alternative scheme to SBD. SABRE assesses overall security performance and carries through from design to construction and safeguards security features through the life of the project. The Designing Out Crime Officer has agreed a suitable condition with the applicant in this case which will secure a SABRE accreditation for the proposed development.

#### Fire Safety

- 2.39 Policy D12 of the Draft London Plan states that development proposals must achieve the highest standards of fire safety and ensure that they are designed to incorporate appropriate features which reduce the risk to life in the event of a fire; are constructed in an appropriate way to minimise the risk of fire spread; provide suitable and convenient means of escape for all building users; adopt a robust strategy for evacuation which all building users can have confidence in and provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.
- 2.40 The application was accompanied by a Concept Fire Strategy produced by a suitably qualified third party assessor which satisfies the requirements of policy D12. A condition is proposed to ensure that a detailed Fire Statement is submitted for approval prior to occupation of any Phase.

### **3. Heritage:**

- 3.1 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.
- 3.2 Policy 7.8 of the London Plan, policy HC1 of the Draft London Plan, policies BP2 and CP2 of the Local Plan and policy DM14 of the Draft Local Plan, seek to conserve heritage assets and avoid harm.
- 3.3 The application site is not subject to any heritage designations, however a Grade II Listed Building, the Canteen at Head Office of Rhone Poulenc Limited, is located to the north within the wider former Sanofi site.
- 3.4 Officers have considered the submitted Heritage Statement and Townscape and Visual Assessment. Officers note that there is sufficient separation distance between the proposed development and the Listed Building and the proposal is in keeping with the existing and emerging character of buildings on the wider site.
- 3.5 Officers are of the opinion that the significance of the Grade II Listed Building would be preserved and not harmed by the proposed development. In reaching this conclusion, officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

- 4.1 Paragraph 17 of the NPPF advises 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 Policies 7.1 and 7.6 of the London Plan state that development should not cause unacceptable harm to neighbouring residential buildings in relation to loss of privacy and overlooking. Policy BP8 of the Local Plan and Policy DM11 of the Draft Local Plan specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall take into account and avoid or minimise. The policy also emphasises adequate access to daylight and sunlight.
- 4.3 It is considered that matters of noise associated with the proposed development will be effectively managed through the acoustic design of buildings which is to be secured by condition.

- 4.4 There are no residential units in close proximity to the application site that would be adversely affected by the proposed development and officers consider that occupants of the proposed Travelodge on the wider site would also not be adversely affected. The proposal is considered to be in keeping with relevant policies in this respect.

<b>5. Sustainable Transport:</b>			
<i>Net gain/loss in car parking spaces:</i>	+ 350 (including 18 blue badge spaces)	<i>PTAL Rating</i>	0 (very poor) to 3 (average)
<i>Proposed number of cycle parking spaces:</i>	164 long stay 62 short stay	<i>Closest Rail Station / Distance (m)</i>	Dagenham East Underground Station (390 metres)
<i>Restricted Parking Zone:</i>	Yes	<i>Parking stress survey submitted?</i>	Yes

- 5.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 5.2 Policy 6.3 of the London Plan and policies T1 to T6 of the Draft London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network.
- 5.3 This is also echoed by policies BR9, BR10 and BR11 of the Local Plan and policies DM31 and DM32 of the Draft Local Plan which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 5.4 Due to the size of the site, the public transport accessibility level (PTAL) varies between 0 and 3 at its eastern and western ends respectively. This indicates an average to very poor level of access to public transport. It is noted, however, that the main site entrance is 350 metres from bus stops on Rainham Road South (bus routes 103 and 364) and 390 metres from Dagenham East Underground Station and therefore reasonably accessible on foot.
- 5.5 350 car parking spaces are proposed, including blue badge spaces (18), standard spaces and extended spaces for larger delivery vehicles and specialist vehicles required for film production. 20% of the total parking spaces are to be fitted with active electric vehicle charging points (EVCPs). Designated areas for vehicles loading and waiting are also proposed to ensure a fluid movement network on-site which does not impede the local highway network.
- 5.6 The GLA / TfL stated in their Stage 1 Report that the quantum of on-site car parking should be reduced to reflect the lower employment densities which arise from the proposed use. Notwithstanding this, the need for a level of operational parking was acknowledged, subject to supporting evidence as to the quantum and nature of the operational requirements.
- 5.7 The applicant has provided a full response to all transport matters raised in the Stage 1 Report and the GLA / TfL will respond as part of the Stage 2 referral process. As part of the response, the applicant stated in relation to car parking numbers that "the nature of the film studio industry is that there will be employees from across London and indeed the UK, many of whom will be working abnormal hours. The practical expectation, informed by review of similar facilities, as detailed in the Transport Assessment, is that the level of parking proposed is needed to provide an attractive commercially viable facility. It is felt that any reduction in parking at this stage would compromise the viability of the site. The planning permission needs to provide flexibility for marketing purposes. Once an operator is known there may be an opportunity to review parking provision based on operational requirements". On this basis, the applicant is willing to review the usage of car parking over time, for example in line with the proposed Travel Plan review periods, and commit to reduce

a proportion of parking provision if it is proven that the quantum provided is not being fully utilised in the future. This will be secured as part of the Travel Plan S106 obligation.

- 5.8 The proposed quantum of cycle parking comprising 164 long stay and 62 short stay spaces is in accordance with London Plan and draft London Plan policies.
- 5.9 The Transport Development Management Officer has confirmed that he is satisfied with the level of car parking proposed and has raised no objections to the proposed development.
- 5.10 Officers consider the proposal to be acceptable in terms of transport matters and in keeping with the relevant policies. A draft Travel Plan accompanied the application and a full Travel Plan is to be secured by S106 Agreement, along with a S278 off-site highways work agreement. Conditions will secure car parking provision, including blue badge spaces, cycle facilities, electric vehicle charging points, a Construction Logistics Plan and a Delivery and Servicing Plan.

## 6. Employment:

- 6.1 Policy CC3 of the Local Plan seeks to ensure community benefits through developer contributions. A S106 Agreement would secure an Employment, Skills and Suppliers Plan ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.
- 6.2 Film and TV is a growth sector and offers a very wide range of jobs across an extensive skills range. Stage sets need carpenters/plumbers/decorators/builders, there are roles for hairdressers and beauticians, lighting riggers, camera people, catering staff, office staff and many more.
- 6.3 The applicant has visited other studios and commissioned work by the organisation ScreenSkills, who have engaged partners like Barking and Dagenham College and Coventry University London, to provide recommendations to ensure they maximise the employment and economic development potential of the film studio. It is anticipated that circa 1,200 full time equivalent jobs would be created by the film studio development.

## 7. Waste Management and Refuse Collection:

- 7.1 Policies CR3 and BR15 of the Local Plan outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the Draft Local Plan through strategic policy SP6 and policy DM29. Policy 5.17 of the London Plan seeks a wider goal for all development proposals in London.
- 7.2 The applicant has used best practice to estimate waste generation and required storage capacity for the proposed office and catering elements of the development. It is recognised that waste storage requirements for these uses may vary and site management will monitor such requirements following occupation and amend waste storage provision as necessary. The waste storage strategy for the remaining uses has been kept as flexible as possible by requiring tenants to co-ordinate with site management to ensure sufficient waste storage capacity (including bins, skips, compactors, etc.) is provided throughout their tenancy, as required to meet their own needs. On-site management will be responsible for co-ordinating the distribution of such storage containers, monitoring their use and collaborating with tenants to ensure any relevant issues are mitigated as required.
- 7.3 The Council's Refuse and Recycling Team has confirmed that they have no objection to the proposed refuse and recycling storage and collection arrangements.

## 8. Delivering Sustainable Development (Energy / CO2 reduction / Air Quality):

*BREEAM Rating*

Very Good

<i>Renewable Energy Source / %</i>	Photovoltaics and Solar Thermal Panels / 75%
<i>Proposed CO<sub>2</sub> Reduction</i>	90%

### Energy / Sustainability

- 8.1 Chapter 5 of the London Plan and Chapter 9 of the Draft London Plan require development to contribute to mitigation and adaptation to climate change. Specifically, policy 5.2 of the London Plan and policy SI2 of the Draft London Plan set out the energy hierarchy development should follow – ‘1. Be Lean; 2. Be Clean; 3. Be Green’. The policies require major non-residential development to achieve a 35% on-site reduction in carbon dioxide emissions beyond the Building Regulations. The Mayor’s Energy Assessment Guidance indicates that applicants should use updated SAP 10 emission factors when estimating the energy performance of proposed development.
- 8.2 The submitted Energy Strategy sets out that the proposed development would achieve a 90% reduction in carbon dioxide emissions through a combination of energy efficient fabric and building services design; air source heat pump systems; and solar thermal water heating and photovoltaic (PV) arrays on the roof of the office and new stage buildings. This significantly exceeds the 35% London Plan policy requirement. A S106 Agreement will secure an obligation for a carbon offset payment only in the event that a 35% on-site reduction is not achieved.
- 8.3 A Building Research Establishment Environmental Assessment Method (BREEAM) Pre-Assessment report was submitted as part of the planning application and indicates that the proposal will achieve a rating of at least 55% (Very good). A BREEAM rating of Very Good will be secured by condition and this will also require the submission of a Certificate of Compliance.
- 8.4 The proposal generally accords with the relevant energy and sustainability policies and is considered acceptable in this respect. A condition is proposed to secure the submitted Energy Strategy.

### Air Quality

- 8.5 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan states that all development should be air quality neutral as a minimum.
- 8.6 An Air Quality Assessment submitted with the application advises that the film studio would cause a negligible change in concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. According to the assessment significance criteria, the residual effects of the proposed development are therefore not significant. The assessment considers emissions of NO<sub>x</sub> and PM<sub>10</sub> from the buildings and road transport associated with the film studio and the development is considered to be Air Quality Neutral with no further mitigation measures required.

## **9. Biodiversity, Landscaping & Sustainable Drainage:**

### Biodiversity, Landscaping and Urban Greening

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

- 9.2 The wider site is bordered by the Eastbrookend Country Park and The Chase Nature Reserve which are designated as Sites of Metropolitan Importance within the Sites of Importance for Nature Conservation (SINC) hierarchy. The submitted Preliminary Ecological Appraisal (PEA) identifies that there are four Local Nature Reserves and 11 Sites of Importance for Nature Conservation (SINCs) located within 2km of the site. In addition, records of 87 protected species and other species of conservation concern were located within 1km of the site boundary, comprising two invertebrate species, one species of amphibian, three species of reptile, 87 bird species and six species of mammal. No ancient woodland was identified within the desk study area. The PEA makes various recommendations, including good practice guidance, the protection of priority species, the removal of invasive plant species and ecological enhancements. Further surveys for Great Crested Newts, reptiles and bats have also been recommended. The applicant has been progressing these surveys, with the bat and Great Crested Newt surveys due to be completed by the end of June 2020, and the reptile survey in September. The PEA concludes that provided the recommendations in the report are followed, it is not expected that the local designated sites, priority habitats and protected species will be adversely impacted by the development.
- 9.3 To assist in promoting habitat management, bird boxes and bat boxes are proposed along the southern boundary of the development, where they are least likely to be impacted by ongoing operations.
- 9.4 The proposed development will result in the removal of 15 existing trees from the site, of which 5 trees are Category B (moderate quality) and 10 are Category C (low quality). These removals are necessary to accommodate the footprint of the film studio. The proposed landscaping strategy proposes a significant uplift in the quantity and quality of trees. Overall, the proposed landscaping will enhance the biodiversity, arboricultural and environmental value of the site in accordance with policy.
- 9.5 Policy 5.10 of the London Plan and policy G5 of the Draft London Plan state that developments should provide new green infrastructure that contributes to urban greening. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. Policy G6 of the Draft London Plan further states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy 7.21 of the London Plan and policy G7 of the Draft London Plan seek to protect existing trees of value, which should be retained where possible or otherwise replaced. The UGF on submission of the application was 0.076 which was significantly below the target of 0.3 for commercial development set by policy G5. Given the nature of the proposed film studio and the provision of roof-mounted solar thermal and photovoltaic panels, there are limited options for urban greening. However, following receipt of the GLA Stage 1 Report the applicant has reviewed site opportunities and, through a combination of removing permeable paving, provision of additional groundcover planting and the provision of extensive green roofs to five of the blocks and on top of the cycle and refuse store, has increased the UGF score to 0.123. Whilst still short of the policy target, Officers are content that the applicant has maximised opportunities for urban greening in this case.

#### Sustainable Drainage

- 9.6 The application site falls within Flood Zone 1 meaning that it is considered to have a low probability of flooding.
- 9.7 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by policy SI13 of the Draft London Plan and at local level by policies CR4 and BR4 of the Local Plan and policy DM28 of the Draft Local Plan.
- 9.8 A Flood Risk Assessment, including Sustainable Drainage Strategy, accompanied the application. The SuDs measures for the site comprise of below ground storage tanks supplemented with the use of catch pits and oil interceptors for water quality improvement purposes; and permeable



paving (drained as opposed to infiltration). The applicant has considered opportunities for rainwater harvesting, however their findings do not consider it to be advisable in this case given the intermittent nature and variation in occupancy of the development which may lead to stagnant water in times of low occupancy. The applicant has provided a full response to the comments in the GLA Stage 1 Report regarding flood risk and sustainable drainage which will be reviewed as part of the Stage 2 referral process.

- 9.9 Officers consider that the proposed development is acceptable and generally in keeping with policy having regards to matters of flood risk and sustainable drainage.

## 10. Other Matters:

### Local Finance Considerations

- 10.1 The applicant would be liable for the Mayoral Community Infrastructure Levy (CIL) and the Borough's CIL.

## Conclusions:

The proposed development would result in the provision of a world-class new film studio at Dagenham which will create new job opportunities and attract investment into the Borough and would bring a brownfield site back into productive use.

The proposal is of a good quality, inclusive design and offers the opportunity to create links between the film industry, the local community, local schools, universities and the Council.

The proposed design is considered to be acceptable and will not have an adverse impact on the local area, Green Belt or heritage assets. Furthermore, the proposal will not have an adverse impact on residential amenity.

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

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

It is therefore recommended that planning permission be granted subject to any direction from the Mayor of London and the conditions and Heads of Terms of the Unilateral Undertaking, as listed at Appendix 6 and Appendix 7 of this report.



**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>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 4.1 - Developing London's Economy            Policy 4.2 - Offices            Policy 4.4 - Managing Industrial Land and Premises            Policy 4.6 - Support for and Enhancement of Arts, Culture, Sport and Entertainment            Policy 4.12 - Improving Opportunities for All            Policy 5.1 - Climate Change Mitigation            Policy 5.2 - Minimising Carbon Dioxide Emissions            Policy 5.3 - Sustainable Design and Construction            Policy 5.7 - Renewable Energy            Policy 5.10 - Urban Greening            Policy 5.11 - Green Roofs and Development Site Environs            Policy 5.12 - Flood Risk Management            Policy 5.13 - Sustainable Drainage            Policy 5.17 - Waste Capacity            Policy 5.21 - Contaminated Land            Policy 6.1 - London's Transport: Strategic Approach            Policy 6.3 - Assessing Effects of Development on Transport            Policy 6.9 - Cycling            Policy 6.10 - Walking            Policy 6.13 - Parking            Policy 7.1 - Building London's Neighbourhoods and Communities            Policy 7.2 - An Inclusive Environment            Policy 7.3 - Designing Out Crime            Policy 7.4 - Local Character            Policy 7.5 - Public Realm            Policy 7.6 - Architecture            Policy 7.8 - Heritage Assets and Archaeology            Policy 7.13 - Safety, Security and Resilience to Emergency            Policy 7.14 - Improving Air Quality            Policy 7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Landscapes            Policy 7.16 - Green Belt            Policy 7.19 - Biodiversity and Access to Nature            Policy 7.21 - Trees and Woodland            Policy 8.2 - Planning Obligations            Policy 8.3 - Community Infrastructure Levy</p>
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*The Mayor of London's Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.*

	<p>Policy GG2 - Making the Best Use of Land            Policy GG5 - Growing a Good Economy            Policy D1 - London's Form, Character and Capacity for Growth            Policy D3 - Optimising Site Capacity Through the</p>
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<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Design-Led Approach  Policy D4 - Delivering Good Design  Policy D5 - Inclusive Design  Policy D8 - Public Realm  Policy D9 - Tall Buildings  Policy D11 - Safety, Security and Resilience to Emergency  Policy D12 - Fire Safety  Policy D13 - Agent of Change  Policy D14 - Noise  Policy E1 - Offices  Policy E4 - Land for Industry, Logistics and Services to Support London's Economic Function  Policy E6 - Locally Significant Industrial Sites  Policy E7 - Industrial intensification, Co-location and Substitution  Policy E11 - Skills and Opportunities for All  Policy HC1 - Heritage Conservation and Growth  Policy HC5 - Supporting London's Culture and Creative Industries  Policy G1 - Green Infrastructure  Policy G2 - London's Green Belt  Policy G5 - Urban Greening  Policy G6 - Biodiversity and Access to Nature  Policy G7 - Trees and Woodlands  Policy SI1 - Improving Air Quality  Policy SI2 - Minimising Greenhouse Gas Emissions  Policy SI3 - Energy Infrastructure  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 CM3 - Green Belt and Public Open Space  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 CR3 - Sustainable Waste Management  Policy CR4 - Flood Management  Policy CP2 - Protecting and Promoting our Historic Environment  Policy CP3 - High Quality Built Environment  Policy CC3 - Achieving Community Benefits Through Developer Contributions</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</p>

<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR9 - Parking  Policy BR10 - Sustainable Transport  Policy BR11 - Walking and Cycling  Policy BR13 - Noise Mitigation  Policy BR14 - Air Quality  Policy BR15 - Sustainable Waste Management  Policy BC7 - Crime Prevention  Policy BP2 - Conservation Areas and Listed Buildings  Policy BP8 - Protecting Residential Amenity  Policy BP11 - Urban Design</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 18 Consultation Version, November 2019) is at an "early" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and limited weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 18 Consultation Version, November 2019)</i></p>	<p>Policy SP1 - Delivering Growth  Policy SP3 - Promoting Inclusive Economic Growth  Policy SP4 - Delivering Quality Design in the Borough  Policy SP5 – Enhancing Our Natural Environment  Policy SP6 - Securing a Sustainable and Clean Borough  Policy SP7 - Planning for Integrated Transport  Policy DM6 - Utilising the Borough's Employment Land More Efficiently  Policy DM11 - Responding to Place  Policy DM14 – Conserving and Enhancing Heritage Assets and Archaeology  Policy DM19 - Urban Greening  Policy DM20 - Nature Conservation and Biodiversity  Policy DM22 - Trees  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 DM29 – Managing Our Waste  Policy DM31 - Making Better Connected Neighbourhoods  Policy DM32 - Cycle and Car Parking  Policy DM33 - Deliveries, Servicing and Construction  Policy DM36 - Development Contributions</p>
<p><i>The London Borough of Barking and Dagenham's Site Specific Allocations Development Plan Document (December 2010)</i></p>	<p>Policy SSA SM5 - Sanofi Aventis Site 2</p>
<p><i>Supplementary Planning Documents / Other Guidance</i></p>	<p>LBBB Planning Advice Note 5 'Sustainable Design and Construction' (2014)  GLA SPG 'The Control of Dust and Emissions during Construction and Demolition' (2014)  London Riverside Opportunity Area Planning Framework (OAPF) (2015)</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 had 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 no 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:

<b>Relevant Planning History (includes wider former Sanofi site):</b>			
<i>Application Number:</i>	19/01369/FUL & 19/01373/LBC	<i>Status:</i>	Permission and LBC Granted
<i>Description:</i>	Demolition of existing on-site buildings and erection of a new purpose-built laboratory (Class B1(c)) (5,904m <sup>2</sup> GIA) together with some 600m <sup>2</sup> of storage space; yard space; the body of a decommissioned plane and associated works.		
<i>Application Number:</i>	19/00199/FUL	<i>Status:</i>	Permission Granted
<i>Description:</i>	Temporary change of use of warehouse to leisure (Use Class D2) to provide a series of special event film screenings together with associated theatrical and musical entertainment and the use of the external area of the application site for ancillary purposes and for car parking for staff and disabled patrons.		
<i>Application Number:</i>	19/00073/FUL	<i>Status:</i>	Permission Granted
<i>Description:</i>	Erection of a 2-storey office building together with access, car parking, landscaping and associated works.		
<i>Application Number:</i>	18/00161/FUL	<i>Status:</i>	Permission Granted
<i>Description:</i>	Erection of two data centre buildings (Use class B8), with ancillary plant, offices, gatehouse, electrical sub-stations, fuel storage, car parking, site fencing, landscaping and other associated works.		
<i>Application Number:</i>	16/01544/FUL	<i>Status:</i>	Permission Granted
<i>Description:</i>	Erection of a café/restaurant drive through with associated car parking and landscaping.		
<i>Application Number:</i>	16/00809/REM	<i>Status:</i>	Permission Granted
<i>Description:</i>	Approval of reserved matters following outline approval (15/00951/OUT): Details of appearance, layout, scale, landscaping and means of access for the erection of six buildings forming Units A, B, C (Use class B8 Storage and Distribution), D1, D2 (Use class B1c/B2 Light Industry/General Industry), D3 (Use class B8 Storage and Distribution) and associated works.		
<i>Application Number:</i>	15/00810/REM	<i>Status:</i>	Permission Granted
<i>Description:</i>	Approval of reserved matters following outline approval (14/00959/OUT): Details of access, appearance, landscaping, layout and scale of 78 bedroom hotel with separate restaurant on ground floor level together with associated car parking.		
<i>Application Number:</i>	15/00638/FUL	<i>Status:</i>	Permission Granted
<i>Description:</i>	Erection of a 3-storey building to provide technical college with associated accessible car parking, landscaping and recladding of existing warehouse building in connection with reuse as ancillary workshops.		
<i>Application Number:</i>	14/00959/OUT	<i>Status:</i>	Permission Granted
<i>Description:</i>	Variation of conditions 5 (approved parameter plans) and 24 (car parking) in respect of planning permission 11/01044/OUT.		
<i>Application Number:</i>	11/01044/OUT	<i>Status:</i>	Permission Granted
<i>Description:</i>	Mixed use redevelopment comprising the erection of up to 30,000m <sup>2</sup> of buildings (Use classes B1(C), B2, B8, D1), retention and re-use of 41,637m <sup>2</sup> of buildings (Use classes B1, B2, B8, D1) including up to 3,500m <sup>2</sup> healthcare building (Use class D1), erection of 9,816m <sup>2</sup> training centre (Use class D1), 9,276m <sup>2</sup> supermarket including petrol station, 80 bed hotel and restaurant (Use class C1) and 2 floodlit synthetic turf pitches with associated landscaping and parking.		
<b>Enforcement Case:</b>	N/A	<i>Status:</i>	-
<i>Alleged breach:</i>	-		

### Appendix 3:

The following consultations have been undertaken:

- C2C Rail
- Designing Out Crime Officer
- EDF Energy
- Environment Agency
- Essex and Suffolk Water
- Greater London Authority
- Historic England (Archaeology)
- Historic England (Buildings)
- London Borough of Havering
- London Fire Brigade (Fire Safety)
- London Fire Brigade (Water Team)
- London Underground Limited (LUL) Infrastructure Protection - TFL Engineering
- National Grid
- Network Rail
- The Ramblers Association
- Transport for London
- Be First Planning Policy and Transport
- Be First Transport Development Management
- Be First Travel Plan Co-ordinator
- LBBB Access Officer
- LBBB Arboricultural Officer
- LBBB Countryside Ranger
- LBBB Drainage and Flooding Team (Lead Local Flood Authority)
- LBBB Employment and Skills Team
- LBBB Environmental Health Officer
- LBBB Fire Commander
- LBBB Refuse and Recycling Team
- LBBB Street Lighting

<b>Summary of Consultation responses:</b>		
<b>Consultee and date received</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>Designing Out Crime Officer</b> (e-mails dated 6 April 2020 and 9 June 2020)	Provided the security measures discussed at the meeting on 20 May 2020 are realised, they would agree to an alternative SABRE security scheme as opposed to the usual Secure by Design accreditation.	Condition 15 will secure SABRE certification.
<b>Environment Agency</b> (e-mail dated 14 April 2020)	No objection. Recommended conditions relating to land quality; no drainage systems for the infiltration of surface water to the ground; piling and other foundation designs using penetrative methods; and a scheme for managing any boreholes.	Conditions 4, 12, 22 and 23 will secure these matters.
<b>Greater London Authority (GLA) including Transport for London (TfL)</b> (Stage 1 Report	<u>Principle of development:</u> The redevelopment of this vacant brownfield site, providing a mix of film studio and ancillary workspace is strongly supported in principle.  <u>Urban design and heritage:</u> The design, layout, height and massing of the	The applicant has provided a full response to all matters raised in the GLA Stage 1 Report and the GLA will provide their response on these matters as part of the Stage 2 referral process.

<p>dated 11 May 2020)</p>	<p>scheme is acceptable in strategic planning terms, and the response to Green Belt context and local heritage assets is also acceptable. The Council should secure key details of facing materials.</p> <p><u>Sustainable development:</u> Further discussion is required in relation to the applicant's energy strategy, flood risk and drainage assessment and urban greening.</p> <p><u>Transport:</u> The applicant must resolve issues in respect of trip generation, active travel and vehicle and cycle parking. The Council must secure a construction logistics plan, a Travel Plan, a delivery and servicing plan and active travel improvements.</p>	<p>External materials, a construction logistics plan and a delivery and servicing plan will be secured by conditions 6, 10 and 18.</p> <p>A full Travel Plan will be secured by S106 Agreement.</p> <p>With respect to active travel improvements, Be First's Transport Development Management Officer has requested no improvements to the public realm outside of the site other than effective tie-in to the existing cycle lanes on Yewtree Avenue.</p>
<p><b>Historic England (Archaeology)</b> (e-mail dated 19 March 2020)</p>	<p>We do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service.</p>	<p>Noted.</p>
<p><b>Historic England (Buildings)</b> (e-mail dated 17 March 2020)</p>	<p>We do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.</p>	<p>Noted.</p>
<p><b>London Borough of Havering</b> (e-mail dated 20 March 2020)</p>	<p>No comments to make.</p>	<p>Noted.</p>
<p><b>London Fire Brigade (Fire Safety)</b> (e-mail dated 6 April 2020)</p>	<p>Satisfied with the proposals in relation to the fire precautionary arrangements in relation to access and facilities for the fire service.</p>	<p>Noted.</p>
<p><b>London Fire Brigade (Water Team)</b> (e-mail dated 19 May 2020)</p>	<p>No additional hydrants are required.</p>	<p>Noted.</p>
<p><b>London Underground Limited (LUL) Infrastructure Protection - TFL Engineering</b> (e-mail dated 24 March 2020)</p>	<p>No objection in principle subject to a condition to secure the submission of detailed design and method statements to demonstrate to the satisfaction of LUL engineers that our right of support is not compromised; the development will not have any detrimental effect on our structures either in the short or long term; the design must be such that the loading imposed on our structures is not increased or removed; and we offer no right of support to the</p>	<p>Condition 7 will secure the protection of London Underground infrastructure.</p>

	development or land.	
<b>Network Rail</b> (e-mail dated 15 April 2020)	The developer must ensure that their proposal, both during construction and after completion of works on site, does not encroach onto Network Rail land; affect the safety, operation or integrity of the company's railway and its infrastructure; undermine its support zone; damage the company's infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; and cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.	The applicant has noted the requirements and provided a response to Network Rail on 16 June 2020.
<b>Be First Transport Development Management</b> (e-mail dated 17 June 2020)	No objection subject to the quantum of car parking spaces being reviewed in the future and changes made to reduce provision should the parking spaces not be fully utilised.  A S38/S278 Agreement is required to secure offsite highway works in order to provide cycle lane egress from the site to Yewtree Avenue.	The quantum of car parking spaces will be reviewed as part of the Travel Plan which is to be secured by S106 Agreement.  A S38/S278 Agreement will also be secured by S106 Agreement.  Condition 8 will secure amended drawings to accommodate an on-footway cycle path.
<b>LBBB Access Officer</b> (e-mail dated 30 March 2020)	No objection.	Noted.
<b>LBBB Arboricultural Officer</b> (e-mails dated 18 and 27 March 2020)	No objection.	Condition 20 will secure the provision of soft landscaping, including new and replacement trees, and protection of retained trees.
<b>LBBB Drainage and Flooding Team (Lead Local Flood Authority)</b> (e-mail dated 8 April 2020)	No objection. Recommended a condition relating to surface water drainage works and SuDs management and maintenance plans.	Condition 12 will secure these matters.
<b>LBBB Employment and Skills Team</b> (e-mail dated 29 April 2020)	No objection. Recommended the Council's standard local labour / goods and services S106 clauses.	An Employment, Skills and Suppliers Plan will be secured by S106 Agreement.
<b>LBBB</b>	No objection. Recommended conditions relating to	Conditions 4 and 5 will secure



<b>Environmental Health Officer</b> (e-mail dated 24 March 2020)	construction environmental management, site waste management and land quality.	these matters.
<b>LBBD Refuse and Recycling Team</b> (e-mails dated 14 May and 3 June 2020)	No objection.	Condition 21 will secure refuse and recycling storage.
<b>LBBD Street Lighting Engineer</b> (e-mail dated 7 May 2020)	No objection.	Noted.

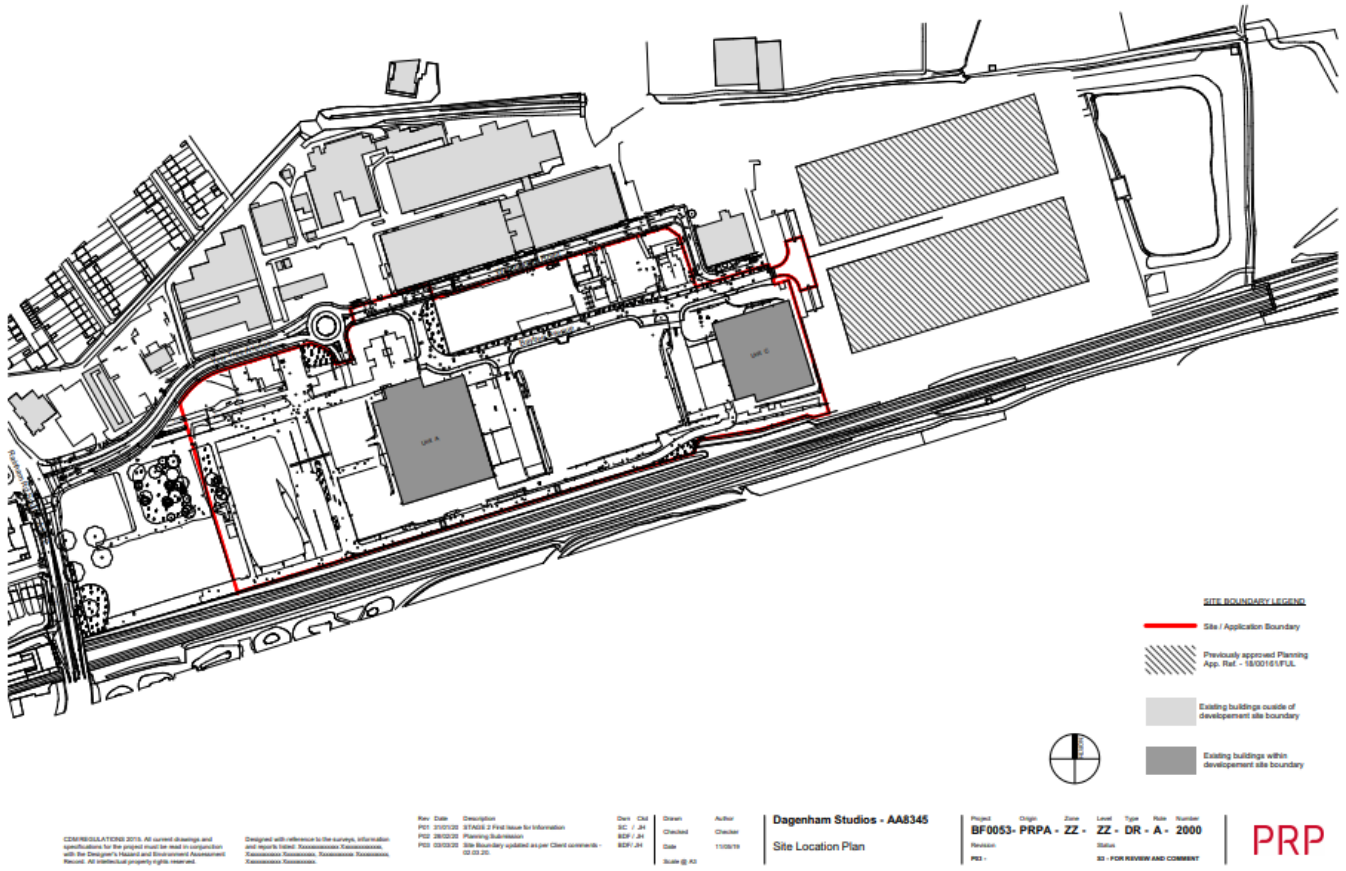
**Appendix 4:**

<b>Neighbour Notification:</b>	
<b>Date Site Notice Erected:</b>	19 March 2020
<b>Date of Press Advertisement:</b>	18 March 2020
<b>Number of neighbouring properties consulted:</b>	330 properties on 17 March 2020
<b>Number of responses:</b>	0

Appendix 5:

**Site Location Plan and Proposed Site Plan:**

**Site Location Plan:**



**Proposed Site Plan:**



## Appendix 6:

### Conditions:

#### 1. Statutory Time Limit - Planning Permission

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 by Section 51 of the Planning and Compulsory Purchase Act 2004).*

#### 2. Development in accordance with Approved Plans

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

#### **Approved Plans:**

- Site Location Plan - Drawing BF0053-PRPA-ZZ-ZZ-DR-A-2000 Rev P03 - dated 11 May 2019
- Existing Site Plan - Drawing BF0053-PRPA-ZZ-RF-DR-A-2001 Rev P03 - dated 31 January 2020
- Existing Site Section & Street Scenes - Drawing BF0053-PRPA-ZZ-ZZ-DR-A-2003 Rev P03 - dated 23 January 2020
- Proposed Site Plan (Roof) - BF0053-PRPA-ZZ-RF-DR-A-2010 Rev 05 - dated 31 January 2020
- Proposed Site Plan (Ground Level) - BF0053-PRPA-ZZ-00-DR-A-2011 Rev P06 - dated 06 December 2019
- Proposed Site Section & Street Scenes - BF0053-PRPA-ZZ-ZZ-DR-A-2012 Rev P02 - dated 23 January 2020
- Access Strategy - BF0053-PRPA-ZZ-00-DR-A-2014 Rev P01 - dated 21 February 2020
- Refuse Strategy - BF0053-PRPA-ZZ-00-DR-A-2015 Rev P01- dated NYI
- Proposed Site Fire Plan - BF0053-PRPA-ZZ-00-DR-A-2017 Rev P03 - dated 31 January 2020
- Phasing - BF0053-PRPA-ZZ-00-DR-A-2018 Rev P02 - dated 02 February 2020
- Vehicle Strategy - BF0053-PRPA-ZZ-00-DR-A-2019 Rev P02 - dated 20 February 2020
- Block A - Existing Floor Plan - BF0053-PRPA-BA-ZZ-DR-A-2030 Rev P03 - dated January 2020
- Block A - Existing Roof Plan - BF0053-PRPA-BA-RF-DR-A-2032 Rev P03 - dated January 2020
- Block A - Existing Section - BF0053-PRPA-BA-ZZ-DR-A-2033 Rev P02 - dated January 2020
- Block A - Existing Elevation - BF0053-PRPA-BA-ZZ-DR-A-2035 Rev P03 - dated January 2020
- Block C - Existing Floor Plans - BF0053-PRPA-BC-ZZ-DR-A-2040 Rev P03 - dated January 2020
- Block C - Existing Roof Plan - BF0053-PRPA-BC-RF-DR-A-2042 Rev P03 - dated January 2020
- Block C - Existing Sections - BF0053-PRPA-BC-ZZ-DR-A-2043 Rev P01 - dated 10 February 2020
- Block C - Existing Elevation - BF0053-PRPA-BC-ZZ-DR-A-2045 Rev P03 - dated January 2020
- Block 1 - Proposed Ground Floor Plan - Level 00 - BF0053-PRPA-B1-00-DR-A-2100 Rev P04 - dated January 2020
- Block 1 - Proposed Truss Gantry Plan - Level - BF0053-PRPA-B1-03-DR-A-2101 Rev P03 - dated 29 January 2020
- Block 1 - Proposed Roof Plan - BF0053-PRPA-B1-RF-DR-A-2102 Rev P04 - dated January 2020
- Block 1 - Proposed Sections - BF0053-PRPA-B1-ZZ-DR-A-2103 Rev P03 – dated January 2020
- Block 1 - Proposed Elevations - BF0053-PRPA-B1-ZZ-DR-A-2105 Rev P03 – dated January 2020
- Block 2 - Proposed Ground Floor Plan - Level 00 - BF0053-PRPA-B2-00-DR-A-2200 Rev P03 – dated January 2020
- Block 2 - Proposed Truss Gantry - Level 04 - BF0053-PRPA-B2-04-DR-A-2201 Rev P03 - dated 29 January 2020
- Block 2 - Proposed Roof Plan - BF0053-PRPA-B2-RF-DR-A-2202 Rev P04 - dated January 2020
- Block 2 - Proposed Sections - BF0053-PRPA-B2-ZZ-DR-A-2203 Rev P03 - dated January 2020
- Block 2 - Proposed Elevations - BF0053-PRPA-B2-ZZ-DR-A-2205 Rev P03 - dated January 2020
- Block A - Proposed Ground Floor Plan - BF0053-PRPA-BA-00-DR-A-2300 Rev P03 - dated January 2020

- Block A - Proposed Upper Floor Plans - BF0053-PRPA-BA-ZZ-DR-A-2301 Rev P02 - dated 18 February 2020
- Block A - Proposed Roof Plan - BF0053-PRPA-BA-RF-DR-A-2302 Rev P04 - dated January 2020
- Block A - Proposed Sections - BF0053-PRPA-BA-ZZ-DR-A-2303 Rev P02 - dated January 2020
- Block A - Proposed Elevations - BF0053-PRPA-BA-ZZ-DR-A-2305 Rev P03 - dated January 2020
- Block C - Proposed Floor Plans - BF0053-PRPA-BC-ZZ-DR-A-2400 Rev P03 - dated January 2020
- Block C - Proposed Roof Plan - BF0053-PRPA-BC-RF-DR-A-2402 Rev P03 - dated January 2020
- Block C - Proposed Sections - BF0053-PRPA-BC-ZZ-DR-A-2403 Rev P02 - dated January 2020
- Block C - Proposed Elevations - BF0053-PRPA-BC-ZZ-DR-A-2405 Rev P03 - dated January 2020
- Block 5 - Proposed Ground Floor Plan 00 - BF0053-PRPA-B5-00-DR-A-2500 Rev P03 - dated January 2020
- Block 5 - Proposed Truss Gantry - Level 04 - BF0053-PRPA-B5-04-DR-A-2501 Rev P03 – dated January 2020
- Block 5 - Proposed Roof Plan - BF0053-PRPA-B5-RF-DR-A-2502 Rev P05 - dated January 2020
- Block 5 - Proposed Sections - BF0053-PRPA-B5-ZZ-DR-A-2503 Rev P03 - dated January 2020
- Block 5 - Proposed Elevations - BF0053-PRPA-B5-ZZ-DR-A-2505 Rev P03 - dated January 2020
- Proposed Bin, Bike Store & Sub-Station Building - BF0053-PRPA-B6-00-DR-A-2600- Rev P03 - dated 06 February 2020
- Block 7 - Proposed Ground & First Floor Plan (00 & 01) - BF0053-PRPA-B7-ZZ-DR-A-2700 Rev P05 - dated NYI
- Block 7 - Proposed Second & Roof Level Plan - BF0053-PRPA-B7-ZZ-DR-A-2701 – Rev P05 - dated NYI
- Block 7 - Proposed Sections - BF0053-PRPA-B7-ZZ-DR-A-2703 Rev P01 - dated NYI
- Block 7 - Proposed Elevations - BF0053-PRPA-B7-ZZ-DR-A-2705 Rev P02 - dated NYI
- Block 8 - Proposed Ground & Roof Plans - BF0053-PRPA-B8-00-DR-A-2800 Rev P03 - dated January 2020
- Block 8 - Proposed Elevations - BF0053 - PRPA-B8-ZZ-DR-A-2801 Rev P03 - dated January 2020
- Block 9 - Proposed Ground & Roof Plans - BF0053-PRPA-B9-00-DR-A-2900 Rev P03 - dated January 2020
- Block 9 - Proposed Elevations - BF0053-PRPA-B9-RF-DR-A-2901 Rev P03 - dated January 2020
- External Levels GA Sheet 1 of 2 - BF0053-INT-ZZ-00-DR-C-0601 Rev P01 - dated February 2020
- External Levels GA Sheet 2 of 2 - BF0053-INT-ZZ-00-DR-C-0602 Rev P01 - dated February 2020
- Sitewide Electrical Services External Lighting Strategy - BF0053-ACM-ZZ-XX-DR-E-1205 Rev P04 - dated February 2020
- Sitewide Electrical Services External Lighting Lux Plot - BF0053-ACM-ZZ-XX-DR-E-1206 Rev P02 - dated February 2020
- Landscape Masterplan - BF0053-PLA-ZZ-00-DR-L-0001 Rev P021 - dated 06 February 2020
- Landscape Hardworks Plan Sheet 1 of 2 - BF0053-PLA-ZZ-00-DR-L-1001 Rev P02 - dated March 2020
- Landscape Hardworks Plan Sheet 2 of 2 - BF0053-PLA-ZZ-00-DR-L-1002Rev P02 - dated 10 February 2020
- Landscape Softworks Plan Sheet 1 of 2 - BF0053-PLA-ZZ-00-DR-L-2001 Rev P04 - dated 11 February 2020
- Landscape Softworks Plan Sheet 2 of 2 - BF0053-PLA-ZZ-00-DR-L-2002 Rev P04 - dated 11 February 2020
- Typical Details Sheet 1 of 3 - BF0053-PLA-ZZ-00-DR-L-0400 Rev P02 – dated 27 February 2020
- Typical Details Sheet 2 of 3 - BF0053-PLA-ZZ-00-DR-L-0401 Rev P02 – dated 27 February 2020
- Typical Details Sheet 3 of 3 - BF0053-PLA-ZZ-00-DR-L-0402 Rev P02 – dated 27 February 2020
- Boundary Treatment Plan BF0053-PLA-ZZ-00-DR-L-8001 Rev P02 - dated 06 February 2020
- External Lighting Strategy BF0053-ACM-ZZ-XX-DR-E-1205 P02 - dated 27 February 2020
- External Lighting Lux Plot BF0053-ACM-ZZ-XX-DR-E-1206 P02 - dated 27 February 2020

#### **Approved Documents:**

- Accommodation Schedule Document BF0053-PRPA-ZZ-ZZ-SA-A-0001-P08 Site Accom Rev P08, prepared by PRP Architects, dated 25.02.20
- Acoustic Planning Report Rev 03, prepared by Hoare Lea, dated 03.03.20

- Planning Statement, prepared by Be First, dated March 2020
- Air Quality Assessment, prepared by Delta-Simons, dated February 2020
- Archaeological Desk Based Assessment V.3, prepared by Touchstone Archaeology Ltd, dated 02.03.20
- Archaeological Impact Assessment, prepared by Touchstone Archaeology Ltd, dated February 2020
- Palaeolithic Assessment, prepared by Touchstone Archaeology Ltd, dated February 2020
- Arboricultural Impact Assessment and Arboricultural Method Statement, prepared by Thomson Environmental Consultants, dated February 2020
- Arboricultural Survey, prepared by Thomson Environmental Consultants, dated January 2020
- Habitat Management Plan, prepared by Thomson Environmental Consultants, dated February 2020
- Preliminary Ecological Appraisal, prepared by Thomson Environmental Consultants, dated January 2020
- Design & Access Statement, prepared by PRP Architects, dated March 2020
- Design and Access Statement Addendum 1, prepared by PRP Architects, dated May 2020
- BREEAM New Construction 2018 - Pre-Assessment Report, prepared by AECOM, dated 18.02.20
- Energy Strategy Rev P01, prepared by AECOM, dated February 2020
- Energy Addendum, prepared by AECOM, dated May 2020
- Sustainability Statement Rev P02, prepared by AECOM, dated 21 February 2020
- Townscape and Visual Impact Assessment, prepared by Planit IE, undated
- Townscape Figures, prepared by Planit IE, dated 03 March 2020
- Visual Baseline and Assessment Table, prepared by Planit IE, dated 28 February 2020
- Townscape Baseline and Assessment Table, undated
- Visual Baseline and Sensitivity, undated
- Heritage Statement, prepared by JLL, dated February 2020
- Land Quality Assessment - Environmental Assessment, prepared by Site Remedial Services Ltd, dated December 2019
- Flood Risk Assessment & Sustainable Drainage Strategy Rev 1, prepared by Integra Consulting, dated February 2020
- Transport Assessment, prepared by Steer Consulting, dated March 2020
- Security Needs Assessment, prepared by BB7 (Security), dated March 2020
- Statement of Community Involvement, prepared by Be First, dated 3 March 2020
- Concept Design Strategy Rev A, prepared by BB7 (Fire), dated 18 February 2020
- RIBA Stage 2 Part L2A (2013) Criteria 1 and 3 and Part L2B (2013) Assessment Report, prepared by AECOM, dated 13.02.20
- London Sustainable Drainage Proforma, dated 2019

No other drawings or documents apply.

*Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s), to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.*

### 3. Phasing Plan

The development hereby approved shall be implemented in accordance with the following approved Phasing Plan, unless otherwise agreed in writing with the Local Planning Authority: BF0053 - PRPA-ZZ-00-DR-A – 2018 Rev P02.

*Reason: To enable the community infrastructure levy (CIL) liability to be calculated for each Phase.*

### **Prior to all works/commencement Conditions**

#### 4. Contaminated Land

No development shall commence in a Phase until:

(a) an investigation and risk assessment for the relevant Phase, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and

(b) a detailed remediation scheme for the relevant Phase, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. 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.

(c) The approved remediation scheme for the relevant Phase must be carried out in accordance with its terms prior to commencement of the relevant Phase, other than that required to carry out remediation, 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.

Following completion of measures identified in the approved remediation scheme, a verification report for the relevant Phase 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.

(d) A monitoring and maintenance plan in respect of contamination, including a timetable of monitoring, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant Phase. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority.

(e) In the event that contamination is found at any time when carrying out the relevant Phase that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared for the relevant Phase, which is subject to the approval in writing of the Local Planning Authority.

*Reason: Contamination must be identified prior to commencement of the relevant Phase of the 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) and Site Waste Management Plan (SWMP)

No development shall commence in a Phase, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) for the relevant Phase 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.

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

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.

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

*Reason: The CEMP and SWMP are required prior to commencement of the relevant Phase of the development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.*

## 6. Construction Logistics Plan

No development shall commence in a Phase, including any works of demolition, until a Construction Logistics Plan for the relevant Phase, based on the Outline Construction Logistics Plan submitted as part of the Transport Assessment prepared by Steer Consulting dated March 2020, 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. Once approved the Plan shall be adhered to throughout the construction period for the relevant Phase of the development.

*Reason: The Construction Logistics Plan is required prior to commencement of the relevant Phase 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. Detailed Design and Method Statements for Working Close to London Underground Infrastructure



No development shall commence in a Phase until detailed design and method statements for sites close to London Underground railway infrastructure only, for each stage of the development for demolition, all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority in consultation with London Underground. These statements shall:

- provide details on all structures including demolition;
- provide details on the use of tall plant / scaffolding;
- accommodate the location of the existing London Underground structures;
- demonstrate that access to elevations of the building(s) adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land;
- demonstrate that there will at no time be any potential security risk to the railway, property or structures;
- accommodate ground movement arising from the construction thereof;
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The relevant Phase of the development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the relevant Phase of the development which are required by the approved design statements in order to procure the matters mentioned in this condition shall be completed, in their entirety, before any part of the building(s) hereby permitted in the relevant Phase are occupied.

*Reason: Detailed design and method statements are required prior to commencement of the relevant Phase of the development to ensure the development does not impact on existing London Underground transport infrastructure.*

#### 8. Provision of On-Footway Cycle Path

Prior to commencement of the relevant part of the development, and notwithstanding the approved plans, further detailed drawings should be submitted to the Local Planning Authority for approval in writing showing proposed modifications to the footway and landscaping on the south-west corner of the site access/Yewtree Avenue roundabout junction in order to accommodate an on-footway cycle path linking the egress of the site to the start of the westbound cycle lane on Yewtree Avenue. The development shall be carried out in accordance with the approved drawings.

*Reason: Detailed drawings are required prior to commencement of the relevant part of the development to promote cycling as a safe, efficient and non-polluting mode of transport.*

#### 9. Great Crested Newt, Bat and Reptile Surveys

Prior to commencement of development in a Phase, Great Crested Newt, bat and reptile surveys for the relevant Phase, as recommended in the Preliminary Ecological Appraisal dated January 2020, shall be carried out. The relevant reports shall be submitted to and approved in writing by the Local Planning Authority. Any actions arising from the surveys shall be implemented prior to commencement of any relevant works in the Phase.

*Reason: The surveys are required prior to commencement of development in the relevant Phase to ensure that protected species are surveyed, and mitigation measures are proposed at an appropriate point in the development process.*

### **Prior to above ground works Conditions**

#### 10. External Materials

No above ground new development shall commence on any building until full details, including samples, specifications, annotated plans and fire safety ratings, of all external facing materials of the relevant building have been submitted to and approved in writing by the Local Planning Authority. The relevant

building in the development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

*Reason: To protect or enhance the character and amenity of the area and to ensure an exemplar finish to the building(s).*

### **Prior to first occupation and/or use Conditions Monitoring & Management Conditions**

#### **11. Fire Statement**

Prior to occupation of any Phase of the development a Fire Statement for the relevant Phase, based on the Concept Design Strategy Rev A prepared by BB7 and Drawing BF0053 - PRPA - ZZ - 00 - DR - A – 2017 Rev P03, shall be submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building(s) construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building(s). The relevant Phase of the development shall be carried out in accordance with the approved details.

*Reason: In order to provide a safe and secure development.*

#### **12. Surface Water Drainage Scheme and Management and Maintenance Plan**

Prior to the occupation of any building(s) in a Phase, the surface water drainage scheme for the relevant Phase shall be carried out in accordance with the Flood Risk Assessment & Sustainable Drainage Strategy prepared by Integra Consulting dated February 2020 and the developer shall submit a sustainable urban drainage management and maintenance plan for the relevant Phase to the Local Planning Authority for approval in writing. The submission shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout the lifetime of the development. The relevant Phase shall be carried out in accordance with the approved management and maintenance plan. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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.

*Reason: In order to prevent an increased risk of flooding and to prevent pollution of the water environment.*

#### **13. Energy Assessment and Photovoltaic and Solar Thermal Panels**

The development hereby permitted shall be carried out in accordance with the submitted Energy Strategy Rev P01 prepared by AECOM dated February 2020 and the Energy Addendum prepared by AECOM dated May 2020.

The relevant Phase of the development shall not be occupied until the photovoltaic and solar thermal panels in the relevant Phase have been installed in accordance with the Energy Strategy Rev P01 prepared by AECOM dated February 2020 and the Energy Addendum prepared by AECOM dated May 2020 and the relevant roof plan:

Block 1 - Proposed Roof Plan – Drawing BF0053 – PRPA – B1 – RF - DR – A – 2102 Rev P04 – dated June 2020

Block 2 - Proposed Roof Plan – Drawing BF0053 – PRPA – B2 – RF - DR – A – 2202 Rev P04 – dated June 2020

Block 5 - Proposed Roof Plan – Drawing BF0053 – PRPA – B5 – RF - DR – A – 2502 Rev P05 – dated June 2020

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

*Reason: In the interests of safeguarding the environment and providing sustainable development.*

#### 14. Acoustic Report

The development hereby permitted shall be carried out in accordance with the submitted Acoustic Planning Report Rev 03, prepared by Hoare Lea, dated 03.03.20. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

*Reason: To ensure that the surrounding residential properties and other noise-sensitive premises in the vicinity of site are adequately protected from noise.*

#### 15. Crime Prevention Scheme

Prior to final occupation of the development the scheme shall achieve SABRE certification to the satisfaction of BRE in consultation with the Metropolitan Police.

*Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime.*

#### 16. Car Parking / Blue Badge Parking / Electric Vehicle Charging Points

Prior to the occupation of any building(s) in a Phase, the car parking spaces shown on Drawing BF0053 - PRPA - ZZ - 00 - DR - A – 2019 Rev P02 which are relevant to the Phase shall be constructed and marked out. The blue badge car parking spaces shall be constructed and marked out as accessible parking bays (to be clearly marked with a British Standard disabled symbol). The development shall provide a maximum of 350 car parking spaces.

70 car parking spaces in total (20% of total car parking) shall be fitted with active electric vehicle charging points.

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

*Reason: To ensure sufficient off-street parking, to encourage the use of electric cars in order to reduce carbon emissions and to promote easier access for disabled persons.*

#### 17. Cycle Parking

Prior to the occupation of any building(s) in a Phase, the cycle parking spaces shown on Drawing BF0053 - PRPA - ZZ - 00 - DR - A – 2019 Rev P02 in the relevant Phase shall be fully implemented. Thereafter, the cycle parking facilities for the relevant Phase shall be permanently retained for the duration of the development.

The development shall provide a total of 164 long stay cycle spaces and 62 short stay cycle parking spaces and shall meet London Cycling Design Standards.

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

*Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport.*

#### 18. Delivery and Servicing Plan

Prior to the occupation of any building(s) in a Phase, a Delivery and Servicing Plan for the relevant Phase, based on the Outline Delivery and Servicing Plan submitted as part of the Transport Assessment prepared by Steer Consulting dated March 2020, shall be submitted to and approved in writing by the

Local Planning Authority. The Plan shall identify efficiencies and sustainability measures to be undertaken once the relevant Phase of the development is operational and should incorporate details of deliveries to the site and servicing arrangements, including the size of vehicles, routing and tracking of vehicles and times of deliveries and servicing. The approved Plan shall be implemented for the relevant Phase and adhered to thereafter.

*Reason: In order to minimise traffic congestion and the impact of the development on the local highway network.*

#### 19. No Vegetation Clearance or Tree Works During Bird Breeding Season

There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible the vegetation should be surveyed immediately prior to removal by a suitably qualified ecologist. If nests/nesting birds are present, the relevant works must be delayed until the nesting season is over and the fledglings have left the surrounding area.

*Reason: To protect the ecology of the area.*

#### 20. Hard / Soft Landscaping

The relevant hard landscaping in a Phase as shown on Drawings BF0053-PLA-ZZ-00-DR-L-8001 Rev P02, BF0053-PLA-ZZ-00-DR-L-0400 Rev P02, BF0053-PLA-ZZ-00-DR-L-0401 Rev P02, BF0053-PLA-ZZ-00-DR-L-0402 Rev P02, BF0053-PLA-ZZ-00-DR-L-0001 Rev P02, BF0053-PLA-ZZ-00-DR-L-1001 Rev P02 and BF0053-PLA-ZZ-00-DR-L-1002 Rev P02 shall be carried out prior to the first occupation of the relevant Phase of the development and thereafter permanently retained.

The relevant soft landscaping in a Phase as shown on Drawings BF0053-PLA-ZZ-00-DR-L-2001 Rev P04, BF0053-PLA-ZZ-00-DR-L-2002 Rev P04 and BF0053-PLA-ZZ-00-DR-L-0001 Rev P02 shall be carried out in the first planting and seeding seasons following the first occupation of the relevant Phase or completion of the relevant Phase, whichever is the sooner.

Any plants which, within a period of 5 years from the completion of the relevant Phase, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

The trees to be retained in the relevant Phase which are identified in the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Thomson Environmental Consultants dated February 2020 shall be protected during construction in accordance with the approved Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Thomson Environmental Consultants dated February 2020.

The relevant Phase of the development shall not be first occupied until the bird nesting and bat roosting bricks/boxes for the relevant Phase have been installed in accordance with the details submitted in the Habitat Management Plan prepared by Thomson Environmental Consultants dated February 2020.

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

*Reason: To secure the provision and retention of hard and soft landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a high-quality built environment.*

#### 21. Refuse and Recycling Storage

Prior to the occupation of any building(s) in a Phase, the refuse and recycling store(s) for the relevant Phase as shown on Drawing BF0053 - PRPA - ZZ - 00 - DR - A – 2015 Rev P01 – dated 28/02/20 shall be provided and thereafter permanently retained. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

*Reason: To provide satisfactory refuse and recycling storage provision in the interests of the appearance of the site and locality.*

## 22. Scheme for Managing Boreholes

Prior to the occupation of any building(s) in a Phase, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes in the relevant Phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained post-development for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the relevant Phase of the development.

*Reason: To ensure that redundant boreholes are safe and secure and do not cause groundwater pollution or loss of water supplies.*

## 23. Piling

Piling and other foundation designs using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: To ensure that the proposed piling, deep foundations or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) do not harm groundwater resources.*

## 24. BREEAM

The development hereby permitted shall achieve as a minimum a BREEAM 'Very Good' rating. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met.

*Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner.*

## **Appendix 7:**

### **S106 Proposed Heads of Terms:**

The proposed Heads of Terms to be secured through a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 GLC (General Powers) Act 1974 (as amended) (agreed between the Council and the Applicant) are set out below:

#### **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 in monitoring and implementing the Section 106 and payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

#### **Employment:**

4. Reasonable endeavours to secure an Employment, Skills and Suppliers Plan is submitted 6 months prior to implementation ensuring that a minimum of 25% of local labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses.
5. Secure the production and implementation of a strategy for maximising local employment and training opportunities from the operation of the film studio, alongside encouraging the involvement of local businesses in the studio's supply chain and community engagement.

#### **Sustainability:**

6. Secure that the development shall achieve a minimum 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset to 35% in the event that a minimum of 35% carbon reduction cannot be achieved.

#### **Transport:**

7. Secure the submission, implementation and monitoring of a Travel Plan, including a mechanism for reviewing the quantum of car parking over time and a contribution of £5,000.00 for monitoring the Travel Plan.
8. Offsite highway works (S38/S278) to provide cycle lane egress from the site to Yewtree Avenue.