


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
16th February 2020
Application for Planning Permission

Case Officer:	Grace Liu	Valid Date:	23rd November 2020
Applicant:	Befirst	Expiry Date:	22 nd February 2021
Application Number:	20/02298/FULL	Ward:	Thames
Address:	Unit A, Creek Road, Barking, IG11 0JW		

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 Unit A, Creek Road, Barking, IG11 0JW.

Proposal:

Construction of building comprising 4 storeys (including part ground mezzanine) to provide up to 11,362 sqm (GIA) of new flexible industrial floorspace (Class E (industrial and research development processes), Class B2, and B8 use); car parking; landscaping; plant and, associated works.

Officer Recommendations:

1. Agree the reasons for approval as set out in this report; and
2. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth (or authorised Officer), in consultation with the Director of Law and Governance, to grant planning permission subject to the completion of a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 of this report and the Conditions listed in Appendix 5 of this report; and
3. That, if by 16th August 2021 the Unilateral Undertaking has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth (or other authorised Officer), in consultation with the Director of Law and Governance, be delegated authority to refuse planning permission, extend this timeframe to grant approval or refer the application back to the Planning Committee for determination.

Conditions Summary:
Mandatory Conditions

1. Statutory Time Limit
2. Development in Accordance with Approved Plans
3. Contaminated Land
4. Construction Environmental Management and Site Waste Management
5. Piling
6. Archaeology
7. Detailed Drainage Scheme

Prior to Above Ground Works

8. External Materials and Vehicle Ramp Surface Material
9. Hard and Soft Landscaping Details
10. Emergency Flood Plan
11. Fire Safety Scheme
12. Electric Vehicle Charging Points Details

Prior to First Occupation / Use Conditions

13. Crime Prevention
14. Implementation of Sustainable Drainage Works
15. Cycle Parking
16. Car Parking Implementation
17. Waste and Management Strategy
18. Delivery and Servicing Plan Framework
19. External lighting for Crime Prevention
20. Renewable Energy Infrastructure
21. BREEAM
22. Landscape and Ecology Management Plan (LEMP)
23. Lighting Design Strategy for Sensitive Biodiversity
24. Green Walls

Monitoring and Management Conditions

25. Ground Levels
26. Air Quality

Unilateral Undertaking – 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. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees in monitoring and implementing the Section 106, payable on completion of the deed at a cost of £4500.00.
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.

Transport

4. Highway works-Prior to above ground works of the development the developer shall submit Highway works- requiring the applicant to a) agree a scheme of detailed highways works in accordance with the plan of works as shown on the Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 and b) implement all the off-site highway works as defined in a). The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications
5. This scheme will require new Permanent Traffic Management Orders. The Council, as the highway authority will require an independent highway stage 1/2 road safety audit, and this will be secured with the applicant separately in a section 38/278 agreement. However, we suggest in the interest of highway safety, a section 38/278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site.
6. Prior to first use of any of the commercial/industrial units a Travel Plan Coordinator shall be appointed who will be responsible for promoting and managing the ongoing delivery of the travel plan in accordance

with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020.

7. Within any lease issued for the occupation of the units details of the travel plan requirement in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020 shall be made explicitly clear.

8. On the 2nd anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupiers/tenants and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title (or their appointed managing agent) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

Employment and Skills

9. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

10. Six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.

The end-user phase employment plan will:

- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council's job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
- Provide a skills forecast for the development and highlight any shortages to the council's job employment and skills team;
- Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage

11. On the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.

The employment and skills monitoring report will:

- Provide a breakdown of all employees identifying those (by number) who are residents of Barking and Dagenham
- A review of recruitment activities to promote opportunities to Barking and Dagenham residents in accordance with the methodology within the end-user phase employment plan.

Sustainability

12. The development shall achieve a minimum 77% 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 the remaining carbon emissions to net zero-carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet condition 26.

OFFICER REPORT

Planning Constraints:

- Strategic Industrial Land (SIL)
- River Road Employment Area
- Within the Emerging Thames Road Masterplan

Site, Situation and relevant background information:

The former Remploy Factory site is a 0.8ha (2 acre) brownfield site located on the corner of Creek Road and Long Reach Road. This site and the site directly to the north (which does not form part of this application) is owned by LBBD.

The site was once occupied by Reemploy, a government initiative to provide work to both disabled and able-bodied people. The site provided book binding, printing and box and carton making services. The factory was closed in 2012.

In 2014, an application for prior approval for demolition of the former Remploy factory was granted (14/01100/PRIOR). The site is currently cleared.

The site is designated as Strategic Industrial Land (SIL) in the Council's Development Plan and the current and draft local plans. The site is located within the Thames and the Riverside transformation area as designed by emerging local plan policy SPP2 Thames and the Riverside. The site is also located within the emerging Thames Road Masterplan which will set out the principles for residential and industrial development in the Thames Road / River Road Area once adopted.

The site has a public transport accessibility level (PTAL) of 1b on a scale of 1a-6b where 6b indicates excellent accessibility and 1a represents low accessibility.

The site is within Flood zone 3 benefiting from flood defences.

Key issues:

1. Principle of Development
2. Viability and Let ability
3. Design and Quality of Materials
4. Impacts to Neighbouring Amenity
5. Sustainable Transport
6. Meeting local needs
7. Waste Management and Refuse Collection
8. Delivering Sustainable Development (Energy / CO2 Reduction / Air Quality)
9. Biodiversity and Sustainable Drainage
10. Archaeology

Planning Assessment:

1.0 Principle of the development:

<i>Existing use(s) of the site</i>	Previously general industrial
<i>Proposed use(s) of the site</i>	(Class E (industrial and research development processes), Class B2, and B8 use)
<i>Net increase of floorspace</i>	Approx. 6326 sqm

- 1.1 The National Planning Policy Framework (NPPF) key economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is

available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

- 1.2 The site is designated in the Local Plan within the River Road Strategic Industrial Land (SIL). Core strategy policy CE3 states the Council will safeguard, promote and manage the Strategic Industrial Location at River Road. Policy CE4 seeks to maintain a mix and balance of uses in Designated Employment Areas.
- 1.3 London Plan policy acknowledges the site as being within a Strategic Industrial location and a preferred industrial location. London Plan Policy 2.17 states "*boroughs and other stakeholders should, promote, manage and, where appropriate, protect the strategic industrial locations*".
- 1.4 Draft London Policy E4 Land for industry, logistics and services to support London's economic function states "*a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained*". The policy continues to state "*The retention, enhancement and provision of additional industrial capacity should be prioritised in locations that: 1) are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport 2) provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population 3) provide capacity for micro, small and medium-sized enterprises 4) are suitable for 'last mile' distribution services to support large scale residential or mixed-use developments subject to existing provision 5) support access to supply chains and local employment in industrial and related activities*".
- 1.5 Draft London Policy E5 states "Development proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function". Part A of Policy E4 states Classes B1c (now Class E (light industrial), B2 and B8.
- 1.6 Draft London Plan Policy E7 seeks for Industrial intensification, co-location and substitution. It states, "*development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land*". The intensification of industrial land will allow the potential to free up land for residential development
- 1.7 Emerging Local Plan policies SP5: Promoting Inclusive Economic Growth and DME1: Utilising the Borough's Employment Land More Efficiently amplify the policy objectives as noted above.
- 1.8 The site is located within the Thames and the Riverside transformation area as designated by emerging local plan policy SPP2 Thames and the Riverside. The policy looks at focusing industrial development to the west of the area to which the application site is located.
- 1.9 The site is located within the emerging Thames Road Masterplan where the intensification of industrial land at this location is welcomed and supported.
- 1.10 The existing site prior to its clearance of the former bookbinding factory provided approximately 5000sqm of general industrial floorspace.
- 1.11 The application proposes 11,362sqm of flexible stacked industrial space and is a 150% intensification of uses on this site. The intensification figure is based on a measurement of the site area and the proposed GEA figure, rather than comparing to any former floorspace associated with the demolished building. This is an approach that has been accepted by the GLA.
- 1.12 The new provision of industrial floorspace would equate to the approximate creation of 243 jobs. A breakdown of the space between the four storeys of the building is shown below:

FLOOR	Total GEA		Total GIA		Total NIA		Total SME NIA		Total Flatted Factory NIA	
	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)	(sqm)	(sqft)
GROUND	2523	27157	2317	24940	2128	22906	1912	20581	0	0
GROUND MEZZ	285	3068	248	2669	156	1679	0	0	0	0
FIRST	3737	40225	3392	36511	3189	34326	3189	34326	0	0
SECOND LOWER	3736	40214	3476	37415	2870	30892	1469	15812	1366	14703
SECOND UPPER	2047	22034	1929	20764	1423	15317	0	0	1389	14951
Subtotal	12328	132697	11362	122299	9766	105120	6570	70719	2755	29655

- 1.13 The space is to comprise initially of two typologies of units; Small medium enterprises and flatted factory. These two types of typologies are to be provided based on market research of the types of units that are deemed to be the most desirable and in demand at this location. The proposed space within the site is to be flexible in terms of types of industrial use as well as the typologies. Flexibility has been built into the building which would allow the space to evolve dependant on market demand. Tenants could potentially occupy more than one unit at a time and the units can be adapted to meet the needs of tenants or use. Officers seek to ensure that the proposed industrial space is high quality in design and meets the needs of potential occupiers. Officers are aware that the let ability of the units is fundamental and as such will minimise the risk of vacant units. Further discussion on the viability and lettability is detailed in the section 2.0 of this report. Officers acknowledge the applicant's commitment to ensuring the proposed floorspace meets the market demand for industrial units and provides approximately 243 jobs.
- 1.14 The scheme will provide 20 'SME' units (size range from 175–500 sqm with 6.8m clear internal heights) and 25 'flatted factory' units (size range from 15–230 sqm with 3.5m clear internal height).
- 1.15 The proposal also provides ancillary uses which supports the operation of the industrial floorspace which includes:
- 87 sqm (GIA) ancillary café facilities.
 - 89 sqm (GIA) ancillary business lounge.
 - 40 sqm (GIA) ancillary management office.
 - Ancillary upper-level amenity space (120 sqm).
- 1.16 The above ancillary uses are to ensure that the new concept of stacked industrial floorspace also supports the industrial users. Officers welcome the applicant's level of detail in ensuring that the welfare of users and workers have been considered not just for this scheme but also setting the standard of future intensified industrial schemes in the Borough.
- 1.17 Planning policy supports the continued and intensified industrial uses of Class E (light industrial), B2 and B8 industrial at this location. The site is well connected with regards to transport routes and logistic movements. The proposed units will provide intensified industrial floorspace (which in turn will free up land for residential development elsewhere in the borough) and will provide employment for skilled workers. The proposal is acceptable in principle in accordance with the policies as noted above.

2.0 Viability and Lettability

- 2.1 The Borough has the largest stock of industrial floorspace in London and provides important support services to central London. Currently the borough is characterised by a large number of low pay, low value businesses that are neither able nor willing to invest in higher skill, more intensive means of production. The existing River Road Employment Area is predominantly characterised by poor grade and low-grade, tertiary buildings. These spaces lack the

characteristics of modern, in demand spaces which attract new and growing businesses. The existing area is abundant in wholesale, manufacturing, and vehicle repair businesses.

- 2.2 There is the need for the public sector (the applicant) to intervene in addressing this issue to shape the local economy, and to encourage private sector investment to deliver modern employment space which intensifies employment and provides a more attractive environment for employers offering better paid, better skilled jobs to locate in the borough. This site is in an area that will remain industrial within LBBD's emerging Local Plan. This scheme will, therefore, set the benchmark for the type of industrial development the borough wants the private sector to deliver.
- 2.3 The concept of stacked industrial floorspace is a new and relatively untested market for the Borough and the UK. Officers consider that this proposal is a flagship development of this type and welcomes the applicant's drive to pilot such a scheme in the Borough. With no comparable examples to follow and learn from in the UK the applicant has rightly undertaken significant research in testing the market in proposing a model that would work for this location.
- 2.4 The research conducted by the applicant includes the following:
 - detailed desktop survey
 - analysis of case studies across the world
 - a public workshop
 - face to-face interviews with 15 local businesses
 - targeted business engagement with businesses
- 2.5 Key findings of the research found:
 - Strong local and regional need and desire for industrial units with a modern fit-out, desired especially by businesses who have visiting clients, with better access for large vehicles than their current premises.
 - Very strong demand in the area for small units circa 250 sqm and larger industrial units, feedback that existing SME units are too large for businesses in this location.
 - There are a few clusters of specialised activity such as food production and distribution which are likely to strengthen with future developments such as the relocation of the markets at Dagenham Dock.
 - Detailed recommendation on vehicular servicing, floor loadings, floor-to-ceiling heights, fit out and parking base on local business requirements.
- 2.6 Officers consider that the historic and established industrial models found within the Borough are no longer fit for purpose in terms of attracting skilled workers and further investment to the Borough as a key location for industry within London and the UK. The existing industrial floorspace is also considered to be less flexible and unlikely to adapt to different occupier needs and thus allowing businesses to move with the market demand.
- 2.7 Officers are confident that the units will be attractive to potential occupiers and provide a level of high-quality industrial space that is currently unavailable in the Borough.
- 2.8 In terms of lettable, the applicant conducted a series of interviews to investigate market interest in the proposed new industrial model and the design. The research comprised of the following:
 - 120 businesses were approached and 53 face-to-face interviews were conducted across 22 industrial estates and locations across North, South and East London, including local industrial estates.
- 2.9 The applicant has found that there was a desire for a higher standard of product as opposed to standard low-quality sheds with no architectural design and public realm. A significant finding that potential occupiers wanted units that had a high level fit out specification and did not want to spend additional finances on fitting out a space. Barking-based businesses also hoped that developments would lead to a better environment across the estate and improve wider issues such as public realm, in particular pavements, enhanced facilities, and better overall design.

- 2.10 Officers consider that the proposed scheme does cater to the research findings of better quality floorspace that is historically and traditionally not associated with industrial uses and buildings. It is understood of the potential occupiers approached it was found that 50% would occupy a stacked unit. It is understood that the building has attracted significant interest with regards to potential occupiers.
- 2.11 Officers are confident that the proposed development will meet a demand for high quality industrial floorspace and it will be a flagship development which will set the standard for future modern industrial floorspace available in the Borough and the UK.

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

- 3.1 The NPPF, London Plan Policies 3.5, 7.1, 7.4, 7.5 and 7.6 and Draft London Plan Policies D1, D2, D3, D4 and D7 expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Borough Wide policies and Policy SP4 of the emerging local plan (Reg 18 stage).
- 3.2 Specifically, Policy 7.4 of the London Plan requires development to have regard to the form, function and structure of the local context and scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, that new development should build on the positive elements that can contribute to establishing an enhanced character for future function of the area. Policy D1 of the Draft London Plan reiterates these objectives.
- 3.3 The principle of redeveloping the site to intensify industrial use to provide a range of high quality industrial floorspace, net biodiversity gain and townscape improvement is supported from a design perspective.
- 3.4 The design of the proposal comprises of:
- 20 SME units and 25 units for flatted factory
 - Each unit will comprise internal amenities such as kitchenettes and W/Cs
 - 3 floors of SME units in the south wing and four floors of SME and flatted factory units in the north wing
 - A spiral vehicle ramp accessing all floors sited on the western elevation.
 - Clear heights of 7m in SME units allow for industrial uses, racking and the future installation of mezzanines / plant by tenants
 - The height of the proposed building would not exceed 29m.
 - A community hub/Café is proposed at ground floor level
 - Rooftop amenity space for occupiers of the units.
 - Vehicle and pedestrian access will be from Long Reach Road.
 - Proposed parking provision for tenants/occupiers and visitors
 - Swale planting and two green walls are proposed
- 3.5 The building is split into 2 wings linked by vehicle decks, with the screening device of a planted metal frame across both open deck ends (green walls). This massing will create defined edges to the two street facades, to help positively define these streets and to create active frontage on

these edges. The layout design proposes two main wings with the main amenity areas and parking located centrally. The north wing will comprise the flatted factory units and the southern wing will comprise the small medium enterprise units.

- 3.6 The ancillary elements of the scheme help support the successful operation and function of the units along with amenities for the tenants/workers/users. On the ground floor there will be a community hub, business lounge and café. This will allow users/workers access to dedicated amenity facilities. Officers note that typically and traditionally with industrial floorspace very limited consideration is placed on the provision of amenities for workers. Officers are aware that industrial related work can be intense and hence the ability for users/workers to escape these environments is welcomed. Along with the ground floor amenities the scheme also proposes a roof deck outdoor amenity area. Whilst there is concern about the routes and the usability for users/workers from all floors to access these amenity areas, officers consider on balance that the provision of the amenities that are proposed are exceptional in principle for industrial floorspace development. Officers are confident that the amenities proposed will show future developers proposing similar developments that the mental/physical wellbeing of users/workers is just as fundamental as the physical.
- 3.7 The scheme was reviewed by the Quality Review Panel on the 23rd July and 17th September 2020. The Panel considered that careful thought had been clearly given to its architecture, in terms of both townscape and the quality of industrial floorspace it would create. The panel supported the scale of development and that high-quality external materials are fundamental.
- 3.8 The vehicle access on Long Reach Road was supported but the panel considered that a pedestrian entrance point on Creek Road would be more logical in terms of place making and the point of arrival. The applicant however considered that the combined vehicle and pedestrian access is the more optimal solution along Long Reach Road and hence amplified the marking of the entrance points with the provision of a canopy and distinct coloured cladding to emphasise the legibility. Officers consider that these design mitigations are acceptable on balance. As these design aspects are fundamental to the acceptability of the combined entrance point a condition will be placed on the permission to ensure the submission and approval of all external materials is required.
- 3.9 The proposal introduces ground floor glazing to the street elevation and provides an active frontage as well as general interest along the elevation. The elevation connects the uses of the building with the street.
- 3.10 In terms of external materials, officers have expressed that the materiality of the building is fundamental to the design. Officers from the outset have maintained that high quality materials are used. The QRP also commented on the positive nature of the materials and placed significant on the quality of the inward facing quality of the external materials within the building. It was considered that this was significant for the users and workers of the units. A condition will secure the submission of samples and details of external finishes to ensure the simplicity of the design is maintained. The external material condition as noted above will also consider that both external materials for outward and yard facing parts of the building will be required to be submitted.
- 3.11 The scheme's landscape design comprises biodiversity gain through landscaping enhancements of street-side raingarden planting and two climbing green walls facing east and west. Officers welcome the biodiversity gain which in turn are not typical of traditional industrial proposals. However, officers consider that the proposal is exemplar in forcing an alternative design narrative and setting a benchmark. The proposed biodiversity gains soften the external appearance of the building and hence is a positive element in townscape terms within a historic industrial area. Further details of the biodiversity gains are detailed in the Biodiversity section of the report.
- 3.12 Officers summarise that indicative soft (and hard landscaping) strategy has been thoroughly considered and is successful in achieving a net increase of biodiversity on the site. Officers seek to ensure that the initial strategy is materialised by conditioning the details, maintenance, and implementation of the hard and soft landscaping.
- 3.13 A strategy will be secured by condition to ensure the building is designed and constructed with regards to fire safety.

- 3.14 In summary, officers support the scale, massing and overall design of the proposed development. Officers consider that the development provides high quality and flexible industrial space whilst pushing the boundaries of delivering an improvement for industrial users and workers welfare which has traditionally not been considered in the past. In terms of placemaking the scheme sets a benchmark of high-quality design of the new concept of intensified industrial developments.
- 3.15 Overall, the design of the proposed development is well considered and acceptable and supported by national, regional and local planning policies.

4.0 Impacts on neighbouring amenity

- 4.1 Paragraph 17 of the NPPF details within its core planning principles that new development should seek to enhance and improve the health and wellbeing of the places in which people live their lives. Paragraph 180 outlines that development proposals should mitigate and further reduce potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and quality of life.
- 4.2 Policy 7.1 London Plan states that *“Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people’s lives, and should meet the principles of lifetime neighbourhoods”*. Policy 7.4 seeks that schemes have regard to local character. Policy BP8 of the Borough Wide Policies and Policy DMD1 of the emerging Local Plan (Reg 19 stage) specifically relate to ensuring neighbourly development, specifying various potential impacts that development proposals shall take into account and avoid or minimise.
- 4.3 Officers note that of the 448 neighbours consulted that no responses have been received. The neighbours consulted include not only included commercial neighbours but residential occupiers to the east of the site at Barking Riverside. Barking Riverside is approximately 200m east of the site.
- 4.4 Whilst the scheme will not have significant impacts to immediate commercial neighbours of similar operations in terms of loss of amenity, officers have considered the more far-reaching potential impacts of the scheme on the residential properties at Barking Riverside.
- 4.5 The height of the new building will be approximately 29m tall which is a significant increase to the near cleared site and the previous low rise factory building. Officers have however had regard to the east elevation of the proposal and the visual appearance to those viewing it from Barking Riverside to the east.
- 4.6 Officers have therefore ensured that the elevation that faces onto Barking Riverside does not result in any loss of visual amenity. The eastern elevation will comprise a green wall which will improve the views from the Barking Riverside.
- 4.7 In terms of air quality the accompanying assessment has clarified that the scheme will be carbon neutral which is highly welcomed and will not result in any environmental impacts to the immediate locality and will be secured by condition. A clause will also be added to secure any potential carbon off set payments should the scheme not meet the carbon neutral standards.
- 4.8 In respect of potential noise impact, the residential properties are a significant distance away and the industrial units themselves are essentially enclosed within the building’s envelope which limits the risk of noise pollution. A noise report has been submitted and confirmed overall, and when assessed on a worst-case basis, the proposed industrial facility is not expected to have an ‘adverse impact’ on health or quality of life and is within the No Observed Adverse Effect Level. Considering the existing industrial use of the site and surrounding industrial estate, the proposed development facility is not expected to affect the tranquillity of the local area or access to areas of greater tranquillity.
- 4.9 However, a condition will be placed on the permission for submission and approval of the vehicle ramp surface material. The spiral vehicular ramp is external, and officers need to be assured that the material used does not create a noise nuisance from tyres navigating the turns in all weathers. Officers are aware of residential properties of the east of the site, whilst a reasonable distance away, any significant noise could be potentially carried during quiet periods of the day and night. The condition will ensure that this potential possibility does not occur.

- 4.10 In terms of light pollution the applicant has submitted an external light strategy. The total lighting solution has been carefully generated to ensure the immediate environment has been protected including the properties adjacent to the site. The illumination that would normally be free flowing from site boundaries has been restricted and has been further designed to mitigate any potential impact to properties adjacent to the proposed site. Careful consideration has also been taken to ensure no loss of amenity due to glare through shielding of the lamps, choice of luminaires and efficient mounting heights. The strategy will form part of the approved documents.
- 4.11 In terms of crime prevention, officers consider that the new development will improve the security of the area. The proposed development results in outward and inward facing natural surveillance. The scheme reduces any risk of loitering through the design at ground floor level specifically with the active frontage proposals.
- 4.12 Notwithstanding this, a Crime Prevention Scheme is to be secured by condition for the proposed development which would secure a good standard of security to future occupants and visitors to the site and to reduce the risk of crime. A condition for an external lighting scheme specifically to tackle crime will also be secured.

5.0 Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	Gain of 53	<i>PTAL Rating</i>	1b
<i>Proposed number of cycle parking spaces:</i>	62	<i>Closest Underground Station / Distance</i>	Approx 1.8miles
<i>Restricted Parking Zone:</i>	No	<i>Parking stress survey submitted?</i>	No

- 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 Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), 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 The site is located on the corner of the junction of Creek Road with Long Reach Road and is currently occupied by a bus company for parking of buses. Creek Road and Long Reach Road are minor local industrial roads and are both well lit. Creek Road is subject to loading and parking restrictions, secured by double yellow lines along other than in areas where formal parking bays are provided.
- 5.5 Long Reach Road runs east-west on the site's southern boundary, providing access to River Road with vehicle entrances to the neighbouring industrial uses and a bus-gate at its eastern end to prevent traffic entering the nearby residential development Barking Riverside. Informal on-street parking occurs on the footways along Long Reach Road, due to a lack of loading and parking restrictions.
- 5.6 In terms of the site's access to strategic transport networks and connectivity a 'Public Transport Accessibility Level' (PTAL) assessment has been carried out for the development site. The site has a PTAL level of 1b, which is categorized as poor but there are bus stops situated on Long Reach Road, directly outside the site's boundary. These bus-stops are served by one route, the EL3 which is a high frequency service every 10mins. It should be noted in the wider London Riverside Opportunity Area (LROA), there are proposed alterations to the public transport network, and it is expected that future expansion and improvements will provide a positive change in travel behaviour in the local area.

- 5.7 The site provides some opportunity for sustainable travel for walking and cycling. In terms of walking its estimated it will take a 15-minute walk to reach the neighbouring Barking Riverside residential development. Unfortunately, the existing footways that surround the development site, are narrow with a width of 1.5m on Creek Road. However, drop kerbs are in place where applicable to assist with pedestrian accessibility, all of which have tactile paving provided for visually impaired pedestrians. There is a nearby designated cycling route to the north of the site, running parallel with the A13. To connect with this route cyclists can use local advisory and quiet routes.
- 5.8 The baseline for the background traffic flows, due to the on-going COVID-19 pandemic, has not been possible to collect recent traffic data. However, traffic data has been obtained from surveys undertaken in June 2017 on River Road. These counts have been uplifted using an industry standard software TEMPRO 7.2b to reflect the local traffic growth over the past three years. A net-trips assessment has been undertaken that compares the number of trips associated between the current site use and future trips forecast for the proposed use. To offset the effects of the COVID-19 pandemic, the applicant carried out direct engagement to consult with the bus company to establish the existing number of trips and the associated travel patterns of the site. The Transport Assessment (TA) does indicate that because of the proposal the number of trips to and from the site are estimated to increase across all modes. An increase in the number of trips generated by the change in land use was expected when compared to the current use. However, based on the accurate assessment the likely impact on the transport network will not be significant.
- 5.9 To assess road traffic accidents within a 100m radius of the site's boundary data was obtained for the most recent five-year period (January 2015 – December 2019). This analysis concluded that there have been eight incidents in this period, but overall, no specific road-safety concerns were identified.
- 5.10 The access strategy to the development will consist of a dedicated pedestrian entrance located on Long Reach Road with an emergency evacuation from Creek Road. A dedicated cycle access for tenant will be located on Creek Road, which leads directly to the cycle storage facilities located at ground floor level. Visitors will report to main site reception on Long Reach Road.
- 5.11 A new vehicular entrance to the site will be created on Long Reach Road for both private cars and servicing vehicles. A helical ramp is provided for vehicles to access the upper levels of the development. The helical ramp will be available for vehicles up to a 7.5t panel van size (minimum 3m clear height, with 3.2m preferable) whilst HGVs can access the dedicated loading bay on the ground floor.
- 5.12 Swept path analysis has been carried out that demonstrates the design is suitable for access by vehicles expected to be used, 7.5T panel van (all levels), HGV (ground level only) and HGV access and egress.
- 5.13 Considering the general car parking provision within the relevant standards and existing and planned PTAL ratings at the site with further consideration to local circumstances the proposed total of 66 car parking spaces to be provided including three dedicated blue-badge parking space, one on each level is appropriate. This represents a car parking ratio of one space per 187m² of GEA floorspace which is more than the standard within the London Riverside Opportunity Area (1 space per 600sqm) which this site is located within. However, we consider the proposed number of spaces strikes the balance between providing sufficient parking provision to cater for the type of the development uses whilst not encouraging unnecessary car use. A car park management plan has been produced and is appended to the TA and the Facilities Management will have overall responsibility for implementing it which is considered acceptable. A condition will be placed on the permission to secure the car parking spaces will not be used for any other purpose.
- 5.14 Its stated 20% Electric Vehicle Charging Points will be installed in line with the Intend to Publish London Plan standards meaning 12 spaces activated (four spaces per level). The remaining 80% of spaces (54 spaces) will be provided with passive provision. This will be secured by condition.
- 5.15 The amount of cycle parking (62 spaces) is provided is in-line with the requirements of the Intend to Publish London Plan. The cycle parking should be designed and laid out in accordance with

the guidance contained in the London Cycling Design Standards. This will be secured by condition.

- 5.16 Deliveries and Servicing vehicles will also access the development via the main entrance in Long Reach Road. A servicing bay is provided outside each of the 20 Small Medium enterprise units and the flatted factory units have access to several communal spaces on the second floor. The large 18m bay provided at ground floor will have a dual purpose for both deliveries via articulated vehicles and refuse collections. The TA states the number of servicing bays provided has been informed by extensive market research to reflect the type uses for these units and is considered suitable for the predicted demand. The refuse and waste management strategy involves collections taking place on site and is considered acceptable and its implementation will be secured by condition. To encourage sustainable freight movements a Delivery and Servicing Plan framework has been produced and is provided in the TA. It states that Tenants are expected to manage their own deliveries for the proposed development and a Facilities Management Team will be responsible for coordinating requirements amongst tenants, via a booking system, for larger deliveries needing to utilise the 18m servicing bay provided at ground-floor level. To ensure that the delivery and servicing arrangements for the proposed development function effectively and follows best practice, TfL's Freight Operators Recognition Scheme and TfL DSP guidance for the movement of freight vehicles the Facilities Management will have overall responsibility for implementing the DSP. This will be secured by condition.
- 5.17 In terms of mitigating and reducing impact from the proposed development on the transport network future tenants and occupiers will prepare and initiate individual Travel Plans. These will aim to encourage active, inclusive, and carbon-free sustainable travel to and from the site. The applicant will appoint a travel Plan Coordinator prior to first occupation of the units who will be responsible for promoting and managing the ongoing delivery of the travel plan. The Travel Plan Framework that has been submitted is acceptable and will be conditioned. The above commitments together with their monitoring shall be secured by legal obligation.
- 5.18 To realise this proposal as submitted it will require alterations to highway layout to safely accommodate the development's proposed vehicular access arrangements on Long Reach Road which will go beyond the extent of the red line boundary of the application. These road works are shown on Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 rev P2 dated 19th October 2020 and will consist of:
- kerb, footway and carriageway modifications along Long Reach Road and Creek Road
 - parking restriction modifications along Long Reach Road and Creek Road
 - A bus stop will be relocated on Long Reach Road to the east by 38m.
 - A lighting column on Long Reach Road will need to be relocated.
- 5.19 The proposed highway works need to be secured with the applicant separately in a section 278 agreement with the Highway Authority. We suggest in the interest of highway safety, a section 278 agreement (Highways Act 1980) is entered into by the applicant prior to construction taking place on site. This will be secured by a legal obligation.
- 5.19 The proposal achieves the principal transport policy objectives and consequently is policy compliant. The assessments show that the development proposed impact of the additional trips associated with the proposed development would be minimal and that the transport networks supporting the development will continue to operate satisfactorily following the developments full occupation. Therefore, based on the information that has been provided it seems that there are no apparent adverse highway implications to suggest the development will give rise to significant numbers of new trips or any substantial safety reasons that this should not be approved because of issues relating to the transport and highway network.
- 5.20 Officers are overall satisfied that the proposed development adopts a sustainable approach to transport, to promote walking and cycling, whilst minimising its impact on local road infrastructure and parking amenity, in accordance with relevant policy.

6.0 Meeting Local Needs

- 6.1 Emerging Local Plan policy DME 1 looks to utilise the borough's employment land more efficiently and states the Council will support development proposals where they can deliver

employment floor space that “contributes to meeting the strategic target of a minimum 20,000 new jobs, focusing on enabling skills development and lifelong learning”.

- 6.2 The scheme will propose 11,362sqm of employment space which in turn will provide approx. 243 jobs. As the site has been empty for a considerable time this net increase is highly welcomed and in turn not only will provide crucial jobs but will also support the provision of potentially higher skilled jobs.
- 6.3 The Council will ensure that six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.
- 6.4 After the construction phase the Council will ensure that six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.
- 6.5 The end-user phase employment plan will:
- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council’s job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
 - Provide a skills forecast for the development and highlight any shortages to the council’s job employment and skills team;
 - Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage.
- 6.6 In terms of monitoring, on the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.
- 6.7 Officers consider that this is an appropriate and robust approach to ensure that the objectives of emerging policy DME1 are being met and more specifically in ensuring jobs for residents living in the Borough.

7.0 Waste Management and Refuse Collection

- 7.1 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document 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 emerging Local plan (Reg 19 stage) through Strategic Policy SP7 and Policy DMS19. Policy 5.17 of the London Plan seeks a wider goal for all development proposals in London.
- 7.2 Refuse and recycling storage will be accommodated internally with secure refuse storage provided. It is designed that the site will be serviced via Long Creek off street which will reduce any conflict on street. A refuse and waste management strategy accompanied the application and involves collections taking place on site and is considered acceptable and its implementation will be secured by condition.
- 7.3 The proposed refuse and recycling stores shown shall be provided before the first occupation of the development and thereafter permanently retained will also be secured by condition.

8.0 Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):

<i>Renewable Energy Source / %</i>	56%
<i>Proposed CO₂ Reduction</i>	77%

Energy and CO2 Reduction

- 8.1 Chapter 5 (London's response to climate change) of the London Plan and Chapter 9 (Sustainable infrastructure) 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 residential development to be zero-carbon, with a specific requirement for at least 35% on-site reduction beyond Building Regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site, any shortfall should be provided through a cash in-lieu contribution to the borough's carbon offset fund and / or off-site, provided that an alternative proposal is identified and delivery is certain. These objectives and targets are also outlined in Policy DMSI of the emerging local plan (Reg 19 stage).
- 8.2 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation and ensure that they are considered at the beginning of the design process. Policy 5.6 states that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the following hierarchy – '1. Connection to existing heating or cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling'. Policy 5.7 seeks an increase in the proportion of energy generated from renewable sources and states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- 8.3 Policy 5.9 states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy – '1. Minimise internal heat generation through energy efficient design; 2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3. Manage heat within the building through exposed internal thermal mass and high ceilings; 4. Passive ventilation; 5. Mechanical ventilation; 6. Active cooling systems (ensuring they are the lowest carbon options)'.
- 8.4 The presented BREEAM strategy demonstrates a feasible BREEAM score of 77.5% for the proposed development, which is equivalent to a BREEAM 'Excellent' rating. The projected BREEAM rating is considered suitable for the development based on the proposed designs and will be secured by condition.
- 8.5 The Energy Statement confirms how the proposed development implements the sequential energy hierarchy set out in the London Plan and Draft London Plan: sustainable design principles and optimum design of the building fabric and form ('Be Lean') and provision of air source heat pumps ('Be Green'). A condition is recommended to ensure the renewable energy infrastructure (Air Source Heat Pumps and PVs), delivering a 56% reduction, is implemented prior to first occupation.
- 8.6 Collectively, these measures achieve a total 77% reduction in carbon emissions site-wide over Part L of the Building Regulations 2013 which significantly exceeds the 35% on-site requirement set out in London Plan policy. The remaining 23% shortfall to zero carbon will be offset by a cash in lieu contribution of £92,535 (based on a GLA recommend carbon price of £95 per tonne of CO₂ over a 30 year period). The carbon offset fund payment for the development will be secured as part of the S106 Agreement.

Air Quality

- 8.7 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan also states that all development should be air quality neutral as a minimum.
- 8.8 The proposed development is to be installed with plant, in accordance with the Mayor of London's Supplementary Planning Guidance, to heat the building. The building emissions are considered Air Quality Neutral. Both transport NO_x emissions and transport PM₁₀ emissions are

below the transport emission benchmark. Therefore, the proposed development is determined to be Air Quality Neutral and no additional mitigation measures are required.

- 8.9 The Air Quality Report concludes that the proposed development is expected to meet the Air Quality Neutral Standards and is welcomed by officers. A condition will be placed on the permission to ensure that this standard is met and to capture any future shortfalls. A head of terms of the legal agreement will also be added to capture any payments should the development fall short of the initial air quality measurements at the off-setting contribution rate of £29k per tonne of NO_x over the benchmark (or the equivalent rate at the time of reassessment).

9.0 Biodiversity & Sustainable drainage:

Biodiversity, Arboriculture and Landscaping

- 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 Core Strategy and Borough Wide policies 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 SP6 of the emerging local plan (Reg 19 stage).
- 9.2 A preliminary ecological assessment (PEA) and BREEAM Ecology report has been submitted by the applicant. The PEA Report considers all receptors of relevance to the site and includes a desk-based search for designated sites, habitats and species of relevance to the site. This approach is considered robust by officers.
- 9.3 The Phase 1 Habitat Survey and Ground Level Assessment of bat roost suitability appears to have been carried out in accordance with best practice guidance. The Phase 1 Habitat Survey was carried out in February – a sub-optimal time for recording plant species. However, this limitation is noted within the report and given the industrial nature of the site, it is not considered to have affected the accuracy of the assessment.
- 9.4 For the most-part the BREEAM report accurately summarises the information contained within the PEA. There is some inconsistency between the PEA and the BREEAM report in the discussion of bat species recorded by the desk study. Nevertheless, given the species identified are common and widespread species, along with the industrialised nature of the habitats recorded on the site this is not considered to have affected the accuracy of the conclusions reached by the reports.
- 9.5 Mitigation and enhancement measures proposed within the PEA are considered reasonable and proportionate to the proposals. The measures include strengthening and increasing diversity of existing scrub and hedgerow within the site, the provision for strengthening commuting habitat for bats (including sensitive lighting proposals), the provision of bird and bat boxes and measures for “urban greening” including a biodiverse green roof.
- 9.6 The BREEAM report takes forward the majority of recommendations from the PEA, and provides some additional measures, such as the inclusion of rainwater gardens, which are expected to contribute to “urban greening”. It is noted that proposals for a biodiverse green roof have not been included. The applicant has confirmed that the structure of the building would not be conducive to support a green roof however the provision of two green walls is proposed along with swale planting at ground floor level. This notwithstanding, the BREEAM report confirms that enhancements within the site will provide 683% gain in biodiversity units. A condition will be added to ensure the maintenance and the irrigation system is fit for purpose to maintain and enhance the green walls.
- 9.7 There was some inconsistency between the planting proposals within the text of the reports and the Landscape Plan provided. The applicant has since addressed these concerns with revised submissions.
- 9.8 The PEA and the BREEAM note the importance of a sensitive external lighting strategy, in order to avoid disturbance to commuting bats. Therefore, it would be appropriate to secure the implementation of a sensitive lighting strategy by planning condition. Another condition will also

be applied for implementation of the Landscape and Ecology Management Plan and for it to be permanently retained thereafter.

- 9.9 Overall, it is considered that the proposed development will positively contribute to the increase of biodiversity, arboricultural and environmental value of the site and complies with relevant policy.

Sustainable Drainage

- 9.10 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 Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 9.11 The application site is located within Flood Zone 3 that benefits from flood defences. A Flood Risk Assessment has been completed for the proposed development site in accordance with the National Planning Policy Framework. The site is located where previous buildings have been demolished and is now used for temporary bus parking associated with an adjacent bus depot. The nearest river to the site is River Roding located approximately 240m west of the site. The site is essentially flat with levels varying between approximately 2.35m (south-east corner) and 3.00m (north-east corner) Above Ordnance Datum (AOD).
- 9.12 The site is located within Flood Zone 3, but the flood risk is categorised as very low due to the presence of flood defences. The site has a very low risk of flooding due to surface water. The risk of groundwater flooding is 'Medium – Low' at the site. The proposed finish floor level of the building will be set at the existing ground level as the development will not have any sleeping accommodation at the ground floor. A condition will be added to limit the raising of the ground floor level to mitigate against flooding.
- 9.13 An evacuation plan will be prepared for the development and will be secured by condition. This should include provision for both fire and medical emergencies and must cover the evacuation of the whole site.
- 9.14 The main design principals and proposals as set out in this document have been accepted by officers. Officers however would like to approve the detailed drainage design prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.
- 9.15 Thames Water has also responded to the proposal and have no objection to the proposal subject to advisory comments.
- 9.16 Officers therefore consider that the proposed development can be successfully accommodated on the site without impacting on existing residential amenity.

10.0 Archaeology

- 10.1 NPPF Section 16 and the Draft London Plan (2017 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. NPPF paragraphs 185 and 192 and Draft London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities. Paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

- 10.2 The London Plan policy 7.8 and Draft London policy HC1 recognise that heritage assets including archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
- 10.3 Adopted Local Plan policies CP2 and BP3 and emerging local plan policy DMD 4 seek to conserve or enhance archaeological remains and their settings will be secured by requiring an appropriate assessment and evaluation to be submitted as part of the planning application for any developments in areas of known or potential archaeological interest.
- 10.4 The planning application lies in an area of archaeological interest. The site is located in the Barking Level and Dagenham Marsh Archaeological Priority Area and has potential to contain underlying alluvial deposits of Holocene silts and peat which may preserve palaeoenvironmental remains. The site is also in the area of a buried gravel prominence known as the Barking Eyot, which could contain cultural evidence.
- 10.5 The submitted archaeological desk-based assessment (MOLA, March 2020) and written scheme of investigation for a Geoarchaeological investigation (October, 2020) have been reviewed and approved. The geoarchaeological investigation will provide useful information in clarifying the position of the Barking Eyot, and will inform the location of archaeological trenches and site investigation test pits as the next phase of work.
- 10.6 Historic England have advised that prior to development taking place the submission of a Stage 1 written scheme of investigation (WSI) is submitted to and approved by the local planning authority in writing. If anything, significant is found then there will be a requirement for a stage 2 assessment. This will be secured by condition.

Conclusions:

The application proposes 11,362sqm of flexible stacked industrial space and is a 150% intensification of uses on this site. The stacked model would be a flagship typology of industrial space in the Borough as well as the UK. The redevelopment will provide high quality flexible industrial floorspace and is acceptable in principle and would contribute to the Borough's industrial and employment floorspace. The proposal will also provide approx. 243 jobs for highly skilled workers to meet an identified need in the Borough.

The scale, siting and design of the stacked industrial development is considered appropriate to the site's context and will result in a high-quality finish, whilst respecting the amenity of neighbouring occupiers.

The proposed biodiversity and landscaping strategy will positively contribute to the appearance and wider placemaking improvements to the immediate area and enhance the arboricultural, biodiversity and environmental value of the site. The scheme proposes a 683% net gain of biodiversity units on the site which is highly welcomed.

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

It is therefore recommended that planning permission be granted subject to the conditions and Heads of Terms of the unilateral undertaking, as listed in Appendix 5 and Appendix 6.

Appendix 1:

<p>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:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 1.1 - Delivering the strategic vision and objectives for London Policy 2.17-Strategic industrial locations Policy 3.1 - Ensuring equal life chances for all Policy 5.3 - Sustainable design and construction Policy 5.10 - Urban greening Policy 5.17 - Waste capacity Policy 6.1 - Strategic approach Policy 6.3 - Assessing effects of development on transport capacity Policy 6.9 - Cycling Policy 6.10 - Walking Policy 6.13 - Parking 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- Archaeology Policy 7.14 - Improving air quality Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes Policy 7.19 - Biodiversity and access to nature</p>
<p><i>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.</i></p>	
<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Policy E4 Land for Industry Policy E5 Strategic Industrial Land Policy E7 Industrial Intensification Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London's form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the design-led approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy HC1- Archaeology Policy G1 - Green infrastructure Policy G5 - Urban greening</p>

	<p>Policy G6 - Biodiversity and access to nature</p> <p>Policy SI7 - Reducing waste and supporting the circular economy</p> <p>Policy SI8 - Waste capacity and net waste self-sufficiency</p> <p>Policy T1 - Strategic approach to transport</p> <p>Policy T2 - Healthy Streets</p> <p>Policy T3 - Transport capacity, connectivity and safeguarding</p> <p>Policy T4 - Assessing and mitigating transport impacts</p> <p>Policy T5 - Cycling</p> <p>Policy T6 - Car parking</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 - General Principles for Development</p> <p>Policy CR3 - Sustainable Waste Management</p> <p>Policy CP2- Archaeology</p> <p>Policy CP3 - High Quality Built Environment</p> <p>Policy CE3 Safeguarding and Release of Employment Land</p> <p>Policy CE4: Mix and Balance of Uses within Designated Employment Areas</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1 - Environmental Building Standards</p> <p>Policy BP3- Archaeology</p> <p>Policy BR3 - Greening the Urban Environment</p> <p>Policy BR4 - Water Resource Management</p> <p>Policy BR9 - Parking</p> <p>Policy BR10 - Sustainable Transport</p> <p>Policy BR11 - Walking and Cycling</p> <p>Policy BR15 - Sustainable Waste Management</p> <p>Policy BP8 - Protecting Residential Amenity</p> <p>Policy BP11 - Urban Design</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at a "mid" stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and considerable 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 19 Consultation Version, October 2020).</i></p>	<p>Policy SPDG1 - Delivering Growth</p> <p>Policy SP2 - Delivering High Quality Design in the Borough</p> <p>Policy SP5- Promoting Inclusive Economic Growth</p> <p>Policy SPP2- Thames and the Riverside</p> <p>Policy DME1 Utilising the Borough's Employment Land More Efficiently</p> <p>Policy SP6 – Green and Blue Infrastructure</p> <p>Policy SP7 - Securing a Sustainable and Clean Borough</p> <p>Policy SP4- Delivering social infrastructure in the right locations</p> <p>Policy DMD1 - Responding to Place</p> <p>Policy DMNE2 Urban greening</p> <p>Policy DMNE3- Nature Conservation and Biodiversity</p> <p>Policy DMNE5 - Trees</p> <p>Policy DMSI 2 - Energy, Heat and Carbon Emissions</p> <p>Policy DMSI4 - Improving Air Quality</p> <p>Policy DMSI6 - Managing Flood Risk, including Surface Water Management</p> <p>Policy DMSI9 - Managing our Waste</p>

	Policy DMT1 - Making Better Connected Neighbourhoods Policy DMS1- Protecting or enhancing facilities Policy DMD 4- Archaeology
<i>Supplementary Planning Documents</i>	London Borough of Barking and Dagenham Archaeological Priority Areas Appraisal by Historic England (July 2016)

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, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	14/01100/PRIOR).	<i>Status:</i>	Approved
<i>Description:</i>	Application for prior approval for demolition of former Remploy factory.		
<i>Enforcement Case:</i>	N/A	<i>Status:</i>	
<i>Alleged breach:</i>			

Appendix 3:

The following consultations have been undertaken:

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
Met Police Dated 24th November 2020	No objection but the development shall achieve secure by design certification or security standards to the satisfaction of the local authority and the Metropolitan Police.	Condition will secure the submission and approval of certification.
Archaeology Dated 8 th December 2020	No objection but condition with regards to a submission of a Written scheme of investigation.	The relevant condition added.
Drainage Dated 18 th January 2021	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Detailed drainage scheme • Implementation and maintenance plan of drainage scheme • Emergency flood plan • No raising of ground levels 	The relevant conditions have been added
Thames Water Dated 9 th December 2020	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Piling method statement 	The relevant condition has been added.
LBBD Environmental Health Dated 17 th December 2020	No objection subject to conditions relating to: <ul style="list-style-type: none"> • Contaminated Land • Air Quality • Construction Environmental Management Plan and Site Waste Management Plan 	The relevant conditions have been added.
BeFirst Highways Dated 14 th January 2021	No objection subject to the following conditions: <ul style="list-style-type: none"> • Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and to cover the required Traffic Management Orders to be TSRGD compliant both in terms of the accompanying signage and highway markings, kerb alignment and adjustment, footway resurfacing / recon, relocation of existing bus stop. 	The relevant conditions and Head of Terms have been added.

	<p>The detailed design works to be in accordance with the Design Manuel for Roads and Bridges and Manual Contract for Highway Works specifications</p> <ul style="list-style-type: none"> • Submission and implementation of a Travel Plan prior to occupation and secured by condition. • EVCP provision will be in accordance with the Draft New London Plan this equates to twenty percent of the onsite parking provision will be active Electric Vehicle Charging Parking bays and the applicant has agreed the remaining 80% will be equipped as passive bays and this should be secured by condition. • Submission of Delivery and Servicing Plan prior to commencement of any works and to be in accordance with Transport for London guidance and this should be secured by condition. • that the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to be secured by condition. 	
Ecology dated 8 th December 2020	No objection subject to condition relating to the implementation of a Landscape and Ecological Management Plan (LEMP) and lighting strategy for biodiversity	The relevant condition has been included
Environment Agency dated 21/12/20	No objection	N/A

Appendix 4:

Neighbour Notification:	
Letters sent:	24 th November 2020
Date of Press Advertisement:	23 rd November 2020
Number of neighbouring properties consulted:	448
Number of responses:	0

Appendix 5:

Conditions

Conditions:

1. Statutory Time Limit

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

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

2. Development in Accordance with Approved Plans

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

- Site Location Plan - BF0187-HTL-01-00-DR-A 000100 Rev C dated 26/10/2020
- Proposed site plan- BF0187-HTL-01-00-DR-A- 001100 rev D dated 26/10/2020
- Proposed landscape finishes plan - BF0187-HTL-01-00-DR-A-001110 rev C dated 26/10/2020
- Proposed ground floor plan- BF0187-HTL-01-00-DR-A-001000 rev D dated 26/10/2020
- Proposed ground floor mezzanine plan- BF0187-HTL-01-M1-DR-A-001001 rev D dated 26/10/2020
- Proposed first floor plan BF0187-HTL-01-01-DR-A-001002 rev D dated 26/10/2020
- Proposed second floor lower plan BF0187-HTL-01-02-DR-A-001003 rev D dated 26/10/2020
- Proposed second floor upper plan BF10187-HTL-01-03-DR-A-001004 rev D dated 26/10/2020
- Proposed roof plan BF0187-HTL-01-RF-DR-A-001005 rev D dated 26/10/2020
- Proposed sections 01 - BF0187-HTL-01-XX-DR-A-002000 rev C dated 26/10/2020
- Proposed sections 02- BF0187-HTL-01-XX-DR-A-002001 rev B dated 26/10/2020
- Proposed sections 03- BF0187-HTL-01-XX-DR-A-002002 rev C dated 26/10/2020
- Proposed shopfront bay study- BF0187-HTL-01-XX-DR-A-002100 rev D dated 26/10/2020
- Proposed vehicle deck bay study- BF0187-HTL-01-XX-DR-A-002101 rev D dated 26/10/2020
- Proposed stair and green wall assembly study- BF0187-HTL-01-XX-DR-A-002105 rev A dated 26/10/2020
- Proposed vehicle ramp study-BF01087-HTL-01-XX-DR-A-002102 rev A dated 26/10/2020
- Proposed entrance assembly study - BF0187-HTL-01-XX-DR-A-002106 rev A dated 26/10/2020
- Proposed elevations-south and north- BF0187-HTL-01-XX-DR-A-003000 rev D dated 26/10/2020
- Proposed elevations- east and west- BF0187-HTL-01-XX-DR-A-003001 rev D dated 26/10/2020

- Proposed elevations back of house north and south -BF1087-HTL-01-XX-DR-A-003002 rev D dated 26/10/2020
- Proposed site wide elevations BF1087-HTL-01-XX-DR-A-003010 rev D dated 26/10/2020
- Existing site plan BF0187-HTL-01-00-DR-A-004000 rev C dated 26th October 2020
- Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 rev P2 dated 19th October 2020
- Air quality assessment by WYG dated October 2020
- Arboricultural Impact Assessment by SJ Stephens Associates dated 22/10/2020
- Archaeological WSI by MOLA dated 16/10/2020
- Biodiversity Net Gain Statement by LUC dated 5/11/2020
- Brand and Wayfinding Summary by DN &Co dated 26/10/2020
- BREEAM Pre assessment Ecology by LUC dated October 2020
- BREEAM Pre assessment Construction by MBA dated October 2020
- Design and Access Statement by Haworth Tompkins dated October 2020
- Daylight and Sunlight Note by EB7 dated 02/11/2020
- Drainage Strategy Report by Pinnacle dated 16/10/2020
- Drainage Strategy Plan BF0187-PIN-XX-XX-DR-C-000205 Rev 05 dated July 2020
- Drainage Proforma received 20/11/2020
- Energy Strategy by MBA dated November 2020
- External Light Report by MBA dated 23/10/2020
- Fire Strategy Report by Astute Fire dated 25/09/2020
- Flood Risk Assessment by Pinnacle dated 16/10/2020
- Historic Environment Assessment by MOLA dated March 2020
- Remediation and Verification Strategy by Delta Simons dated April 2020
- Landscape Report by Landscape Projects rev D dated 21/01/2021
- Landscaping Plan 504-LP-GF-GA-001 rev P02 dated 05/10/2020
- Noise Assessment by WYG dated October 2020
- Permeable areas existing and proposed plan- BF0187-PIN-XX-XX-DR-C-000201 rev P02 dated October 2020
- Planning Statement by BeFirst dated November 2020
- Preliminary Ecology Appraisal by LUC dated February 2020
- Statement of Community Involvement by BeFirst dated November 2020
- Transport Statement by Steer dated November 2020
- Ventilation Statement by MBA dated 19/10/2020
- Preliminary Risk Assessment and Geotechnical Assessment Report by Delta Simons dated April 2020.

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. Contaminated Land

No development shall commence until:

(a) an investigation and risk assessment, 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, 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 must be carried out in accordance with its terms prior to commencement of the development, 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 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) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with 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, which is subject to the approval in writing of the Local Planning Authority.

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

4. Construction Environmental Management and Site Waste Management

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

- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;

- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and Demolition", Mayor of London, July 2014; including but not confined to, non- road mobile machinery (NRMM) requirements;
- h) noise and vibration control;
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- j) the use of efficient construction materials;
- k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

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 development.

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

5. Piling

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure

6. Archaeology

No development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or

development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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

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

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

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

Reason: In the interests of protecting heritage assets of archaeological interest.

7. Detailed Drainage Scheme

No development shall commence until a detailed drainage scheme (to include the disposal of surface water by means of sustainable methods of urban drainage systems) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

8.External Materials and Vehicle Ramp Surface Material

No above ground new development shall take place until details of the following materials have been submitted to and approved in writing by the Local Planning Authority.

a) external surfaces (outward and yard facing)

b) vehicle ramp surface material

The development shall be carried out in accordance with the approved materials and balcony details. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

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

9. Hard and Soft Landscaping Details

No above ground new development shall commence until a detailed hard landscaping plan is submitted and approved in writing by the Local Planning Authority.

The soft landscaping strategy as detail in the Landscape Report by Landscapes Projects rev D 21/01/2021 and Landscaping plan 504-LP-GF-GA-001 rev P02 dated 05/10/2020 shall be implemented prior to occupation.

Any plants which within a period of 5 years from the completion of the development 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.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area.

10. Emergency Flood Plan

No above ground works shall commence until an emergency flooding plan has been submitted to, and approved in writing by, the LPA. The scheme shall as a minimum include:

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

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

11. Fire Safety Scheme

No above ground works shall commence until a Fire Statement has been 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. The Fire Safety Scheme shall be implemented in accordance with the approved detailed prior to first occupation of the development and permanently maintained thereafter.

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

12. Electric Vehicle Charging Points Details

No above ground new development shall take place until details of Electric Vehicle Charging Points have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how active electric charging points will be provided for 20% of the car parking spaces, with passive provision for the remaining 80% of the spaces. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

13. Crime Prevention

The development shall achieve secure by design certification or security standards to the satisfaction of the local authority and the Metropolitan Police, details of which shall be provided in writing to the Local Planning Authority prior to occupation. All security features are to be retained and maintained for the lifetime of the development.

Reason: To provide a safer environment for workers and visitors to the site and reduce the fear of crime.

14. Implementation of Sustainable Drainage Works

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

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

15. Cycle Parking

Prior to the first occupation of the development the applicant shall provide 62 cycle spaces and permanently retain them thereafter. This cycle parking provision will be in accordance with the London Plan to determine an appropriate level of cycle parking. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport.

16. Car Parking Implementation

The car parking areas shown on the approved drawings shall be constructed and marked out prior to the first occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose. The parking spaces should be clearly delineated.

The three proposed blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

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

17 Waste and Management Strategy

The refuse and recycling stores as shown on BF0187-HTL-01-00-DR-A-001000D dated 26/10/20 shall be provided before the first occupation of the development and permanently retained thereafter.

Reason: In the interests of protecting the local amenity.

18. Delivery and Servicing Plan Framework

Prior to occupation the delivery and servicing Plan framework hereby approved and contained within the Transport Assessment by Steer dated November 2020 shall be implemented and permanently retained thereafter. This will include the appointment of a Facilities Management Team (or equivalent).

Reason: To ensure that the delivery and servicing arrangements for the proposed development function effectively and follows best practice, TfL's Freight Operators Recognition Scheme and TfL DSP guidance.

19. External lighting for Crime Prevention

The development hereby permitted shall not be occupied until details showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication "Lighting Against Crime - A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

20 Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by MBA dated 19th November 2020 P2 delivering a 77% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

21. BREEAM

The development hereby permitted shall achieve a BREEAM minimum 'Excellent' rating. 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, prior to the occupation of the approved use.

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

22. Landscape and Ecology Management Plan (LEMP)

Prior to occupation, the landscape and ecological management plan (LEMP) hereby approved (and annexed in the BREEAM Pre Assessment Ecology Report by LUC dated October 2020) shall be implemented and permanently maintained thereafter.

Reason: In the interests of protecting and enhancing biodiversity

23. Lighting Design Strategy for Sensitive Biodiversity

Prior to occupation, a "lighting design strategy for biodiversity" for the building shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: In the interests of protecting biodiversity

24.Green Walls

Prior to occupation details of the maintenance strategy and the irrigation system proposed for the green walls shall be submitted and approved in writing by the Local Planning Authority. Once approved the strategy and irrigation system shall be implemented and permanently retained thereafter. If the irrigation system becomes faulty then it must be repaired within one calendar month.

Reason: In the interests of maintaining and enhancing biodiversity on the site.

25. Ground Levels

There shall be no raising of existing ground levels on the site to facilitate the free passage of flood water in times of flooding.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

26. Air Quality

The development shall meet the air quality neutral standards as set out in the approved Air Quality Assessment by WYG dated October 2020. Certification confirming compliance with the approved document shall be submitted and approved by the Council post completion of the development. Should the completed development not result in not being air quality neutral the development will be subject to the off-setting contribution payment at the rate of £29k per tonne of NOx (or the equivalent figure at the time of reassessment) over the benchmark (or the equivalent figure at the time of reassessment).

Reasons: In the interests of reducing air pollution.

Appendix 6:

Legal Agreement 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:

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. Pay the Council's professional and legal costs, whether or not the deed completes.
2. Pay the Council's reasonable fees in monitoring and implementing the Section 106, payable on completion of the deed at a cost of £4500.00.
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.

Transport

4. Highway works-Prior to above ground works of the development the developer shall submit Highway works- requiring the applicant to a) agree a scheme of detailed highways works in accordance with the plan of works as shown on the Proposed Arrangement Plan by Steer 23824701-STR-HGN-100-DR-D-00302 and b) implement all the off-site highway works as defined in a). The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications

5.This scheme will require new Permanent Traffic Management Orders. The Council, as the highway authority will require an independent highway stage 1/2 road safety audit, and this will be secured with the applicant separately in a section 38/278 agreement. However, we suggest in the interest of highway safety, a section 38/278 (Highways Act 1980) is entered into by the applicant prior to construction taking place on site.

6.Prior to first use of any of the commercial/industrial units a Travel Plan Coordinator shall be appointed who will be responsible for promoting and managing the ongoing delivery of the travel plan in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020.

7. Within any lease issued for the occupation of the units details of the travel plan requirement in accordance with the approved Travel Plan Framework contained within The Transport Assessment by Steer dated November 2020 shall be made explicitly clear.

8. On the 2nd anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit a Travel Plan monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that the occupiers/tenants have aimed to engage and encourage active, inclusive, and carbon-free sustainable travel to and from the site.

The Travel Plan monitoring report will:

- Provide a breakdown of all occupiers/tenants and how they have aimed to mitigate and reduce impact from the proposed development on the transport network through their travel plans.
- Provide recommendations to how the applicant or successive owner in title (or their appointed managing agent) could help tenants and occupiers to continue and improve the engagement and encouragement of active, inclusive, and carbon-free sustainable travel to and from the site.

Employment and Skills

9. Six months prior to the commencement of works the applicant shall submit an Employment, Skills and Suppliers Plan ensuring that: minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for Barking and Dagenham residents and businesses.

10. Six months prior to the first use of the completed units for a commercial or industrial use, the applicant shall submit an end-user phase employment plan which will be prepared in accordance with the details below to demonstrate that best and reasonable endeavours will be undertaken to ensure that 50% of all end-user phase jobs within the approved scheme are provided to Barking and Dagenham residents.

The end-user phase employment plan will:

- Seek an expectation that end-user occupiers/companies commit to ensure that all vacancies are advertised through the council's job brokerage service and or local recruitment agencies, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
- Provide a skills forecast for the development and highlight any shortages to the council's job employment and skills team;
- Seek an expectation that end-user occupiers/companies commit to best-in-class employment standards including payment of the London Living Wage

11. On the 1st, 2nd, 3rd, 4th and 5th anniversary of the commencement of the first commercial or industrial use, the applicant or successive owner in title (or their appointed managing agent) shall submit an employment and skills monitoring report to demonstrate that best and reasonable endeavours have been undertaken to ensure that 50% of all end-user phase jobs within the approved scheme have been provided to Barking and Dagenham residents.

The employment and skills monitoring report will:

- Provide a breakdown of all employees identifying those (by number) who are residents of Barking and Dagenham
- A review of recruitment activities to promote opportunities to Barking and Dagenham residents in accordance with the methodology within the end-user phase employment plan.

Sustainability

12. The development shall achieve a minimum 77% 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 the remaining carbon emissions to net zero-carbon.

13. Air Quality off-setting contribution. A payment at the off-setting contribution rate of £29k per tonne of NOx over the benchmark (or the equivalent rate at the time of reassessment) will be applied if the scheme does not meet condition 26.