



LONDON BOROUGH OF BARKING & DAGENHAM PLANNING COMMITTEE

22nd March 2021

Application for Outline Planning Permission

Case Officer:	Nasser Farooq	Valid Date:	28/05/2020
Applicant:	London Borough of Barking and Dagenham	Expiry Date:	17/09/2020
Application Number:	20/01097/OUTALL	Ward:	River Ward
Address:	Barking Power Station Chequers Lane, Dagenham, Barking and Dagenham, RM9 6PF		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for an outline planning permission relating to the proposal below at Barking Power Station Chequers Lane, Dagenham, RM9 6PF

Proposal:

Outline application (with all matters reserved) for demolition of remaining existing buildings/structures and development of a consolidated wholesale market (including market spaces, logistics, distribution, food preparation areas, storage and ancillary uses) with associated circulation and service floorspace, parking and landscaping.

[This application is accompanied by an Environmental Statement]

The proposal would be “controlled” through the use of the Parameter Plans – these define, inter alia, where buildings, roads and open space may arrive on the site, the distribution of uses across the site and maximum heights and maximum footprints (length and width) of each development plot.

The matters reserved for later determination are:

Access - the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding highway network.

Layout - the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Scale - means the height, width and length of each building proposed within the development in relation to its surroundings.

Appearance - the aspects of the development which determine the visual impression the development makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture; and,

Landscaping - the treatment of land other than buildings for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated, including soft and hard landscaping, earthworks, public art and boundary treatment.

Accordingly, outline planning permission may be understood as 'permission in principle' with the detail being assessed through the five reserved matters and any conditions and s106 obligations attached to the permission, subject to the limitations within the parameter plans.

A concurrent application has also been submitted (reference 20/01094/FULL) for below and above ground works associated with decommissioning the former Barking Reach Power Station Site including below ground demolition; remediation of the site; decommissioning and demolition of the cooling water system comprising intake and outfall tunnels, associated pump station and outfall structure(s); decommissioning and demolition works associated with gas, fuel distillate and utility infrastructure. This application is due to be presented concurrently with this application at this planning committee.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with LBB Legal Services to grant Outline planning permission subject to any direction from the Mayor of London, the completion of a Section 106 legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) based on the Conditions listed at Appendix 6 of this report and the Heads of Terms identified at Appendix 7 of this report; and
3. delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth in consultation with LBB Legal Services to negotiate and secure the Section 106 legal agreement based on the Heads of Terms at Appendix 7 of this report.
4. agree that, if by 22nd September 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth has delegated authority to refuse outline planning permission or extend this timeframe to grant approval.
5. Delegate authority to the London Borough of Barking and Dagenham's Director of Inclusive Growth to provide a reasoned conclusion and other information required by Regulation 29 of the Town and Country Planning (Environmental Impact) Regulations 2017 and to inform the public and the Secretary of State as required by Regulation 30 of those regulations, based on the evaluation and reasons as set out in this report.

Conditions Summary:

General

1. [Reserved Matters to be Submitted.](#)
2. [Timing of Reserved Matters Submission](#)
3. [Timing of Reserved Matters Commencement](#)
4. [Approved Parameter Plans and documents](#)
5. [Phasing Plan](#)

Information required prior to demolition works.

6. [Dust Management Plan](#)

Information required within reserved matters.

7. [Compliance Design and Access Statement](#)
 8. [Details of all boundary treatment](#)
 9. [Hours of Operation for ancillary uses](#)
 10. [Circular Economy Statement](#)
 11. [Energy Statement and District Heating Network Connection](#)
 12. [BREEAM target](#)
 13. [Soft Landscaping/ tree provision/ biodiversity enhancement measures](#)
 14. [Arboricultural Method Statement](#)
 15. [Updated Inclusive Design Statement](#)
 16. [On-site Food School](#)
 17. [Fire Safety Statement](#)
 18. [Secure by Design Statement](#)
 19. [Air Quality Report demonstrating Air Quality Neutral](#)
 20. [Transport Assessment \(including parking provision\)](#)
 21. [Scheme of Highway Works](#)
 22. [Travel Plan](#)
 23. [Delivery and Servicing Plan](#)
 24. [Electric Vehicle Charging Points and Rapid Electric Vehicle Charging Points](#)
 25. [Cycle Parking](#)
 26. [Details of external lighting](#)
 27. [Dust Management Plan](#)
 28. [Wind Mitigation measures](#)
 29. [Ecological Management Plan](#)
- ### Prior to commencement of matters reserved by condition
30. [Sustainable Drainage System](#)
 31. [Construction Environmental Management Plan \(CEMP\)](#)

- [32. Construction Resource Management Plan](#)
- [33. Construction Logistics Plan](#)
- [34. Invasive Non-Native Species Management Plan \(INNS\)](#)
- [35. Construction Noise](#)
- [36. Archaeology](#)
- [37. Contamination](#)
- [38. Water Quality Monitoring Plan](#)
- [39. Bird Strike Risk Statement](#)
- [Prior to occupation of each phase](#)
- [40. Energy Statement](#)
- [41. BREEAM target](#)
- [42. Circular Economy Statement](#)
- [43. Operational Waste and Recycling Strategy](#)
- [44. Secure by Design accreditation](#)
- [45. Flood Warning and Evacuation Plan](#)
- [Compliance conditions](#)
- [46. Surface Water Drainage](#)
- [47. Piling, Deep Foundations and Boreholes](#)
- [48. Construction Working Hours](#)
- [49. Maximum Quantum of Floorspace](#)
- [50. Uses Ancillary to the wholesale markets.](#)
- [51. Noise from Uses and Plant and Structure Borne Noise Emissions](#)
- [52. Noise from Plant](#)
- [53. Site specific non-road mobile vehicles \(NRMM\)](#)
- [54. Flood Risk Assessment](#)
- [55. Foul Sewage and Utilities Assessment](#)
- [56. Explosive Ordnance Threat Assessment](#)
- [57. Asbestos and Contamination Removal](#)
- [58. Transport for London's Code of Practice for quieter deliveries](#)

S106 – Summary of Heads of Terms:

Administrative

1. Payment of the Council's professional and legal costs, whether or not the deed completes.
2. Payment of the Council's reasonable fees of £3,500.00 in monitoring (£500 per Head of Term Section – excluding Transport, Employment and Food Related obligations) and implementing the Section 106 and payable on completion of the deed.
3. Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS or Consumer Price index (as appropriate).

Energy and Sustainability

4. Carbon off-setting to ensure the development achieves zero-carbon standards.
Where it is clearly demonstrated that zero-carbon standard (based on net-zero regulated CO2 emissions) cannot be achieved on-site, any shortfall should be provided through a cash in lieu contribution (£95/ per tonne over a 30 year period as the rate in place at the time of the application's determination) to the borough's carbon offset fund, and/or off-site (provided that an alternative proposal is identified, and delivery is certain and agreement is reached by the Council of no appropriate alternative projects can be agreed).
5. The development to achieve Air Quality Neutral
Where the Air Quality Neutral benchmark cannot be met the Owner must propose on- or off-site additional mitigation measures or make a contribution to off-setting their emissions (£29,000 per tonne of NOx over the established benchmark figure and a marginal abatement cost of £45,510 per tonne of PM at the time of this discussion).
6. Future proof development in order to ensure it could connect to a District Heating Network
As part of Reserved Matters planning application, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development and each phase could connect to the DHN or future DHN, how the Energy Centre within the development will serve the needs of the development and could serve the wider DHN, and how energy demands will be met prior to connection to any DHN.
7. A financial contribution (£25,000.00) towards a wider study for Dagenham Dock de-centralised energy network potential

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

Waste

8. A financial contribution (£25,000.00) towards a waste audit
The Owner and Be First will agree the scope of the study through the steering group at the time of commission. The progress of the study will be reported to the Steering Group.

Transport

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

The works should include:

- Interventions highlighted on drawing ref.M000687-DR-000-008 Rev.F

- Signalisation of existing priority Choats Manor Way arm and Morrison Road on Southern Roundabout; this will be carried out if further modelling demonstrate such upgrade improves efficiency.

10. The Owner will enter into a S278 Agreement for carrying out improvements to the junctions at Choats Manor Way / Choats Road Roundabout and Choats Road / Chequers Lane Junction (the 'Local Junctions Highways Works')

The Local Junctions Highways Works are presented on drawing ref.M000687-DR-000-007 Rev.B at and drawing ref.M000687-DR-000-001 Rev.B.

[Chequers Lane works to be covered by planning condition and separate agreement with GLA Property. Approach to be agreed with GLA Property; including the need for a s278 agreement to connect the works on the public highway to the private road]

11. Cycle improvements works.

In conjunction with items 9 and 10, the Owner under a s278 Agreement will deliver dedicated cycle lanes from the Goresbrook Interchange along Choats Manor Way, Choats Road (east of Choats Manor Way only) and along Chequers Lane (covering the application site to Dagenham Dock C2C station).

The improvements will be supported by a Highway Works Specification including details of the estimated costs of the Local Junctions Highway Works. These will be secured to the value of a Highway Works Bond. The works should also detail measures adopted to ensure the safety of Cyclists given the prevalence of HGVs, having regard to the LCDS.

The implementation of this obligation may be dependent on the timescales to deliver items 9 and 10, however will be obligated to be completed prior to occupation of Development.

12. Implementation of Sustainable Transport Measures outlined in the Consolidated Transport Assessment

The Sustainable Transport Measures must be implemented from opening as outlined in section 6.4 of the Consolidated Transport Assessment

13. A financial contribution of £150,000.00 towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

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

14. The owner for agrees to pay £2.95m towards the enhancement of local bus services to serve the development.

15. Car Parking Management Plan

By the 3rd anniversary of occupation of the development, a revised car park management plan shall be submitted to and approved in writing by the local planning authority. The revised CPMP shall be accompanied with a report monitoring car usage to date and include details of how a minimum 20% reduction in car parking will be implemented by the 6th Anniversary of the development to achieve an overall minimum reduction of 30% of the original parking provision by the 10th anniversary.

The Owner, the Council and TfL will work together with the Travel Plan Coordinator to ensure reasonable endeavours are used towards achieving these targets, and to determine if the targets should be varied to reflect the operational requirements of the market. This work will take account of the progress of the modal shift study (i.e., strategic masterplan the Owner is contributing to, and the river/rail proposition being led and funded separately).

16. Site Wide Travel Plan

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

17. Parking and CCTV contribution

The Owner will make a financial contribution of £269,500.00 towards off-site parking restrictions and CCTV enforcement.

18. Travel Plan coordinator

The Owner will work with the Council to appoint a Travel Plan Coordinator for a term of 10 years. To be funded by the Owner.

Design

19. Public realm masterplan

The Owner will pay £100,000.00 towards the preparation of a Public Realm Masterplan for the Dagenham Dock Area.

20. Public realm improvement contribution

The Owner will pay a contribution of £750,000.00 towards improvements near and around Dagenham Dock C2C Station and Chequers Lane.

Employment, Training, Education and Supply Chain – General Provision

21. Local employment, training and supply chain plans

Plans must be submitted at least three months before the start of the construction phase and provide a named point of contact who is accountable for delivery and reporting of the obligations.

22. Local employment, training and supply chain Council's monitoring

The Owner will pay the Council a fixed sum of £1,500.00 for the monitoring of this S106 covenant.

23. Local employment, training and supply chain contribution

The Owner will pay a fixed contribution £1,052,500.00 to the Council to support the delivery of employment, training and supply chain commitments of this S106 legal agreement.

24. Local employment, training and supply chain monitoring

Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay compensation to LBBB if it is found that the shortfall in the delivery of any employment or training specified in the agreement can be attributed to the Owner having not used reasonable endeavours to follow the agreed processes.

Employment, Training and Supply Chain – Construction

25. Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction and remediation phases (where works have not begun before completion of the S106 agreement).

26. Training during Construction

During the remediation and construction phases (where works have not begun before completion of the S106 agreement), the Owner's dedicated Employment and Skills officer will work with the Councils Employment and Enterprise team to facilitate the following activities when procurement is commenced, through inclusion of requirements in tender documentation,

and during the procurement and contracting processes to embed good practice into the contract documentation:

- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks.
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services, provided there are no health and safety issues.

27. Supply Chain during Construction

The Owner will work in partnership with LBBB during the construction phase to undertake the following:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements.
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development.
- Use reasonable endeavours to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development.
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why).
- Participate in at least two events in each year of the construction stage to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

28. Employment – End User

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

- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

The City will work with the employment and training officer to agree processes to encourage traders to support the creation of job opportunities for local residents in order achieve the following objectives, where possible:

- Sui Generis floorspace: seek to ensure a minimum of 10% of the estimated total jobs (FTE) are filled by LBBB residents; and 80% of the net additional jobs generated (FTE) are filled by LBBB residents
- Ancillary retail use: seek to ensure a minimum of 25% of the estimated total jobs (FTE) are filled by LBBB residents.

- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

29. Training and Education – End User

Working with the employment and training officer, the Owner will aim to provide training events: subject to demand during the operational phase of the market (subject to ram:

- Outreach: 108 outreach sessions and 4,320 people engaged Apprenticeships: 50 apprenticeships completed and 2,000 individual training days, with at least half of the apprenticeships being given priority for local residents.
- Non-Local workers: 2,400 individual training days and 2,100 traders trained.
- Food Industry: 1,750 individual training days and 1,000 workers trained in the wider food industry.
- Food Based: 150 fee-paying activity sessions 2,100 people engaged (workers in related food industry, recreational courses etc., of which a minimum 30% are local residents.
- 5 training courses in Environmental Health, 75 individuals trained – Food hygiene on approval premises (students and refresher courses).

30. Supply Chain – End User

The Owner will work in partnership with LBBDD for the first 8 years of the operational phase to undertake the following:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements.
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development.
- Use reasonable endeavours to ensure companies based in LBBDD will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development.
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why).
- Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

Food School

31. Framework for Business Case

The Owner will contribute up to £75,000.00 to support the preparation of an agreed vision and development of a business case for the Food School Barking Town Centre and the Shadow Food School Programme.

32. Preparation of a Business Case

The Owner will contribute further funding of up to £175,000.00 to support the further establishment of the business case for the Food School Barking Town Centre and initiation of the shadow food school programme, including relevant partnerships and capital spending.

33. Delivery of the Food School

The Owner will contribute up to £750,000.00 (and any unspent balance from business plan monies) to deliver and support the operation of the Food School Barking Town Centre (such as to provide upgrade to facilities at the TSA site or an alternative site in Barking Town Centre as part of B&D College) and the continued delivery of the Shadow Food School Programme if required under the agreed vision and business case.

Payment is to be made once the private bill has received Royal Assent and the markets move is confirmed.

34. Preparation of Business Case

The Owner will contribute up to £75,000 to support the development of a business case for the construction and delivery of a Food Hub, complementary to the Food School Barking Town Centre, Food School Dagenham Dock and to the new wholesale market at Dagenham Dock. The business case must indicate a preferred option identified according to mutually agreed objectives which should also indicate a positive Net Present Value across the scheme within 20 years. Payment to be made upon signing of s106 agreement.

The City will provide up to £175,000 to support the construction and delivery of a Food Hub, such as the design feasibility and procurement of an operator for the food hub. This is subject to a viable business case according to mutually agreed objectives as well as indicating a positive Net Present Value across the scheme within 20 years. Payment to be made upon submission of the Private Bill or signing of the S106, whichever is the latter.

35. Delivery of Food Hub

The Owner will provide up to £1,500,000 to support the construction and/or delivery of a Food Hub, (complementary to the Food School Barking Town Centre, Food School Dagenham Dock and to the new wholesale market at Dagenham Dock). The Owner shall only be obligated to provide this contribution where a business case indicates a positive Net Present Value across the scheme within 20 years and it is agreed between both parties that it would be in their respective interest to invest in as per the mutually agreed objectives.

36. Food Activation Programme

The Owner will provide up to £1,000,000.00 towards the design and delivery of a Food Activation Programme, including the appointment of two coordinators working on education pathway and food economy (linking with existing and future wholesale market needs). The Food Activation Programme will draw upon activities developed at the Food School Dagenham Dock and the Food School Barking Town Centre.

Additional items

37. Provision of five small market stands will be provided for the use of LBBB SME's in the market halls (which halls to be agreed).

These will be reserved for take up in the first 6 months of opening and will be available rent free for a year for those in occupation and half rent for the following year.

38. Appoint an Employment Coordinator to start in post 3 months prior to construction phase through to end use occupation (minimum 5 years post first occupation).

Their role is to monitor all employment, skills and enterprise obligations. Working closely with the LBBB Employment and Skills team, they will ensure the local labour obligations were met,

and to ensure feedback is provided to local suppliers if they were unsuccessful in any tender bids.

39. Creation of a Steering group including an annual payment of £7,500 for a period of 10 years.

The steering group will meet on a quarterly basis, with the first meeting starting prior to construction of development to discuss and resolve performance issues, review planning obligations, and act as a forum for reporting the various monitoring matters in relation to the s106. The steering group will be required to on an annual basis present to members of the planning committee and ward members an update on the progress of the development.

Ultra-Low Emission

40. Implementation of a local ULEZ

The owner covenants to introduce an Ultra-Low Emissions Zone within the site in accordance with the most recent guidance set by Transport for London regardless of whether the existing ULEZ has been extended to the site.

OFFICER REPORT

Background Information:

The City of London Corporation (the Applicant), through statute established in the Victorian era, has the responsibility to provide and operate wholesale markets at Smithfield's (meat and poultry) located in the City of London, New Spitalfields (fruit, vegetables and flowers) located within the London Borough of Waltham Forest and Billingsgate (fish) within the London Borough of Tower Hamlets. These world-renowned markets are safeguarded by law to serve London and the country with fresh produce.

The Applicant has advised they have carried out a series of strategic studies to question and address issues affecting the trading environment of the existing wholesale markets. The studies identified that the current facilities and trading environments at the three markets are outdated and unsustainable. The condition and quality of the buildings are below what is expected of a modern wholesale food market. The Applicant has further advised that even with significant investment, the markets would still be operating in old buildings, some listed, that would be difficult to refurbish to sustainable standards.

The Applicant has advised the Court of Common Council ('CoCC'), the Applicant's decision-making body, approved the creation of a Markets Consolidation Programme ('MCP') in March 2018 authorising the programme to search for a site for a new consolidated wholesale market and to release the existing sites for alternative development.

The relocation of the existing markets requires a Private Act to be passed by Parliament. Private Bills are deposited in Parliament on or before 27 November each year and are scrutinised by the Examiners of Petitions for Private Bills before being formally presented before Parliament in the following January.

The Applicant has advised that the search for a suitable location to consolidate the existing markets was undertaken in 2018, and the following four sites were considered:

- Silvertown (London Borough of Newham)
- Fairlop (London Borough of Redbridge)
- Thames Enterprise Park (Thurrock)
- Dagenham Dock (London Borough of Barking and Dagenham)

A feasibility assessment was also undertaken on expanding New Spitalfields Market in Leyton (London Borough of Waltham Forest) to accommodate the other two wholesale markets.

Following a review of all the sites, the Applicant made the choice to proceed with development at the application site at Dagenham Dock. This was acquired by the City of London Corporation in December 2018.

Planning Constraints:

The site is within:

- The London Riverside Opportunity Area (LROA)
- The London Sustainable Industries Park (LSIP)
- A Strategic Industrial Location (SIL).
- Flood Zone 3.
- Barking and Dagenham's Joint Waste Development Plan (JWDPD)
- The site, as with the whole Borough, is within Air Quality Management Area.
- The site is within the London City Airport Safeguarding Zone.
- The site lies within an Archaeological Priority Area.

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

Neighbouring heritage assets include:

- circa 380m to the south is the Grade II listed Jetty Number 4 And Approach, formerly at Samuel Williams and Company, Dagenham Dock listing number: 1391706.
- 1.8km on the southern side of the River Thames within the London Borough of Bexley are the following listed buildings:
 - Grade I Listed Crossness Pumping Station listing number: 1064241
 - Grade II Listed Workshop Range to south west of main Engine House Crossness Pumping Station listing number: 1250557
 - Grade II Listed Workshop Range to south east of main Engine House Crossness Pumping Station listing number: 1064216

Site and Surroundings:

The Site is located in the south of London Borough of Barking and Dagenham ('LBBD'). The Site covers an area of approximately 16.7 hectares (ha), located between the A13 and the River Thames, within the LBBD. The Site is situated within an industrial area of Dagenham, dominated by warehouses and refining plants, and is bordered by Breach Lane to the north, Dagenham Breach (a lake and associated grassland/scrub) and an access road to a refinery on the east, Hanson Aggregate works and other refineries to the south, and Chequers Lane and industrial warehouses to the west.

On 20th April 2015, prior approval for demolition was granted by LBBD for an 'Application for prior notification of proposed demolition of Barking Power Station at Barking Power Station, Chequers Lane, Dagenham, Essex RM9 6PF' (Application Ref. 15/00314/PRIOR4).

The River Thames to the south is a Site of Importance to Nature Conservation (SINC). The area to the west of the Site comprises the 'Key Regeneration Area outside of Barking Town Centre'. To the north of the Site lies the East London Transit Route (ELT).

The Site is surrounded by a number of important employment related uses. On the south and south eastern perimeter of the site lie Hanson Aggregates – which specialise in the transport and sale of aggregates, asphalt, concrete and packed products, which come in from the River Thames via the Jetty to the south of the site. Further east is Ford which specialise in the motor industry.

To the west of the Site lies Hovis Ltd which operate the main south east regional distribution of bread and similar products.

Other industries in the vicinity include waste related uses and skip companies.

All these companies and the site, (with the exception of Ford) rely on the Goresbrook Interchange as the vehicular access point to the public highway.

To the north of the site is the Dagenham Dock C2C station, which provides rails services to London and the coast in Essex.

Further west lies the Barking Riverside development. The site is currently under construction for around 10,800 new homes and associated, complementary uses. The Barking Riverside Overground station is currently under construction within the development.

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Planning Assessment:

1. Principle of the Development:

- 1.1. The site is located in the London Riverside Opportunity Area and falls within a designated Strategic Industrial Location in Barking and Dagenham's Policies map. It also falls within the general area of the London Sustainable Industries Park (LSIP), which is identified in Barking and Dagenham's Joint Waste Development Plan (JWDPD) as an area that will deliver waste facilities between 2010-2021.

Loss of Power Station

- 1.2. The site as a power station was constructed between 1992 and 1995 and was capable of generating 1000 MW of electricity. Due to poor economic conditions, it ceased operating in 2014/2015 and decommissioning began in 2018.
- 1.3. On 1st April 2019, the Hazardous Substances Consent was revoked at the request of the operator of the Power Station (ref:18/01804/HAZ).
- 1.4. Furthermore, prior approval for the majority of the Power Station buildings was granted in 2015 and again in 2020 (planning references 15/00314/PRIOR4 and 20/00129/PRIOR4)
- 1.5. The London Riverside Opportunity Area Planning Framework (LROAPF) provides further detail on the re-development of this site. It states that the power station is no longer required for energy production and that the site could "*re-balance SIL release elsewhere and provide relocation space for existing industries in the area*".
- 1.6. In relation to the borough's development plan, the power station buildings and their use are not protected by planning policy. Therefore, taking all of the above into account officers are satisfied that the loss off the power station is considered acceptable.

Waste allocation

- 1.7. The application site also falls within the Joint Waste Development Plan Document (JWDPD) for the East London Waste Authorities of Barking and Dagenham, Havering, Redbridge and Newham. The purpose of the Joint Waste DPD which was adopted in 2012 is to set out a planning strategy to 2021 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal and commercial and industrial waste.
- 1.8. Whilst the sites fall within the JWDPD, the Council is currently reviewing its approach to its industrial land with a particular view on intensification and diversification of sites. The surrounding area contains several waste facilities and, as reported to members at Planning Committee on 10 December 2018 under application no: 18/01501/FUL, officers believe the capacity requirements of the JWDPD to have been surpassed by planning consents post-adoption of the SPD. As such, the Proposed Development would not result in the loss of a waste site or the loss of waste capacity and officers do not have a concern that the current proposal does not bring forward a waste use.

1.9. Lastly, the JWDPD is coming up to 10 years of adoption and as such, as part of the Local Plan process it will be updated. Therefore, a financial contribution towards a waste capacity audit of sites to help inform policy has been secured within the application. This is considered reasonable and will ensure the application site contributes, albeit financially, to the understanding and policy formulation of waste policies. This will aid the application site's circular economy as discussed later.

Proposed Use

1.10. The application is seeking approval for a 'Sui Generis' wholesale food market with ancillary uses. The proposed development is seeking approval for a maximum amount of Gross External Area floorspace (the 'Maximum GEA') of 237,946 sqm.

1.11. The application provides an indicative breakdown of this floor space as follows; however, it is important to note these are indicative and the final breakdown will be provided as part of the detailed reserved matters:

Uses (all sui generis)	Indicative quantum of floorspace (GEA; sq.m.)
Storage	47,016
Circulation	74,249
Service (mechanical and electrical)	1,401
Stairs and lift	13,374
Office	28,251
Staff and customer facilities	8,050
Market unit	28,474
Food and beverage	3,029
Education/restaurant	11,502
Waste facility (ancillary)	10,750
Energy centre (ancillary)	2,420
Vehicle maintenance unit (ancillary)	9,430
Total	237,946

1.12. The applicant is the City of London Corporation and the purpose of the application is to co-locate three of London's historic markets into a single site. The three markets are:

- Billingsgate - Fish market located within the London Borough of Tower Hamlets
- Smithfields -Meat & Poultry market located within the City of London and;
- New Spitalfields - Fruit, Vegetable and Flower market located within the London Borough of Waltham Forest.

Statutory duties and assessment against policy

1.13 In determining the application LBBD as local planning authority must have regard to the provisions of the development plan, so far as material to the application (Section 70

Town and Country Planning Act 1990). The development plan consists of the London Plan and the Local Plan. LBBD must determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004). Other material considerations include Supplementary Planning Guidance, Supplementary Planning Documents, the Council's Emerging Local Plan and the National Planning Policy Framework. Regard must also be had to the documents accompanying the application, the environmental information including the Environmental Statement, the further information, consultation responses and other representations and information (so far as relevant)

- 1.13. Paragraph 8 of the National Planning Policy Framework seeks to ensure sustainable development with three overarching objectives: Economic, Social and Environmental.
- 1.14. The newly adopted London Plan Policy GG2 'Making the best use of land' supports making the best use of land and prioritises the development of Opportunity Areas and brownfield land.
- 1.15. Policy E4 of the London Plan seeks to ensure a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions is provided and maintained. This includes Wholesale Markets. The policy further states *"Efficient wholesale market functions should be retained to meet London's requirements whilst enabling opportunities to consolidate composite wholesale markets to meet long-term wholesaling needs."*
- 1.16. London Plan Policy E5 'Strategic Industrial Locations (SIL)' Part A states that SILs *"should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy"*. London Plan Policy E7 'Industrial intensification, co-location and substitution' supports the intensification of land for industry, logistics and services.
- 1.17. In relation to Opportunity Areas London Plan Policy SD1 seeks to promote ongoing growth. This policy supports and sustains the growth of SILs by considering opportunities to intensify and make more efficient use of SIL - in accordance with London Plan Policies E4, E5 and E7, as identified above.
- 1.18. The LROAPF identifies the Dagenham Dock area (also known as the London Sustainable Industries Park ('LSIP')) as SIL Industrial Business Park.
- 1.19. Policy CM1 of the adopted Core Strategy seeks to ensure employment growth is focussed on the boroughs industrial locations including the Strategic Industrial Land at Dagenham Dock.
- 1.20. The Council's Emerging Local Plan is at regulation 19 stage. As such, this document carries considerable weight as 'the direction of travel' of the boroughs policies. Within this plan the application site falls within Sub-Area 3: Dagenham Dock, Beam Park and the Ford Stamping Plant. One of the priorities for Dagenham Dock within the emerging plan is to support the redevelopment of the currently vacant Barking Power Station for an appropriate use, potentially the relocation of the City's wholesale food markets. Strategic Policy SPP3 confirms that the Council will support the successful relocation and consolidation of the markets, and the expansion and intensification of employment floorspace across the area.

- 1.21. Draft Local Plan Policy SP1 'Delivering Growth' supports the delivery of distinct places and ensures that the Council will take a positive approach to development which reflects a presumption in favour of sustainable development. Draft Local Plan Policy DM6 'Utilising the borough's employment land more efficiently' sets out the LBBD's support for proposals which will deliver new employment floorspace.
- 1.22. The Proposed Development would comprehensively redevelop a brownfield site that has been underutilised for a number of years. This would accord with the NPPF and Policy GG2 of the London Plan. It will also intensify the use of the industrial land in accordance with Policy E7 of the London Plan and Strategic Policy SPP3 of the Emerging Local Plan.
- 1.23. The Proposed Development will deliver a substantial number and wide range of jobs (the economic/employment benefits are discussed further), through the decommissioning, remediation, demolition, construction phases of the new markets.
- 1.24. The use of the land for the Proposed Development also accords with the abovementioned London Plan policies and the emerging Local Plan. Furthermore, the Proposed Development could free up three centrally located sites within London to enable them to come forward for reuse and redevelopment. Therefore, the overall direct and indirect regenerative benefits arising from the proposal weigh substantially in favour of the proposal.
- 1.25. Lastly, a number of conditions are recommended to ensure the development is in accordance with the ES and what is considered acceptable. These include a restriction on the maximum quantum of floorspace to accord with the assessment undertaken in the ES.
- 1.26. A further condition restricting the size of retail and restaurant uses is considered necessary to ensure the proposal does not have an adverse impact on surrounding town centres and lastly for the same reason a condition on the hours of operation is considered necessary, ensuring the impact of the uses are as assessed.
- 1.27. As such, taking the above into account the proposed use of the former Barking Power Station site for consolidated markets is considered an appropriate employment generating use that is supported by the existing and emerging local plan and the above-mentioned London Plan policies. Therefore, the use is strongly supported in principle.

2. Employment

- 2.1. Policy E4 of the London Plan supports access to supply chains and local employment in industrial and related activities.
- 2.2. Strategic Policy SP5 of the Council's Emerging Local Plan seeks to ensure the Council delivers at least 20,000 new jobs and a wider employment base. The policy also seeks to ensure developments provide high-quality employment and training opportunities for local people, and procurement opportunities for local businesses, focusing on investment in physical improvement, but also in the long-term social infrastructure and education required for producing talented, entrepreneurial individuals locally.
- 2.3. Policy CC3 of the adopted Core Strategy, seeks to ensure community benefits through developer contributions.

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

Employment generation

- 2.8. The Applicant has carried out an analysis that suggests the Proposed Development would provide more than 3,100 jobs, comprising up to 2,275 working within the markets themselves (an uplift of 5% on the existing sites) and a further 957 created through new direct and indirect employment. The GLA have advised this would account for 11% of all the indicative jobs to be provided within the LROAPF, a significant contribution from one site that is strongly supported by GLA officers.
- 2.9. The application includes potential educational floorspace to support the delivery of a food school that could offer vocational food management and food production courses. This is complemented by a series of contributions aimed at supporting the development of food-related training and activities led in partnership with LBBB. This is considered a substantial benefit of the proposal and is strongly supported in line with London Plan Policy E11. A condition requiring full details of the On-site Food School is recommended on this permission.
- 2.10. In order to secure the full employment generated on site, and to ensure it is of benefit to local residents a number of planning obligations are considered necessary. These include:
 - A requirement on the Applicant to provide local employment, training and supply chain plans to be submitted at least three months before the start of the construction phase and provide a named employment coordinator (appointed by the Applicant) who is accountable for delivery and reporting of the obligations.
 - The plans will be required to provide a forecast of the estimated Full Time Employees (FTE) workforce and detail the projected spend with local suppliers and the number of jobs, apprenticeships, work placements and short courses that will be created over the lifetime of the development.
 - Plans are proposed to be monitored on a monthly basis for the first three months and quarterly thereafter.
- 2.11. Given the significant level of jobs to be created and promoted to LBBB residents, a financial contribution has been secured to support the Council in the delivery of employment and supply-side commitments within the s106 agreement.

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

Construction related obligations.

- 2.13. Obligations securing reasonable endeavours to ensure jobs created during demolition/remediation as well as construction phases are provided to LBBB residents are proposed to be secured within the s106 agreement (Where decommissioning/demolition works are carried out under concurrent application reference 20/01094/FULL, resulting jobs provided to LBBB residents will contribute to meeting the local employment targets under the s106 agreement). The reasonable endeavours requirements are detailed further within the s106 Heads of Terms.
- 2.14. Officers have also secured the provision of 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks.
- 2.15. In addition, an obligation requiring at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services, is considered necessary to raise awareness of the vacancies and the development coming forward.
- 2.16. In relation to the supply side during construction, officers have secured obligations requiring tender schedules to be submitted to the Council and aiming for at least 25% of the value of all goods and services to be sourced by the borough. The supply-side obligations also require two events each year of the construction stage to promote opportunities to local suppliers and build their capacity to ensure local suppliers are able to access opportunities arising from the development.

End User obligations

- 2.17. In order to meet the policy requirements listed above planning obligations are required to ensure the employment, skill and training benefits which are considered necessary are secured. These include the following (the full list is within the Heads of Terms):
- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
 - Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
 - Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.
- 2.18. There is also an obligation on the Applicant to work with the Council's Enterprise and Employment team to agree processes to encourage traders to support the creation of job opportunities for local residents in order to achieve the following objectives, where possible:
- Sui Generis uses/trading areas: seek to ensure a minimum of 10% of the estimated total jobs (FTE) are filled by LBBB residents; and 80% of the net additional jobs generated (FTE) are filled by LBBB residents.
 - Ancillary retail use: seek to ensure a minimum of 25% of the estimated total jobs (FTE) are filled by LBBB residents.

- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

Training and education

2.19. In relation to training, the Applicant has agreed (subject to demand) to provide substantial training courses/ workshops as detailed in the Heads of Terms. These training events will ensure the school provided on site seeks to provide relevant and complementary courses ensuring the local community have the sufficient skills and expertise to utilise future direct and indirect employment opportunities arising from the development.

Food School

2.20. In addition, there are existing education uses at the existing markets like The Seafood School, which is located at Billingsgate Fish Market and provides classroom-based courses and demonstrations in fish recognition, presentation, cooking and nutrition.

2.21. The re-location of these wholesale markets in accordance with Policies SD1, E8 and E11 of the London Plan represent an opportunity to maximise and secure wider regenerative benefits. The Applicant and the LBBD have had discussions on food education and the establishment of a new Food School at the site in Dagenham Dock as well as complementary activities and facilities linked to Barking Town Centre to maximise footfall and ensure the regenerative benefits of the education facilities and activities proposed at the Site are realised.

2.22. The indicative quantum of floorspace suggests 11,502sqm of Education/Restaurant floorspace.

2.23. In conjunction with the wider regenerative benefits the Applicant has agreed a financial contribution to support the preparation of an agreed vision and development of a business case for the Food School Barking Town Centre and the Shadow Food School Programme.

2.24. In addition, financial contributions are secured for the initiation of the Shadow Food School programme, including relevant partnerships and capital spending. The activities proposed under the Shadow Food School Programme may include:

- To establish and maintain an engagement programme with traders, food industry and livery companies, to shape the training offer at the Food School Dagenham Dock and the Food school Barking Town Centre.
- Delivery of training and engagement in the lead up to the opening of the education facilities in the Site and Barking Town Centre (E.g., taster courses, events, short term testing courses), with the view to help the build-up of the long-term education offers in the Site and the Barking Town Centre (e.g., scoping of courses and testing of options and business models for the two food facilities).
- Building links and fostering partnerships between industry with local schools/training providers, exploring the way to create strong training pathways at entry level and CPD

that meet the needs of the sector more broadly in view of the Food school Barking Town Centre. Signposting and providing training opportunities to market traders and the local food sector.

- Building the wider food curriculum across local schools. Activities such as audit of the 63 schools in the borough to enable and promote food the delivery of an effective food technology curriculum, professional development courses for school staffs and relevant curriculum support programmes; and
- Activities to raise awareness and interest in food (e.g., healthy eating), food careers and raise the profile and quality of the teaching of food technology in schools. Examples include industry led CPD, food technology conference, schools' community supermarket, industry site visits and talks in schools, 'Great B&D Bake Off' interschool competition, and relevant resource support and development.

2.25. In order to deliver and support a Food School at Barking Town Centre a financial contribution has been secured from the development. In addition, a further financial contribution has been secured to support the development of a business case for the construction and delivery of a Food Hub, and if feasible further contributions towards the construction of that facility.

Food Activation Programme

2.26. In addition to the above, the Applicant has agreed a substantial financial contribution towards the design and delivery of a Food Activation Programme, with the contribution to be used by the Council to appoint two coordinators working on education pathway and food economy (linking with existing and future wholesale market needs).

2.27. The Food Activation Programme will draw upon activities developed at the Food School Dagenham Dock and the Food School Barking Town Centre to:

- encourage an awareness of the food industry in the Borough both for residents, traders and the wider food industry this may include promotion materials, branding and website, and the organisation of physical events as appropriate; and
- start to attract complementary food users to locate in the Borough, facilitating interaction with landlords and developers.

Other employment related matters

2.28. Five small market stands will be provided for the use of LBBB SME's in the market halls (which halls to be agreed). These will be reserved for take up in the first 6 months of opening and will be available rent free for a year for those in occupation and half rent for the following year.

2.29. It will be expected that these units will then be recycled on commercial terms for use for other SMEs or retained by the existing tenant until the end of 5 years.

2.30. Through the s106 agreement, the Applicant has also agreed to appoint an Employment Coordinator to start in post 3 months prior to construction phase through to end use occupation (and for a minimum period of 5 years post first occupation). Their role is to monitor all employment, skills and enterprise obligations. Working closely with the LBBB Employment and Skills team, they will seek to ensure reasonable endeavours towards achieving the local labour obligations, and to ensure feedback is provided to local suppliers if they were unsuccessful in any tender bids.

Employment conclusions

- 2.31. The imposition of the above conditions and obligations have resulted from extensive discussions with officers from Be First, the London Borough of Barking and Dagenham and the applicant. In order to ensure the employment benefits of the Proposed Development are realised and have wider regenerative benefits, resulting in the Proposed Development becoming a significant employment generator within Barking and Dagenham.
- 2.32. The food related programmes and training will seek to ensure residents are aware and skilled to take up future employment at the site. This will ensure local residents are in employment but also have long term transport benefits in a shift from an existing workforce over London to potentially a more localised and sustainable employment.
- 2.33. Overall, the employment benefits secured by the application via conditions and s106 agreements are strongly supported by officers and in a balanced assessment of the impacts of the development, the employment benefits weigh strongly in favour of the proposal.

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

- 3.1. The NPPF, Policies D1, D4 and D6 of the London Plan expect all development to be of high-quality design. This is echoed at local level through Policy BP11 of the Local Plan and Policy SP4 of the Draft Local Plan.
- 3.2. Policy D3 of the newly adopted London Plan requires all development to make the best use of land through a design led approach which responds to the site's context and capacity for growth.
- 3.3. Policy D9 of the newly adopted London Plan explains that boroughs should determine the locations where tall buildings may be an appropriate form of development.
- 3.4. London Plan Policy D4 sets out how good design can be delivered, including maintaining good design quality. Specifically, it states that the design quality of development should be retained through to completion by ensuring maximum detail appropriate for the design stage, providing clarity within conditions and obligations on design quality, avoiding deferring the assessment of design quality to a condition or reserved matter and retaining the involvement of the original design team.
- 3.5. The proposal is in outline format supported by the Parameter Plans, an Illustrative Scheme and a detailed Design and Access Statement which incorporates technical principles and an Inclusive Access Statement.

Height, Scale and Massing

- 3.6. The Parameter Plans show the application site divided into different Development Zones. The largest zone is to accommodate the market building(s). This is centrally located within the site and the maximum height is 32m. Surrounding the largest zone is space apportioned to vehicles parking, deliveries, circulation and loading/unloading areas. These spaces are to have a maximum height of 7.5m. All of the largest zone and part of the vehicular zone is also designated to accommodate a distinct architectural design feature(s). The Parameter Plans allow a maximum height of any features up to 45m.
- 3.7. The remaining part of the site includes three locations for ancillary buildings, which are to have a maximum height of 12.5m.
- 3.8. Given the development is at outline stage, the full design consideration for the site will be the subject of future reserved matters.
- 3.9. Based on the Parameter Plans and as shown in the Illustrative Scheme, the Proposed Development will result in a prominent and noteworthy building(s) that would be consistent with the proposed use of the site as a large wholesale market.
- 3.10. The Applicant has sought to demonstrate the acceptability of the proposed scale and massing upon the wider surrounding area. The proposal is supported by a Townscape and Visual Impacts Assessment (TVIA) which forms part of the Environmental Statement. This document assessed the likely significant effects of the Proposed Development on the local townscape character and visual receptors. It has regard to a total of 20 townscape views within the immediate and wider vicinity of the site, locations of which were agreed as part of the scoping process.
- 3.11. The assessment considers each view on its townscape value and how susceptible the townscape and streetscape are to change. This has been used to determine the sensitivity of the view. This is combined with an understanding of the magnitude of impact (change) which is determined through various considerations.
- 3.12. Officers have considered the views assessed and the residual effect as a result of the development within the TVIA and consider the overall assessment and conclusions to be sound, in that the development will not have a significantly adverse impact on the surrounding townscape. Whilst cumulative developments have not been shown on the plans, officers are satisfied the resulting nature of the cumulative development within the area would not have a significant cumulative townscape and visual impact.
- 3.13. In relation to massing this will be dependent on the final design which will be considered at reserved matters stage.
- 3.14. To conclude the site is located within a designated Opportunity Area and is considered to be an important strategic site in delivering significant development and employment. Officers consider the scale of development to be proportionate to the area's role and function and would comply with the Council's policies in relation to tall buildings.

Access

- 3.15. The proposed Illustrative Scheme shows routes into the markets predominantly along Chequers Lane. Access to the site is a reserved matter. Notwithstanding this, officers are satisfied access along Chequers Lane would be appropriate.

- 3.16. Hovis, located on the western side of Chequers Lane, have requested an amendment to the Parameter Plan to avoid potential conflicts with the entrance to its site and the 'T' Junction with Choats Road. However, given the Proposed Development is at outline stage and 'Access' is a reserved matter, amendments to the plans are not considered necessary and can be resolved at Reserved Matters stage.
- 3.17. Notwithstanding this, there is potential for further development of the initial 'T' junction design brought forward by the Applicant. This includes a condition requiring specifications works to Chequers Lane, including the removal of the existing crossover at the 'T' junction.
- 3.18. As discussed further in the transport section, the above is complemented by a condition to ensure the length of Chequers Lane adjacent to the Site is brought up to adoptable standards (or such satisfactory highway measures as may be approved by the Local Planning Authority). This is considered necessary and will ensure the access point to the Proposed Development will be of appropriate quality.

Landscape

- 3.19. Landscaping will be the subject of reserved matters. The Illustrative Scheme shows soft landscaping throughout the site. The intention is to maximise the amount of soft landscaping within what is potentially a dense industrial development. The GLA have commented that this space is very limited and could be further expanded in order to create a better environment for visitors of the site, as well as supporting the overall environment targets for this development. Officers agree with this position and consider that full details are secured via condition, noting the intentions of the GLA have been taken into account in the revised Section 9 of the DAS submitted by the Applicant in September 2020.

Secure by Design

- 3.20. The Applicant has proposed a variety of safety and security measures to protect the markets within the design principles. These include a secure perimeter with controlled access and the use of smart systems such as automatic number plate recognition (ANPR), key fobs, security passes and parking cards.
- 3.21. The Applicant has in addition listed a variety of wayfinding measures, including some that could improve safety and security such as signage and external lighting.
- 3.22. As discussed further below, contributions towards public realm masterplan and enhancements have been secured from the Site to Dagenham Dock Station. Whilst the detailed masterplan will follow, the contribution towards the enhancements has the potential to improve the industrial feel that is currently experienced within the area.
- 3.23. Overall, it is considered that the development of the site will improve the perception of safety within the area due to the existing nature of the site as a closed off industrial site with limited activity to and from it. The increase of passive surveillance and public foot and cycle traffic, through and around the site, will significantly improve the security of the area.
- 3.24. The Applicant has engaged with the Metropolitan Police during the pre-application design process and agreed that the Proposed Development would be required to deliver a Secure by Design scheme, or alternatively achieve security standards to the satisfaction of the Metropolitan Police. This would be secured by condition.

Fire Safety

- 3.25. In accordance with Policy D12 'Fire safety' of the London Plan, the Applicant is required to prepare a fire statement. As this application is in outline, the fire statement is recommended to be secured by condition.
- 3.26. The GLA have advised the Applicant should provide a fire evacuation lift within each building core for the evacuation of wheelchair users and other less mobile occupants, and it is recommended this is also secured by condition.

Inclusive design

- 3.27. The application is accompanied by an Inclusive Design Statement. This reviews the impacts of the new market on people with protected characteristics, the strengths and weaknesses of the existing markets for people with protected characteristics and the opportunities and threats provided by the new market. The Applicant has also provided a commentary showing how the Applicant has sought to engage with user groups to address any issues raised by the new market.
- 3.28. The GLA within the stage 1 response have advised the site should provide facilities such as changing places toilets and prayer rooms at this stage, given the contribution that such facilities can make to meeting the needs of a variety of protected groups.
- 3.29. Officers will consider the detailed inclusive design as part of the reserved matters, with a view to ensuring the matters raised by the GLA are considered as part of the design, noting that the Applicant submitted a revised Section 9 of the DAS (dated September 2020) to reflect their commitment to give consideration to inclusive design principles.

Public Realm

- 3.30. The site has two main access points, the Goresbrook Interchange being the vehicular access point from the A13, and Dagenham Dock C2C station being the nearest rail connection. The existing condition and feel at Dagenham Dock C2C station leading to the application site consists of a poor-quality industrial environment. The application site is likely to generate an increased usage of the station and as discussed further within the transport section there are significant transport related impacts arising from the proposal.
- 3.31. Furthermore, there is a strong drive to encourage more sustainable modes of transport, therefore the surrounding public realm needs to be of a high-quality to be able to encourage this.
- 3.32. Therefore, it is considered necessary to improve the public realm around Dagenham Dock to deal with the increased footfall, but also to improve it to an acceptable level to encourage use of the C2C station.
- 3.33. Taking the above into consideration, a financial contribution towards a public realm masterplan at Dagenham Dock and a financial contribution towards enhancements arising from the masterplan have been secured as part of this application.
- 3.34. The Applicant has advised this contribution could secure CCTV beneath the A13 Over bridge, new pedestrian crossings on Chequers Lane, improvements to street lighting, new benches,

planting, new litter bins, improvements to pedestrian provision around the station, and upgrades to the footpaths around the station to the site.

- 3.35. Dependent on the outcome of the masterplan, the contribution could also be utilised towards an additional ticket gate at Dagenham Dock Station.
- 3.36. Whilst the final delivery of enhancements will be dependent on the masterplan, officers are satisfied the contribution is proportionate and will go some way to delivering the enhancements necessary to serve the development.
- 3.37. These financial contributions have been secured under s106 agreement and will ensure the proposed development and its immediate public realm are enhanced to deal with the increased patronage and promote sustainable modes of transport arising from the development.

Design Conclusion

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

4. Heritage/Archaeology Impact:

- 4.1. When considering whether to grant planning permission for development which affects a listed building or its setting, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Section 66 Planning (Listed Buildings and Conservation Areas) Act 1990. The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.2. Policy 7.8 of the London Plan, policy HC1 of the London Plan, Policies BP2 and CP2 of the Local Plan, Policy DM14 of the Draft Local Plan seek to conserve heritage assets and avoid harm.

Heritage

- 4.3. In relation to heritage, the nearest heritage asset is the Grade II listed Jetty Number 4 and Approach, formerly at Samuel Williams and Company. This is located approximately 350m to the south of the application site. The Proposed Development within the outline planning application is not envisaged to have any harm to significance or setting of the above heritage asset. detrimental impact on this or other heritage assets listed above. The impact of the demolition and preparatory works, including the decommissioning of the cooling water system comprising intake and outfall tunnels is considered within the associated full planning application ref.20/01094/FULL.

Archaeology

- 4.4. Development plan policies require measures to identify record, protect, and where appropriate present the site's archaeology. It is noted that the application site lies within an Archaeological Priority Area and as such has been referred to the Greater London Archaeological Advisory Service (GLAAS) for comment.
- 4.5. GLAAS have recommended a condition requiring further investigation. This is considered necessary and is recommended under condition on this application.
- 4.6. Overall, subject to conditions, the proposal would take suitable measures to ensure that any archaeological remains of significance would be adequately protected.

5. Sustainable Transport			
<i>Net gain/loss in car parking spaces</i>	Maximum 2112 spaces proposed	<i>PTAL Rating</i>	1b and 2
<i>Proposed number of cycle parking spaces:</i>	208 (subject to reserved matters)	<i>Closest Rail Station / Walking Distance</i>	Dagenham Dock C2C station around 200m from the northern boundary of the site
<i>Restricted Parking Zone:</i>	N/A	<i>Parking stress survey submitted?</i>	N/A

Introduction

- 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. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 5.2. Paragraph 103 of the NPPF states significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF at Paragraph 109 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.3. Lastly, Paragraph 110 of the NPPF requires developments to give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- 5.4. Policy T1 of the London Plan requires development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

- 5.5. Local Plan Policy BR10 sets out LBBD's commitment to reducing the need to travel and to encourage modal shift away from private car usage.
- 5.6. In terms of mitigating transport impacts, Policies T4 and T9 of the London Plan states mitigation could be either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions. Lastly, the policy inter-alia states that where no firm plans and funding exist for an increase in capacity, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure. This is supported by Policy DMT1 of the Draft Local Plan (Regulation 19 version) and Policy CC3 of the current local plan.

Site Context

- 5.7. The site is located off Chequers Lane which is a private road. The A13 Strategic Road Network (SRN) is located to the north and is approximately 1.5 kilometres from the site and is accessed via Chequers Lane, Choats Road and Choats Manor Way. There are four junctions along this part of the local network, and these are.
1. Goresbrook Interchange - Signalised intersection with the A13
 2. Choats Manor Way / Choats Road - Roundabout
 3. Choats Road / Hindman's Way - Priority "T" junction
 4. Choats Road / Chequers Lane - Priority "T" junction
- 5.8. Most of the two-way traffic generated on this network is from local business within Dagenham Dock and the London Sustainable Industries Park.
- 5.9. HGVs cannot cross between the western and eastern parts of Choats Road connecting with Renwick Road due to the bus gate restriction implemented to prevent HGV vehicles from using this road as a rat run when the A13 is congested.
- 5.10. There is adequate footway width on Chequers Lane and on the surrounding highway network for pedestrian trips, however, some are in poor condition and the industrial surrounding is not an enjoyable walking experience. There are no controlled pedestrian crossings on Choats Road, Choats Manor Way, and Chequers Lane.
- 5.11. Choats Manor Way, Choats Road and Chequers Lane have some on-road cycling lanes but the road markings indicating these routes are in poor condition, in places have worn and are faded.
- 5.12. The TfL WebCAT Planning Tool has been used to calculate the Public Transport Accessibility Level for the Site. The results show that the site has a PTAL of 1b and 2, indicating a poor public transport accessibility. No public transport serves the site between 12:30am to 5am, when much of the future site activity is planned to occur.
- 5.13. The site is approximately 500m south of Dagenham Dock railway station currently served by approximately four trains per hour with c2c services between London Fenchurch Street to Shoeburyness and Grays via Rainham. The station is accessed by a footbridge that also provides lift access to the platform and can be used by mobility impaired pedestrians and cyclists.
- 5.14. The applicant along with Transport for London and Be First/ London Borough of Barking and Dagenham commissioned Jacobs in early 2020 to develop a transport strategy for the London Riverside Opportunity Area (LROA) within Barking and Dagenham (referred to as "the study

area”). The study was undertaken with the aim of developing a 20-year transport action plan including proposals that can be delivered in the short-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years). The objectives of this study were to

- Support delivery of new housing and employment in the study area identified in the LBBB Local Plan and the London Plan.
- Support delivery of the relocation of the wholesale markets to Barking Reach, referred to as the Markets Consolidation Programme (MCP).
- Identify a solution to replace the A13 Lodge Avenue flyover, which is past its design life and overdue for replacement.

5.15. The study has informed the Consolidated Transport Assessment and is located within Appendix L of the document.

Trip Generation

5.16. These have been based on current travel patterns at each of the three existing markets. Interview surveys with existing markets users and parking surveys which used Automatic Number Plate Recognition (ANPR) data to monitor inbound and outbound vehicle movements have been undertaken to establish the profile of travel behaviour that reflects a typical day. It is considered this data is robust and gives an accurate representation of existing trip generation given it does not account for any measures that will enable the proposed new market to operate more efficiently than the existing markets.

5.17. The predicted mode share and user types is based on the same travel behaviour interview surveys carried out at the existing three markets. The different trip profiles and mode shares were derived for each user type and trip generation assumptions were made regarding trips by vehicle type across several days. These cover the four key types of user trips taking place at the existing markets: customers, traders, staff, and suppliers.

5.18. For the proposed education element trips, a bespoke first principles approach has been applied. The approach that has been taken is considered acceptable to ensure an accurate and robust assessment is provided.

5.19. Concerns have been raised during consultation that the Proposed Development fails to take into account seasonal fluctuations. This is noted however, this in itself is not considered unacceptable and it is considered reasonable for there to be some variances. Overall, officers feel there is scope through the monitoring of the s106 transport obligations and discussion via the Transport Steering Group that the mitigation and impacts of the Proposed Development can be appropriately reviewed.

5.20. Short-term on-site mitigation measures are proposed to be implemented from opening of the wholesale markets in 2025/2026 to reduce the impact of the Proposed Development. It is shown in the Consolidated Traffic Assessment (“CTA”) table 6.12 with short-term on-site mitigation measures that the total number of vehicle trips reduces by 1,817 vehicles to 8,950 vehicles per day. These measures are to be secured within the s106 agreement, with further monitoring to ensure the trips are within the expected range. Should the trips hit 90% of the predicted trips (over a two-week period and it is part of a trend in usage of vehicles over a month) the s106 agreement via a Steering Group will require (under reasonable endeavours) details of further mitigation.

5.21. The on-site short-term mitigation measures to be secured via the s106 agreement include the following:

- a. Wholesale Common Closure time - At present, Billingsgate market closes at 08:00, Smithfield closes at 08:30 and New Spitalfields closes at 09:00 as per their standard opening hours. This measure shifts the operational hours of the markets and aligns the closing time for wholesale trading for all three markets to 07:00 to reduce the impact on the road network morning peak. Retail trading operations in the markets shall cease at 09:00 on any given date.
- b. Vehicle scheduling - Vehicle scheduling refers to the allocation of time slots for supplier vehicles to adhere to when delivering goods to the site. Staggering supplier trips would be beneficial to the market operation across the day by allowing management of vehicle arrivals and reducing the concentration of those arriving and departing during peak times.
- c. Dwell time reductions - The applicant has advised the internal market layout would ensure supplier drop off points are localised and managed (to prevent multiple suppliers drop points as is the case in the existing markets). A Supplier would therefore unload at a single docking point, rather than partially unloading at one dock before moving onto another dock for further unloading. The aim is to reduce Suppliers' time on site meaning more Suppliers can leave the site earlier.
- d. Click and Collect - A 'click and collect' service will be made available for the co-located market to spread the number of customer collections across operational hours. This is separate from the vehicle scheduling measure outlined above as 'click and collect' would apply to Customers rather than Suppliers. The pre-packing of goods (that have been purchased remotely) for collection would also allow Customers to pick up their goods and leave in a short space of time. This would reduce customer dwell times on site and shift outbound customer trips to an earlier period and thereby reducing the impact on the morning peak.
- e. Consolidation (third party logistics) – The aim is to encourage Customers to choose to use an independent delivery service with goods consolidated into HGVs rather than making multiple trips to the markets in car/vans to collect goods themselves. Additionally, trader and supplier HGV trips would be consolidated into larger HGVs. This would reduce the number of daily trips overall, and the number of Trader, Supplier and Customer trips during the morning peak.

5.22. The Applicant has also demonstrated commitment to further reduce the amount of traffic generated by the Proposed Development by proposing long-term off-site measures with a wider strategic outlook to increase the use of alternative modes and capacity for the delivery of goods by rail and river freight.

5.23. To analyse the traffic impact of the additional trips generated and attracted by the Proposed Development on the local highway modelling has been undertaken at the three key junctions which will serve as the primary connection to the site. The A13 / A1306 Goresbrook Interchange, Choats Road / Choats Manor Way) Choats Road / Chequers Lane. The assessment scenarios are as follows:

- Baseline 2020
- Scenario 1: 2025 Without Development
- Scenario 2: 2025 With Development

- Scenario 3: 2031 Without Development
- Scenario 4: 2031 With Development

- 5.24. Microsimulation modelling (VISSIM) has also been undertaken to analyse current capacity that includes the local highway network and the Goresbrook Interchange as a complete network. The VISSIM model covers the AM peak periods 06:00-07:00, 07:00-08:00 and 08:00-09:00.
- 5.25. The Baseline 2020 results show a significantly greater journey time for the A13 in the westbound direction compared to the eastbound direction, which is free flowing, in all time periods assessed. Congestion on the A13 westbound carriageway is such that drivers try to bypass it by leaving and re-joining the A13 via the westbound off and on-slips.
- 5.26. The modelling also considered the 2025 and 2031 'With Development' and 'Without Development' scenarios to confirm the findings of the LROA study and Linsig modelling. The results for the 2020 Baseline and development scenarios are presented in Section 7.3 of the CTA. The results indicate that the likely trips generated by the development will increase journey times on the A13 westbound. The mitigation which has been secured ensures the traffic can be accommodated.
- 5.27. It should be noted that the Applicant is a member of a wider client group for a strategic transport study for the wider LROA, together with TfL and Be First. This study has been instigated as the first step towards improving strategic transport infrastructure in the area including public transport, active travel, and improvements to the highway capacity for the A13.
- 5.28. This LROA transport study (undertaken by Jacobs) identifies available solutions and infrastructure options to address existing road congestion in the area and enable more sustainable travel behaviour. It provides the strategic transport framework of options for the wider area and worst-case predictions for traffic generated including the co-located market.
- 5.29. The market relocation and the associated highways improvements are supported by the conclusions that have emerged from the study findings which conclude the replacement of the flyover and works at the Goresbrook Interchange are required to support the proposed development. The replacement of the Lodge Avenue flyover is to be funded by the DBFO contract managing the flyover with the applicant undertaking the necessary works at the Goresbrook Interchange.

Vehicle Parking

- 5.30. Policy T6 of the London Plan seeks to inter-alia restrict car parking, with developments designed to provide the minimum necessary parking ('car-lite'), and to ensure appropriate disabled persons parking for Blue Badge holders should be provided. Policy T6.2 states for B2 and B8 uses A degree of flexibility may also be applied to reflect different trip generating characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made. Policies SP8 and DMT2 of the draft Local plan supports this policy of the London Plan. Whilst Policy BR9 of the current local plan seeks to use the car parking standards set out in the London Plan as the maximum parking standards for new developments.

- 5.31. The proposed number of vehicle parking spaces is 2,112 for all users of the market and includes the requirements associated with the delivery of goods to and servicing at the market. This represents a welcome reduction from the initially proposed 3,060 spaces. The on-site vehicle parking numbers for operational, traders and customer parking must be considered both in terms of policy and what is needed for the successful operation of a wholesale market. In the wider context the standard opening hours and current poor availability of public transport during this time is also a factor to consider when reaching what should be an appropriate quantum of parking.
- 5.32. The Applicant has proposed vehicle parking which has been based on the specific trip generating characteristics of the which is allowed for in Policy T6.2 of the London Plan. Given the unique use requires transportation of bulky goods.
- 5.33. These procedures require the Applicant to demonstrate that the Site can provide appropriate accommodation for the existing market uses. Officers agree that adequate justification has been provided for the level of parking and have instead, in discussion with the Applicant, secured significant measures both in the short- and long-term to reduce parking and promote sustainable modes of transport.
- 5.34. Firstly, there is provision within the s106 agreement which requires a revised car park management plan (CPMP) to be submitted to and approved in writing by the local planning authority. The revised CPMP shall be accompanied with a report monitoring vehicle usage to date and include details to ensure reasonable endeavours are used to achieve a minimum 20% reduction in vehicle parking (down to 1,690 spaces) by the 6th Anniversary of the opening of the development and to achieve an overall 30% reduction (1,478 spaces) of the original parking provision by the 10th anniversary of the opening of the development. This is dependent on the operational characteristics of the market and the outcome of the multi-modal studies.
- 5.35. Given the markets are primarily to be used overnight, an additional obligation has been secured to ensure the parking is to be used solely in conjunction with the new market. A further obligation requires a charge for use of the car park to further discourage usage.
- 5.36. Lastly, in relation to parking, as discussed above the Applicant has proposed a number of mitigation measures within the CTA aimed at making the markets more efficient and thus reducing impacts on the highway network (as described above).
- 5.37. In total, the mitigation measures with the Consolidated Transport Assessment show a reduction of 1,817 vehicle trips per day. There is a concern following consultation that the mitigation measures are unreliable, and the traffic movements are underestimated within the application. Officers, having carefully considered the mitigation measures, consider the approach taken by the Applicant to be robust. It is also noted these obligations are to be monitored as part of the travel plan and by a dedicated steering group (discussed further within this report).
- 5.38. To ensure the parking does not exceed the maximum provision of 2,112 spaces, a restrictive condition is recommended to the planning permission capping the parking to the proposed figure.
- 5.39. To support better air quality, a condition is recommended to secure 15% of the proposed parking spaces to be active for electric charging in accordance with the London Plan and a further 5% of the total provision to be Rapid Charging points. The remaining parking spaces

will be future proofed to allow for additional electric charging points to be added as and when required through passive provision. Within the s106 agreement, it is proposed that the usage of electric vehicle charging is monitored further as the technology increases so the passive spaces can be converted as and when possible.

5.40. Given the extensive measures to discourage car parking, there is a concern related to overspill parking on the adopted highways. Therefore, a financial contribution towards off-site parking restrictions and CCTV enforcement has been secured in the s106 agreement.

Local Highway Mitigation

5.41. The CTA in relation to the wider strategic A13 highway network, incorporates the Package 1 measures recommended in the LROA study, which identifies improvements to the Goresbrook Interchange in the detailed modelling assessment and reflects the forecasted impact related to the development specifically.

5.42. The Applicant proposes to bring forward the LROA Goresbrook Interchange Package 1 measures to be implemented by 2025 to accommodate background traffic growth and the predicted traffic to and from the Proposed Development site.

5.43. Existing congestion west of the Goresbrook Interchange at the A13 / Renwick Road junction on the A13 westbound carriageway during the morning peak is such that drivers try to avoid it by leaving and re-joining the A13 via the westbound off and on-slips. Further sensitivity testing was undertaken by Applicant to unravel the impact of the rat running. It indicates that the existing congestion and resulting driver behaviour have an indirect and negative impact on the operation of the southern roundabout at Goresbrook Interchange during the AM peak. This driver behaviour results in delays and queuing on the priority arms of the southern roundabout Choats Manor Way and Morrison Road as vehicles attempting to emerge from these are opposed by this traffic which should otherwise stay on the A13.

5.44. The 'With Development' scenarios are based on an assumption that less A13 traffic will leave and re-join the westbound carriageway at Goresbrook Interchange as once proposed highway mitigation measures have been implemented drivers realise that this will not offer the same perceived journey time savings.

5.45. The 2020 Baseline highway modelling results and subsequent 2025 and 2031 base scenarios, indicate that, conditions on the A13 must be improved to relieve the congestion on the strategic network.

5.46. To mitigate the impact of the development on the local junctions a combination of conditions and s278 measures are secured (via a s106 agreement) to enhance the junctions. The measures at Goresbrook Interchange as part of the above package include the signalisation of existing priority Choats Manor Way on the Southern Roundabout of the Goresbrook Interchange, the provision of additional flare capacity on A13 Westbound off-slip lane approach nearside lane and no loss of cycle Lane, the removal of public art on both roundabouts and relocation signal-controlled pedestrian crossing to Choats Manor Way. The LROA study identified the replacement of the flyover at Lodge Avenue as being necessary to address congestion issues on the A13 by 2031, including to mitigate traffic generated by the development. However, officers are satisfied that an incremental approach to junction improvements at Goresbrook Interchange is reasonable, and that the Goresbrook Interchange and junction works secured by the S.106 Agreement are sufficient to provide the

additional capacity required for the proposed development, albeit with journey time increases on the A13 westbound associated with development and background traffic.

5.47. In relation to the local junctions the proposed works are to include the following

Works at Choats Manor Way / Choats Road Roundabout:

- Kerb re-alignment.
- Carriageway resurfacing.
- Road widening.
- The provision of additional street lighting.
- Traffic management during construction; and
- Footway works

Works at Choats Road / Chequers Lane Junction:

- Kerb re-alignment.
- Carriageway resurfacing.
- Road widening.
- The provision of additional street lighting.
- Traffic management during construction.
- Footway works; and
- Signalisation of the junction.

5.48. Given Chequers Lane is not an adopted highway the works to this junction and Chequers Lane are to be covered by a planning condition and separate agreement with GLA property who own the road. The works are to include the following matters:

- Traffic light signals at the junction of Chequers Lane and Choats Road.
- Upgrade of the length of Chequers Lane adjacent to such part of the Site as necessary to support the use of the Proposed Development to adoptable standard (or such other satisfactory highway measures as may be first approved by the local planning authority); and
- A cycle lane on the northern end of Chequers Lane connecting to Choats Road.
- Removal of the existing crossover at the junction of Chequers Lane and Choats Road.

5.49. Overall, in conclusion officers are satisfied the Proposed Development has carefully considered the transport related impacts from the proposal and brought forward mitigation measures to ensure the resulting impact on the highway is suitably addressed.

5.50. With the vehicle parking numbers, obligations and conditions recommended to this planning permission, officers are satisfied that the Proposed Development will not have an unacceptable impact on the highway network.

Cycle and Public Transport

5.51. London Plan Policy T2 seeks to promote Healthy Streets and in particular within Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Furthermore, Policy T3 of the London Plan seeks to ensure development proposals support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

- 5.52. In relation to cycling Policy T5 seeks to ensure development proposals help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy BR11 of the local plan seeks to improve conditions for cyclists and for pedestrians. This is carried through within DMT3 of the Draft Local Plan (Regulation 19). Policy DMT1 requires cycle routes to be segregated from road transport.
- 5.53. Policy BR10 of the local plan seeks to ensure sustainable Transport. This is carried through within Strategic Policy SP8, and Policy DMT1 of the draft Local Plan seek the development of local public transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.
- 5.54. Given the application is at outline stage, full details of the cycle parking will be conditioned at reserve matters stage to ensure it complies with the relevant standards.
- 5.55. In order to comply with the above-mentioned policies and promote sustainable modes of transport, the junction works including above are to include cycle infrastructure improvements from the Goresbrook Interchange to the application site along Choats Manor Way – Choats Road – Chequers Lane.

Local bus service

- 5.56. To support the development, the Applicant has within the CTA committed to the delivery of a shuttle bus service. The provision of a shuttle bus service is considered necessary to support the development and to ensure part of the existing and future workforce is able to reach the site in a sustainable way. During consultation on the application, TfL have suggested this need would be better served by an enhanced bus service. Officers agree with this approach as it has the potential to serve a wider catchment area as well as other developments within the area, allowing a greater move away from car usage.
- 5.57. It is also noted, the travel plan co-ordinator is obligated within the s106 agreement to engage with local businesses and should an improved bus service be forthcoming this could form part of the engagement. Furthermore, a local night bus service that serves the surrounding residential areas such as the Barking Riverside development could also help encourage a move to a more localised workforce.
- 5.58. To understand what an enhanced provision could be TfL have advised that the extension of operating hours on the EL2 and 145 services to provide a night service could help meet demand. TfL have advised that during this period, it is the quality of service that is necessary to give passengers confidence that they will not have to wait too long for a bus, rather than issues of bus capacity. Providing a good service frequency will support and encourage modal shift from private vehicles and also support local employment. TfL have also advised of the need to increase capacity in the morning peak to meet demand arising from the development.
- 5.59. Given the scale of the development, the need to promote sustainable modes of transport, and the advice provided by Transport for London a financial contribution has been secured within the s106 towards the enhancement of local bus provisions for a five-year period.

Travel Plan

- 5.60. Paragraph 111 of the NPPF requires developments to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. This is also the case with Policy T4 of the

London Plan, Policy BR10 of the local plan and policy DMT1 of the draft Local Plan (regulation 19 version).

- 5.61. A Framework Travel Plan (FTP) document in relation to the Proposed Development, has been provided with an initial framework that sets out of the key actions and objectives to support the development proposal. A condition is recommended to ensure a final travel plan is secured within the reserve matters application.
- 5.62. It is proposed that travel surveys will be carried out to assess the travel patterns of different user groups within the development. The results of these surveys will be used to assess the effectiveness of the FTP/CPMP and determine whether changes should be made year on year.
- 5.63. Active monitoring surveys will be undertaken twice a year and will be used to identify where further interventions may be required or areas that require further focus. It is proposed that these results will be presented to a Steering Group comprised of members of LBBB, BeFirst, TfL, the Applicant, and relevant stakeholders.
- 5.64. Given the scale of the development a Travel Plan Co-ordinator will be for a period of 10 years, funded by the Applicant from prior to construction of development. The travel plan officer will also be required to engage with local businesses on an annual basis to ensure wider benefits of sustainable modes of transport are realised across the London Sustainable Industries Park.

Construction Servicing and Deliveries

- 5.65. Policies T7 and SI15 of the newly adopted London Plan seek to development proposals facilitate sustainable freight movement by rail, waterways and road. Furthermore, Policy T7 supports the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations. Lastly, the policy also seeks to ensure development proposals facilitate safe, clean, and efficient deliveries and servicing, with a requirement on developments to provide Construction Logistics Plans and Delivery and Servicing Plans required.

Demolition and Construction

- 5.66. The application is accompanied with an outline construction environmental management plan. It is advised this will be updated by the appointed Principal Contractor(s) prior to the commencement of any site remediation and decommissioning (full planning application) or demolition and construction (pursuant to the outline planning application). Conditions are required to secure this. In addition, a condition on hours of operation is considered necessary, however the condition having regard to the sites industrial location allows slightly longer construction hours per day (starting at 7am and ending at 7pm on Monday to Friday and 7am to 1pm on Saturdays).
- 5.67. It is considered necessary to recommend a condition requiring a detailed document outlined method of mitigation for potential impacts to the highway and surrounding environment within a Construction Logistics Plan. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding highways or quality of the public realm and neighbouring amenity during the development phase.

Servicing and Delivery

- 5.68. The Applicant has advised deliveries and servicing will be supported through efficient logistical planning to manage on site activity, particularly in respect of arrival and dwell times for supplier vehicles, customer experience and buying practices. A condition has been recommended to ensure that a full detailed delivery and servicing plan has been provided prior to the commencement of the Proposed Development.
- 5.69. The Applicant has provided an outline operational Waste and Recycling Strategy. The strategy is set to focus on reusing waste materials and to incorporate the circular economy in the local area as well as utilising neighbouring waste facilities at the London Sustainable Industries Park (LSIP) which will shorten vehicular trips, and this is welcomed. A final strategy is recommended to be secured by condition.

River and Rail

- 5.70. The CTA confirms River and Rail is not suitably advanced at this stage and would require a pan London approach. Therefore, a financial contribution has been secured towards a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles. Should these measures be implemented in the future they could lead to a further reduction of trips on the A13 not just from the markets but from local businesses.

6. Agents of Change

- 6.1. The NPPF at Paragraph 182 seeks to ensure new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.
- 6.2. This is carried through Policies E7 and D13 of the London Plan and Policy DMD 1 of the new Local Plan (reg 19 version). London Plan Policy D13 requires applicants to take account of the Agent of Change principles and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. London Plan Policy D14 provides further detail on managing noise, such as separating noise sensitive uses from major noise sources and incorporating good acoustic design principles.

Noise

- 6.3. Given the location of the site within a predominantly industrial area and surrounded by major roads and railway lines, the noise and nuisance implications in the immediate vicinity of the site are not considered to raise any agent of change issues and a number of conditions are imposed to ensure this.
- 6.4. However, the Proposed Development will have wider implications as a result of traffic movements and servicing of the site. This is the matter most strongly raised during the consultation of the application from adjacent businesses such as Hovis, which is one of the largest employers within the Borough. The primary reason is the fact that all these businesses rely on the single road access point from the A13 through the Goresbrook Interchange.
- 6.5. Hovis have, for example, advised that currently should an accident occur on the A13 the roads become a standstill. This causes an issue in them not being able to deliver their bread, which due to its short shelf life is a major issue. Whilst the development cannot resolve any accidents on the A13, the impacts on the local junctions has been considered and will be mitigated

against. at the reserved matters stage, the Proposed Development is considered acceptable in this regard.

Transport

- 6.6. Hovis have also raised strong concerns over Chequers Lane being able to accommodate the development given it is an unadopted road. As this part of Chequers Lane is within the red line boundary of the application, the officers consider that a condition should be imposed to ensure any damage is repaired and that those parts of the road are brought up to adoptable standards (or such satisfactory highway measures as may be approved by the Local Planning Authority).
- 6.7. A further concern from Hovis is the proximity of their entrance to the Chequers Lane – Choats Road ‘T’ Junction as well as its design (see drawing ref.M000687-DR-000-007 rev. B). If the junction design is not effective it will result in Hovis vehicles being unable to enter and exit their site efficiently causing consequential impacts on the application and the markets ability to function. Having subsequently discussed the matters with Hovis during a site visit on 22 February 2021, officers are satisfied that an effective junction design can be developed, and Hovis’ concerns mitigated against. Junction improvements are secured in the s106 Agreement. In addition, officers also note the exact design will come at reserved matters stage and will be subject to detailed technical approval and transport considerations. Overall, officers are therefore satisfied this matter can be adequately dealt with at reserved matters stage. Through the implementation of a steering group (item 39 of the s106 heads of terms), officers will seek to ensure Hovis and other businesses are appropriately consulted on the changes to the ‘T’ junction.

Air Quality

- 6.8. Hanson and Hovis in their representations have raised concerns over dust impacts from the construction and end-user phases and the impact that would have on existing and future operations.
- 6.9. This matter is of particular significance to Hovis given the nature of their business which is the distribution of bread. The representations received from Hovis advise bread and other food are transported in re-usable open plastic bread baskets, with only the thin polymer bread bag with small ventilation holes between the actual loaf and the outside environment. Unacceptable levels of dust from the site could contaminate and pollute the bread, making it unsellable.
- 6.10. Hanson have raised the opposite issue with concerns that dust from their own site could have an adverse impact on the Proposed Development and in particular the nature of the produce the markets will hold. Officers are satisfied that subject to detail design at reserved matters stage this can be designed out, in particular through no external open storage of produce.
- 6.11. The Applicant’s assessment concludes that the impacts of demolition, construction and operational road traffic noise and plant noise are “not significant”, and that no mitigation is therefore required. However, in light of the representations received above and in addition to a Construction Environmental Management Plan, Construction Logistics Plan, Freight Logistics Plan, officers consider a specific Dust Management Plan should be required for submission prior to demolition/preparatory works start (unless works are carried out under the FPA) and at reserved matters stage. The submission at reserved matters stage will afford local businesses the opportunity to make further representations on this point.
- 6.12. Overall, officers are therefore satisfied the Proposed Development at this location is an appropriate land use within the SIL and subject to conditions and details required at reserved matters will not have an unduly detrimental impact on surrounding uses.

7. Waste Management and Refuse Collection

- 7.1. London Plan Policies D3 and SI7 and Policies CR3 and BR15 of the Local Plan outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the Draft Local Plan through Strategic Policy SP6 and Policy DM29.
- 7.2. The Applicant has submitted a Draft Circular Economy Statement applying the pre-consultation draft Circular Economy Guidance in advance of the policy being fully adopted. The Applicant has provided a rationale for demolishing, rather than retaining any existing buildings on site and has undertaken a pre-demolition audit and identified the components of the building that will be reclaimed for reuse on or off the site.
- 7.3. The Applicant has also summarised its key circular economy commitments, including committing to achieving the policy targets of construction and demolition waste 95% reuse/recycling/recovery and excavation waste 95% beneficial use. An outline operational waste and recycling management strategy has been provided that describes measures for ensuring adequate and easily accessible storage space for waste and recycling and a commitment is provided to exceeding the Mayor's 65% municipal waste recycling target. The strategy also contains an end-of-life strategy, which is supported.
- 7.4. A full circular economy statement is recommended to be secured by condition for submission at reserved matters stage.
- 7.5. The GLA have advised the development meets and, in some instances, exceeds the policy requirements on the circular economy in the London Plan Policies D3 and SI7, which is strongly supported.

8. Energy/Sustainability/ Water Efficiency

Energy

- 8.1. Policy GG5 'Growing a good economy' of the London Plan recognises and promotes the benefits of a transition to a low carbon circular economy to strengthen London's economic success.
- 8.2. Chapter 9 (Sustainable infrastructure) of the London Plan requires development to contribute to mitigation and adaptation to climate change. Specifically, Policy SI2 of the London Plan set out the energy hierarchy development should follow – '1. Be Lean; 2. Be Clean; 3. Be Green'. The policy also states: "*B Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy*" and "*C A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:*

1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified, and delivery is certain".

- 8.3. Policy SI 4 of the London Plan seeks to ensure development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. With a requirement on major development to demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.
- 8.4. These objectives and targets are also outlined in Policy DM24 of the emerging local plan (Reg 19 stage).
- 8.5. At 36%, the carbon dioxide savings marginally exceed the on-site target set of 35% set out within the London Plan for non-domestic uses.
- 8.6. Given the Proposed Development is at outline stage, a final energy strategy is to be secured via a condition for submission at reserved matters stage. This is also required to be accompanied by an overheating analysis. In addition, a s106 obligation has been secured to ensure the development achieves zero-carbon through on-site provision or off-site carbon offset projects, with the rest to be offset via a financial contribution.
- 8.7. As part of Reserved Matters planning application, the Applicant will also submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development and each phase could connect to the DHN or future DH.
- 8.8. In order to meet the policy requirements of Policy SI 3 of the London Plan which seeks to establish the future energy and infrastructure requirements arising from large-scale development proposals such as Opportunity Areas, Town Centres, other growth areas or clusters of significant new development. a financial contribution towards a wider study for Dagenham Dock de-centralised energy network potential has been secured.
- 8.9. Subject to the above, officers are satisfied the proposal will accord with the above-mentioned policies.

Sustainability

- 8.10. Paragraph 148 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to *"shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."*
- 8.11. Policy SI 2 'Minimising greenhouse gas emissions' states that major developments will need to be net-zero carbon, which means reducing carbon dioxide emissions from the construction and operation, with major applications including a detailed strategy to demonstrate how the zero-carbon target is to be met.
- 8.12. Development Policy BR1 'Environmental Building Standards' states that all developments are expected to meet high standards of sustainable design and construction, with a minimum BREEAM standard of 'Very Good'.

- 8.13. The application is accompanied by a Sustainability Statement which confirms the Proposed Development will target a BREEAM rating of 'Excellent' rating for an Industrial assessment. This has been tested with a pre-assessment to show a possible route to achieving an Excellent rating. The Sustainability Statement notes that any retail elements built to shell only would only be able to meet a BREEAM rating of Very Good.
- 8.14. A condition to ensure pre-assessment and final completion certificates demonstrating the above is recommended to the condition. Subject to this condition, the proposal conforms to the above-mentioned planning policies.

Water efficiency

- 8.15. London plan Policy SI5 Water infrastructure seeks to minimise the use of mains water, water supplies, and resources should be protected and conserved in a sustainable manner.
- 8.16. The sustainability statement proposes that the non-residential components of the development with the exception of any retail will target a minimum BREEAM rating of 'Excellent'. The BREEAM pre-assessments for these components show a greater than 40% reduction in water consumption and scores of 3 on water measures. This is in accordance with London Plan Policy SI5 and is strongly supported.

9. Air Quality:

- 9.1. Paragraph 170 states that: *"Planning policies and decisions should contribute to and enhance the natural and local environment by: ... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality ..."*
- 9.2. Good Growth Objective 3 of the London Plan seeks to inter alia improve London's air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution. Policy D3(9) seeks to ensure design helps prevent or mitigate the impacts of noise and poor air quality.
- 9.3. The 2014 update to the Mayor of London's Sustainable Design and Construction – SPG guides developers and local authorities on what measures can be included in their designs and operations to achieve sustainable development and the objectives set out in the London Plan. Section 4.3 of the SPG concerns air quality, and sets out the Mayor's Priorities:
- *"Developers are to design their scheme so that they are at least 'air quality neutral'.*
 - *Developments should be designed to minimise the generation of air pollution; · Developments should be designed to minimise and mitigate against increased exposure to poor air quality"*.
- 9.4. It is also noted developers and contractors should follow the guidance set out in the Control of Dust and Emissions during Construction and Demolition SPG when constructing their development. The Control of Dust and Emissions During Construction and Demolition SPG guides councils, developers, and consultants on the implementation of relevant policies

contained in the London Plan and the Mayor's Air Quality Strategy to reduce emissions of dust and nitrogen oxides (NOx) from demolition and construction activities in London.

- 9.5. On 29th January 2020, LBBD declared a Climate Emergency in recognition that Barking and Dagenham needs to reduce greenhouse gas and carbon emissions and help meet national targets for the UK to attain net zero carbon by 2050.
- 9.6. On 15th February 2021, LBBD adopted its Air Quality Action Plan (AQAP) outlining the action to be taken to improve Air Quality between 2020-2025. Around 8 of the 43 action points within the plan relate directly to planning and in particular the application site.
- 9.7. Policy DM26 of the draft Local Plan states major development must achieve or exceed the 'air quality neutral' benchmark for building emissions (in line with Policy SI1 of the New London Plan), by avoiding or, if avoidance is not possible, minimising and mitigating people's exposure to poor air quality, for example through design, technology, traffic management and urban greening. Furthermore, development located within the borough's designated Air Quality Focus Areas will be particularly closely scrutinised as to the approach to air quality and will be expected to help reduce air pollution in the area. Finally, the policy states, where proposals would not achieve the 'air quality neutral' benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the carbon offset fund, or agree sufficient alternative offsetting arrangements in the borough via planning obligations.
- 9.8. Within the Environmental Statement (and subsequent addendum), chapter 15 deals with Air Quality, in line with the methodology outlined within the EAI Scoping Report.
- 9.9. This has been reviewed by Environmental Health officers, who have requested the introduction of conditions should planning permission be granted. The GLA have also reviewed the report at Stage 1 and raised some concerns.
- 9.10. In addition, Temple employed on behalf of the Local planning authority have carried out a review of the ES and requested further information.
- 9.11. Lastly, Air Quality is a significant concern of Hovis, located opposite to the application site. Within their representations on the planning application, they have submitted a report prepared by Stantec which is effectively a third-party review of the Dust and Air Quality impacts arising from the development. The Hovis representation has also raised concerns over the Air Quality Impact and is broadly supportive of the mitigation measures outlined with in the ES. They have suggested matters to be secured under condition as well as amendments to the application.
- 9.12. Following comments on Air Quality, additional information was provided with the submission of an ES Addendum (Appendix 9-6: Air Quality Neutral Calculations prepared by AECOM in August 2020).
- 9.13. Following a re-consultation of this addendum, the GLA have provided an updated response confirming the Proposed Development no longer leads to any new exceedances of the air quality objectives at any sensitive receptor (residential property), in any of the 'With Development' scenarios. Furthermore, the GLA have advised the Proposed Development no longer leads to 'significant' impacts on existing air quality, i.e., increases in concentrations that are described as moderate to major (substantial) adverse. The GLA therefore conclude

that, the outline proposals can be described as air quality neutral, and the Proposed Development thus complies with London Plan Policy SI 1 (B) (2a).

9.14. Given the application is at outline stage, a number of conditions and planning obligations are needed to secure and ensure the Proposed Development is Air Quality neutral and that the impact on the neighbouring businesses is mitigated.

9.15. The conditions include:

- Compliance with site-specific non-road mobile vehicles to ensure low emissions.
- Submission of a Dust management plan.
- Submission of an Air Quality Report demonstrating Air Quality Neutral; and
- A condition requiring Electric Vehicle Charging Points

9.16. In addition to the above conditions a s106 obligation has been secured to require the development to propose on- or off-site additional mitigation measures or make a contribution to off-setting their emissions should Air Quality neutral not be met.

9.17. Lastly, the s106 agreement also required the development to implement an Ultra-Low Emission Zone within the application site. The existing ULEZ within central London is due to be extended to the A406 on 25th October 2021 however does not reach the application site. The s106 agreement will ensure the low emission zone is enforced on the site leading to a further improvement in air quality beyond the ES.

9.18. Subject to the imposition of the above conditions and planning obligations officers are satisfied the Proposed Development is capable of being Air Quality neutral with or without additional off-setting mitigation measures.

9.19. As such, the proposal is considered to comply with the above-mentioned policies and guidance, as well as the boroughs Air Quality Management Plan.

10. Impact upon amenity

10.1. NPPF Objective 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of noise pollution.

10.2. Policy D1 of the London Plan states that development design should deliver appropriate outlook, privacy and amenity. Policy D14 of the London Plan seeks to reduce, manage, and mitigate noise to improve health and quality of life.

10.3. Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings and goings and/or lighting during construction and occupation. This is supported by policies DM11, DM16 and DM25 of the Draft Local Plan.

- 10.4. The proposed development is an appropriate use with a SIL that is far from any residential property. As such, officers are satisfied the development is not envisaged to have a detrimental impact on the amenity of any residential property.
- 10.5. However, the proposal is within an industrial area and is of a scale that could affect the wider area. This is discussed further in the Agent of Change section of this report.
- 10.6. A number of conditions are recommended to ensure an acceptable impact within the vicinity these include:
- A condition restricting Construction Working Hours, bearing in mind the Site is located in an industrial area.
 - A condition limiting Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions
 - A condition limiting Noise from Plant.
- 10.7. In addition, a s106 obligation has been secured for junction improvement works at the Goresbrook Interchange, as well as a financial contribution toward parking enforcement within the vicinity to ensure vehicles are not parked within residential areas further afield.
- 10.8. Subject to the imposition of these conditions and obligations officers are satisfied the proposed development conforms to the above-mentioned policies.

11. Flood Risk Matters

- 11.1. Policy SI13 of the London Plan states development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DM28 of the emerging Local plan (Reg 18 stage).
- 11.2. Policy SI12 of the London Plan seeks to manage flood risk management requiring Development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 11.3. The application has been accompanied with a Flood Risk Assessment which has been reviewed by the Environmental Agency and considered acceptable. A condition requiring compliance with this assessment is recommended.
- 11.4. In relation to Sustainable draining, the Council's Lead Flood Officer has reviewed the proposal and is satisfied with the proposals at outline planning stage with the expectation further details will come at reserve matters stage once the design is known. A condition is recommended to secure this.
- 11.5. Following advice from the Environmental Agency a number of other conditions are recommended.
- 11.6. Overall, subject to conditions officers consider flooding and drainage matters to be acceptable and accord with the above-mentioned planning policies.

12. Aviation Safeguarding

- 12.1. Policy D9 of the London Plan seeks to ensure inter alia buildings, including their construction, should not interfere with aviation, navigation or telecommunication.
- 12.2. In order to ensure the above and taking on board advice from London City Airport a condition is recommended to ensure any bird striking aeroplanes is suitably mitigated.
- 12.3. As such, subject to the imposition of a condition, the proposal accords with the above-mentioned policy.

13. Biodiversity, Terrestrial and Marine Ecology

- 13.1. Policy G6 of the London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Local Plan echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP5 of the Draft Local Plan.
- 13.2. Parts of FPA Decommissioning include works within the River Thames, which is designated as part of the River Thames a Tidal Tributaries Site of Metropolitan Importance for Nature Conservation (SMINC), a non-statutory site designated on the basis of its nature conservation interest.
- 13.3. The application site is also located approximately 15m to the west of the Dagenham Breach and lower Beam River in Dagenham Site of Importance for Nature Conservation (SINC) Borough Grade I. The OPA Site currently predominantly consists of buildings, hardstanding and sparsely vegetated stony ground, with smaller areas of grassland, bare ground, spoil, scrub and scattered trees. Whilst habitats at the OPA Site are generally of relatively low ecological value, sparsely vegetated stony ground, grassland and spoil together comprise wasteland; a habitat associated with disused urban sites which is identified as being of value within the London Borough of Dagenham and Barking.
- 13.4. A range of measures have been incorporated as part of the EIA Project to avoid or reduce potential impacts. These include the following:
- Implementation of a CEMP that will include standard construction controls (e.g., minimising construction lighting; dust suppression; clearing vegetation outside of the nesting bird season).
 - Habitat creation, including potential biodiverse roofs, and soft landscaping aimed at enhancing connectivity with areas of habitat in the local wider area (e.g., Dagenham Breach);
 - Implementation of a sensitive operational lighting design at the OPA Site.
 - An Invasive Non-Native Species (INNS) management plan to prevent the spread of giant hogweed; and
 - Provision of black redstart and peregrine nest boxes to provide alternative nesting habitat.
- 13.5. Discussions have also taken place between the applicant and the Marine Management Organisation which was established by the Marine and Coastal Access Act 2009 (the "2009

Act”) to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas.

- 13.6. The Proposed Development assumes the delivery of 10% biodiversity net gain (BNG) based on an illustrative soft landscaping proposal. It demonstrates how the 10% BNG could be achieved within the parameters sought for approval. The calculation will be updated and refined when further details of the landscaping will be brought forward. The above measures have been secured by planning condition, along with an updated Arboricultural method statements to protect the trees to be retained on site.
- 13.7. Overall, the above matters are considered acceptable and officers are satisfied subject to conditions listed above the overall impacts on Biodiversity and Ecology will be suitably managed.

14. Environmental Impact Assessment

Environmental Impact Assessment EIA Regulations

- 14.1. The Proposed Development is considered an ‘EIA development’ as it falls within the description and thresholds in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations.
- 14.2. Regulation 3 of the EIA Regulations prohibits granting planning permission unless prior to doing so, the relevant planning authority has first taken the ‘environmental information’ into consideration and stated in their decision that they have done so.
- 14.3. The ‘environmental information’ comprises the applicant’s Environmental Statement, including any further information and any other information, and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.

EIA Scoping

- 14.4. An EIA Scoping Report was submitted on 9th October 2019, and a further addendum was submitted in December 2019 to seek a formal Scoping Opinion.
- 14.5. The EIA Scoping Report included a description of the proposed development and was accompanied by a location plan of the site and a list of the cumulative schemes to be assessed within the ES.
- 14.6. The Scoping Report was reviewed on behalf of the Council by Temple and a formal EIA Scoping Opinion was issued on 13th March 2020 and the ES was informed by this document.

Environmental Information

- 14.7. An Environmental Statement (ES) was submitted by the applicant with the outline planning application and associated Full Planning Application. The ES assessed the effects on the following environmental receptors (in the order they appear in the ES):

- Remediation, Decommissioning, Demolition and Construction.
- Terrestrial Ecology
- Marine Ecology
- Flood Risk and Drainage
- Surface Water Environment
- Ground Conditions and Hydrogeology
- Townscape and Visual
- Archaeology
- Traffic and Transport
- Noise and Vibration
- Air Quality
- Socioeconomics
- Climate Change
- Wind Microclimate

- 14.8. To ensure the reliability of the ES, the Council appointed independent EIA consultants, Temple, to review the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Where appropriate reference was made to other relevant documents submitted with the planning application.
- 14.9. Temple's initial review identified a number of clarifications and potential requests for 'further information' under Regulation 25 of the EIA Regulations. The Applicant was issued with a copy of Temple's Interim Review Report ("IRR"). The applicant responded to the IRR and a Final Review Report was prepared.
- 14.10. Following revision to the Transport and Air Quality chapters a final review report and ES Addendum Review was carried out by Temple. Lastly, the Project Team provided a response to this report on 3rd September 2020.
- 14.11. In addition to this, SLR Consulting on behalf of Hanson UK have provided a response to the outline planning application. The response considers in detail Air Quality and Transport matters, as well as dust and construction related matters.
- 14.12. Lastly, within Hovis's consultation responses include the following reports prepared by Stantec all dated 24th July 2020.:
- 1- Dust and Air Quality Impact Review
 - 2- Chequers Lane and Proposed Site Access Review
 - 3- Construction and Operational Vehicle Impact Review
- 14.13. Officers have considered the reviews and reports and are satisfied the ES has been appropriately reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations).
- 14.14. The 'environmental information', including all responses has been examined by the Council and has been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed development, which forms the basis of the assessment presented in this report.

14.15. Appropriate mitigation / monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations these include the compliance with the submitted Foul Sewage and Utilities Assessment.

15. Land contamination

15.1. Policy SD1 of the London Plan and policies CR1 and BR5 seek to mitigate any contamination risk arising from developments.

15.2. Subject to a condition regarding the verification report for remediation measures, the proposed land will be appropriately remediated for the Proposed Development in accordance with the above-mentioned policies.

16. Health and Safety

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

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

17. Local Finance Considerations

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

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

17.3. Based on the information provided, the total **estimated** CIL liability in this case, for the maximum parameter proposal would be: **£8,903,382.63**.

17.4. This is comprised of:

- CIL liability for Mayor of London £5,830,412.35
- CIL liability for London Borough of Barking and Dagenham of **£3,072,970.27**

18. Other Matters - Monitoring

18.1. Given the scale of the development proposed, a joint working group is recommended to be set up hereafter referred to as the 'Steering Group'. The purpose of the Steering Group will be to:

- act as a forum to discuss and resolve performance issues amongst the Parties and to ensure strategic consistency of the Development with other development initiatives within the London Borough of Barking and Dagenham and the London Riverside Opportunity Area.
- as soon as practicable following receipt from the City of London and in any event within 2 (TWO) months of receipt review any reports/studies related to Transport via River and Rail and to make recommendations to the City of London.
- as soon as practicable following receipt from City of London and in any event within 1 (one) month of receipt review the Annual Monitoring of employment obligations.
- as soon as practicable following receipt from the Council and in any event within 1 (month) calendar month of receipt, review the job description for any posts created to serve the development – Travel Plan Co-ordinator, Employment officers and make recommendations to the City of London.
- The owner will submit a report on sustainable transport measures to the steering group on how they will be implemented on Practical Completion of the development
- review of sustainable modes listed in obligation 12 & 15. The monitoring of these obligations will be based on the trips considered within the CTA. If the trips reach 90% of the CTA over a two-week period and it is part of a trend in usage of vehicles over a month, then the Owner will review the effectiveness of the sustainable transport measures and ensure reasonable endeavours have been used to fully implement them and bring forward options of further mitigation measures where reasonable. The Owner shall update the Steering Group on the measures taken, as necessary. The Steering Group will have the opportunity to review these measures and advise or suggest further mitigation if necessary.
- Other stakeholders including local businesses, the Port of London Authority will be invited as and when considered necessary in relation to any of the above-mentioned obligations.
- Allow businesses in Dagenham Dock to raise representation to the group. Where representations are made require the City of London to provide a response within 1(month).

18.2. There will also be a requirement to update Members briefing on an annual basis over progress of development.

18.3. Other stakeholders including local businesses and the Port of London Authority will be invited as and when considered necessary in relation to any of the above-mentioned obligations.

18.4. There will also be a requirement to update Members of the planning committee over progress of the development.

18.5. The creation of the steering group will ensure adequate recourses are available and committed on all parties to ensure the proposed development and its wider regenerative benefits are realised, whilst ensure the impacts of the development are suitably addressed.

19. Conclusion

- 19.1. The Proposed Development is considered acceptable in land use terms and when considered as a whole will be provided an appropriate land use within adopted Core Strategy SIL designation, as the part of the statutory Development Plan and accord with the London Plan, and emerging Local Plan.
- 19.2. Through construction and operational phases, the Proposed Development will bring substantial employment and regenerative benefits to the borough (including educational opportunities linking to the development aspirations of LBBDD for the Dagenham Dock area). These benefits are to be secured within the s106 agreement.
- 19.3. Further contributions have been secured in terms of wider placemaking, through master-planning, public realm enhancements and improvements to the local cycle network.
- 19.4. The proposal, subject to further details secured at reserved matters stage, will be well designed and officers are satisfied that the Proposed Development would deliver a high-quality, well-integrated, inclusive and sustainable place.
- 19.5. It is considered that the scheme will bring substantial vehicular traffic to the local network and along the A13. It is considered that these transport impacts of the Proposed Development have been thoroughly assessed by the Applicant in discussion with Planning and Highways officers, and with TfL and neighbouring businesses. The assessment indicates that the additional traffic will result in some increase in journey time westbound on the A13. Officers have also taken account of the conclusions of the LROA Transport Study undertaken by Jacobs. Officers are satisfied that the Proposed Development will not have an unacceptable impact on the highway network subject to S106 obligations, including works at the local junctions and at the Goresbrook Interchange, which will ensure impact on the local highway network is appropriately mitigated against and managed.
- 19.6. Officers are mindful that the proposed level of parking exceeds the standards specified in Local Plan Policy BR9 and London Plan Policy T6. However, Officers are satisfied that this level of parking provision can be justified due to the unique use and that appropriate measures have been secured to encourage a reduction in parking from the opening of the new market and over time, where possible. This is through a combination of on-site and off-site mitigation measures secured via condition and within the s106 agreement.
- 19.7. In relation to local businesses, there are strong and valid concerns over the scale of the development and the consequential impact on existing businesses. Through a combination of measures within the s106 agreement and via conditions, covering matters such as construction, dust, short- and long-term mitigation measures and junction improvement works, officers consider the impact to be suitably mitigated as far as possible at this stage.
- 19.8. Officers also consider that the submission of a Travel Plan and the appointment of a Travel Plan Coordinator to engage with local stakeholders throughout design development will enable consideration of wider sustainable travel benefits to be promoted across the site and in the wider area. In addition, with the Steering Group, there will be an avenue for local businesses to be able to be kept informed and involved in further detailed development, notably the design of the local junctions.
- 19.9. The Energy Strategy submitted as part of the Proposed Development demonstrates that the proposals would sufficiently reduce carbon dioxide emissions, with any off set to be secured through the s106 agreement.

- 19.10. With regard to the heritage impacts of the Proposed Development, the setting of Jetty No. 4 and Approach is preserved, and the Proposed Development causes no harm to its significance.
- 19.11. Officers have considered the reviews and reports and are satisfied the ES has been appropriately reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations) and all the environmental information taken into account.
- 19.12. Considered as a whole, the Proposed Development is considered to accord with the Development Plan. It is on this basis and on the basis of all other material considerations that the grant of outline planning permission is recommended.

Appendix 1: Development Plan Context

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:	
<i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i>	
<i>London Plan</i>	Policy GG1 - Building Strong and Inclusive Communities Policy GG2 - Making the Best Use of Land Policy GG3 - Creating a Healthy City 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 D9 – Tall Buildings Policy D11 - Safety, Security and Resilience to Emergency Policy D12 - Fire Safety Policy D14 - Noise Policy HC1- Heritage and Conservation Policy G1 - Green Infrastructure Policy G5 - Urban Greening Policy G6 - Biodiversity and Access to Nature Policy SI1 - Improving Air Quality Policy SI2 - Minimising Greenhouse Gas Emissions Policy SI3 - Energy Infrastructure Policy SI7 - Reducing Waste and Supporting the Circular Economy Policy SI8 - Waste Capacity and Net Waste Self-Sufficiency Policy SI12 - Flood Risk Management Policy SI13 - Sustainable Drainage Policy T1 - Strategic Approach to Transport Policy T2 - Healthy Streets Policy T3 - Transport Capacity, Connectivity and Safeguarding Policy T4 - Assessing and Mitigating Transport Impacts Policy T5 - Cycling Policy T6 - Car Parking
<i>Local Development Framework (LDF) Core Strategy (July 2010)</i>	Policy CM1 – General Principles for Development Policy CR1 – Climate Change and Environmental Management Policy CC3 – Achieving Community Benefits Through Developer Contributions Policy CP2 – Protecting and Promoting Our Historic Environment Policy CP3 – High Quality Built Environment
<i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i>	Policy BR1 – Environmental Building Standards Policy BR2 – Energy and On-Site Renewables Policy BR3 – Greening the Urban Environment Policy BR4 – Water Resource Management Policy BR5 – Contaminated Land Policy BR9 – Parking Policy BR10 – Sustainable Transport Policy BR11 – Walking and Cycling Policy BR13 – Noise Mitigation Policy BR14 – Air Quality Policy BR15 – Sustainable Waste Management Policy BC7 – Crime Prevention Policy BC8 – Mixed Use Development Policy BE4 – Managing the Evening Economy

	<p>Policy BP2 – Conservation Areas and Listed Buildings Policy BP3 – Archaeology Policy BP4 – Tall Buildings Policy BP11 – Urban Design</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Version) is at an “advanced” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and limited weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19, December 2020)</i></p>	<p>Policy SP1 - Delivering Growth Policy SP4 - Delivering High Quality Design in the Borough Policy SP5 - Enhancing our Natural Environment. Policy SP6 - Securing a Sustainable and Clean Borough Policy DM11 - Responding to Place Policy DM14 - Conserving and Enhancing Heritage Assets and Archaeology Policy DM19 - Urban Greening Policy DM20 - Nature Conservation and Biodiversity Policy DM24 - Energy, Heat and Carbon Emissions Policy DM26 - Improving Air Quality Policy CM27 – Land Contamination Policy DM28 - Managing Flood Risk, including Surface Water management Policy DM29 - Managing our Waste. Policy DM31 - Making Better Connected Neighbourhoods Policy DM32 - Cycle and Car Parking Policy DM33 - Deliveries, Servicing and Construction Policy DM36 - Development Contributions</p>
<p><i>Supplementary Planning Documents / Other</i></p>	<p>Shaping Neighbourhoods: Character and Context Supplementary Planning Guidance (GLA, June 2014)</p> <p>Accessible London – Achieving an Inclusive Environment Supplementary Planning Guidance (GLA, October 2014)</p> <p>Sustainable Design and Construction Supplementary Planning Guidance (GLA, April 2014)</p> <p>Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (10 February 2013)</p> <p>London Riverside Opportunity Area Planning Framework (OAPF) (2015)</p>

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report. In particular, interference with property rights including by impacts on neighbouring properties has been considered. It is the view of officers that insofar as such interference arises by the grant of planning permission, it is in the public interest and proportionate.

Equalities

In determining this planning application, Be First on behalf of the London Borough of Barking & Dagenham has had regard to its equality’s obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

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

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan

Appendix 2: Relevant Planning History

<i>Application Number:</i>	<i>15/00314/PRIOR4</i>	<i>Status:</i>	<i>Prior Approval Granted 20/04/2015</i>
<i>Description:</i>	<i>Application for prior notification of proposed demolition of Barking Power Station.</i>		
<i>Application Number:</i>	<i>19/01501/SCREEN</i>	<i>Status:</i>	<i>EIA Development</i>
<i>Description:</i>	<i>Screening Opinion: Proposed demolition of Barking Power Station consisting of the demolition of all buildings (excluding the cooling water shaft headhouse and structures associated with the cooling water intake/outtake tunnels, and the gas pipeline infrastructure) and redundant plant associated with the decommissioned Barking Reach Power Station to ground (slab) level.</i>		
<i>Application Number:</i>	<i>19/01331/PRIOR4</i>	<i>Status:</i>	<i>Prior Approval Granted 06/09/2019</i>
<i>Description</i>	<i>Application for prior notification of proposed demolition of: Pylons 1-9 from Barking Reach Power Station to Renwick Road Substation.</i>		
<i>Application Number:</i>	<i>20/00129/PRIOR4</i>	<i>Status:</i>	<i>Prior Approval Granted 25/02/2020</i>
<i>Description:</i>	<i>Application for prior notification of proposed demolition of Barking Reach Power Station including all structures (excluding the cooling water shaft head house and certain structures associated with the cooling water intake/outtake tunnels, and the gas pipeline infrastructure) and redundant plant associated with the decommissioned Barking Reach Power Station to the top of the lowest man-made slab level. Proposal includes the below ground marginal work regarding the culverts.</i>		
<i>Application Number:</i>	<i>19/01610/SCOPE</i>	<i>Status:</i>	<i>Scoping Opinion issues 01/03/2020</i>
<i>Description:</i>	<i>Outline application (with all matters reserved except access) for site remediation/demolition/enabling works, and development of a consolidated wholesale market and ancillary uses with associated services floorspace, car parking and landscaping.</i>		
<i>Application Number:</i>	<i>18/01804/HAZ</i>	<i>Status:</i>	<i>Revoked 01/04/2019</i>
<i>Description</i>	<i>Revocation of the Hazardous substances consent</i>		
<i>Application Number:</i>	<i>20/01094/FULL</i>	<i>Status:</i>	<i>Pending consideration</i>
<i>Description</i>	<i>Below and above ground works associated with decommissioning the former Barking Reach Power Station Site including below ground demolition; remediation of the site; decommissioning and demolition of the cooling water system comprising intake and outfall tunnels, associated pump station and outfall structure(s). decommissioning and demolition works associated with gas, fuel distillate and utility infrastructure</i>		

Appendix 3: Consultation Responses

The following consultations have been undertaken:

- LBBB Community Solutions
- LBBB Policy and Participation
- LBBB Employment and Skills
- LBBB District Heating / Energy
- LBBB CCTV, Community Safety and Public Protection
- LBBB Environmental Health
- LBBB Emergency Planning
- LBBB Refuse Services
- LBBB Car Club / Travel plan / CPZ / Parking
- LBBB Access Officer
- LBBB Environmental Health
- LBBB Lead Local Flood Authority
- LB Newham
- LB Bexley
- LB Havering
- Thurrock County Council
- Designing Out Crime
- Essex and Suffolk Water Company
- National Grid
- UK Power Networks
- London Fire Brigade
- Thames Water
- London Underground Infrastructure
- Greater London Authority
- Historic England Archaeology
- Port of London
- Historic England Buildings
- Transport for London
- London City Airport
- Natural England
- Environment Agency
- Be First Regeneration
- Highways England
- Be First Transport Development Management

Summary of Consultation responses:		
Consultee and date received.	Summary of Comments	Officer Comments
Environmental Health	<p>Responded on 18th June 2020 advising any planning permission should be subject to conditions relating to:</p> <ol style="list-style-type: none"> 1. Contaminated Land 2. Construction Management and Site Waste Management Plan 3. Acoustic Protection 4. Noise from Non-Residential Uses and Plant and Structure Borne Noise Emissions 5. Details of Any Commercial Kitchen Extract Ventilation System 6. Piling, Deep Foundations and Boreholes 7. Hours of Use of Non-Residential Uses and Delivery/Collection Hours 8. Air Quality and Air Quality Neutral Assessment 9. Emissions from Non-road mobile machinery (NRMM) 10. Light 	<p>Following the comments, a meeting took place with the applicant's team and a response provided by Aecom on behalf of the applicant. The agreed conditions arising from the meeting have been recommended to the planning permission with the exception of a financial contribution should Air Quality neutral not be met. This is a matter instead secured within the s106 agreement.</p>
Environment Agency	<p>Environmental Agency responded on 15th July confirming they have no objections to the application on flood risk grounds. The site is located within Flood Zone 3 and is protected to a very high standard by the Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event. EA latest flood modelling shows the site would be at risk if there was to be a breach in the defences or they were to be overtopped.</p> <p>They have recommended 7 conditions should planning permission be granted.</p>	<p>The requested conditions have been imposed.</p>
Greater London Authority	<p>Stage 1 received 13th July 2020.</p> <p>Principle of development is strongly supported. To ensure an exemplary standard of design the applicant should provide a design code or similar document that can be secured by condition.</p>	<p>The applicant is recommended for approval subject to conditions which have been suggested by the GLA.</p>

	<p>The inclusive design statement should be updated to provide more detail on measures to support those with protected characteristics. Further information on Air Quality is required. The proposed development raises strategic transport concerns with respect to its potential impact on the A13. The level of car parking is unacceptable and must be reduced. Further information on energy, water and urban greening is required.</p> <p>The GLA have also requested a number of conditions.</p> <p>25th September 2020 response received on Air Quality advising they are satisfied the development can be Air Quality Neutral and that conditions should be recommended to secure this.</p> <p>30TH September 2020 response received related to design advising that following amendments to Chapters 9 and 10 of the Design and access statement they are satisfied the relevant changes have been made.</p>	<p>Further discussions have taken place on Transport matters with Transport for London and these are discussed within the TfL response.</p>
London Underground Infrastructure	<p>Response received on 11/06/2020 advising London Underground Infrastructure Protection has no comment to make on this planning application</p>	<p>Noted</p>
Historic England (Archaeology)	<p>Response received on 26th June 2020 advising no objection subject to an Archaeological condition.</p>	<p>Requested condition imposed.</p>
Designing Out Crime Officer 03/06/2020	<p>03/06/2020 In order to promote a continuous level of security for a project, the security of the construction phase should be considered. Crime on building sites and construction sites often contribute to spikes in crime figures for the local area and place a burden on local blue light resources and the local community.</p> <p>08/09/2020 However recent consultations appear to have failed to engage with police at this pivotal stage and the lack of data focusing on security for the proposed site leave the police no other option other than not to support this application.</p>	<p>The applicants have since met with Designing Out Crime Officer. Officers are satisfied, given the proposal is at outline stage, this matter can be adequately dealt with at reserve matters stage and has been conditioned.</p>
Historic England (Building)	<p>Response received on 3RD June 2020, On the basis of the information available to date, we do not wish to offer any comments.</p>	<p>Noted.</p>
Natural England	<p>Response received on 15th June 2020 raising no objection</p>	<p>Noted.</p>

London City Airport	Response received on 22nd June 2020 advising no objection subject to a bird striking condition	The relevant condition has been recommended.
LBD Access officer	Response received on 23rd June providing comments on accessible parking and changing places facilities.	The proposal is at outline stage, this matter can be adequately dealt with at reserve matters stage and has been conditioned.
LBD Waste	Response received on 20 th July advising of general requirements for commercial waste.	The response has been passed to the applicant. Waste and Circular economy matters will be secured via condition.
London Fire Brigade	Response received on 1st July advising no fire hydrants are required and emergency fire vehicle access guidance provided.	Noted.
Port of London Authority	<p>Response received on 3rd July 2020 confirming the PLA is supportive of the overall scheme particularly with regard to the potential for the site to make use of the River Thames for the onward transportation of goods, specifically into Central London.</p> <p>The submitted Transport Statement (TS) includes a section on River Freight, stating that the City of London is investigating the opportunity for river freight into the site including the potential acquisition of a river jetty and adjacent land at the southern end of Hindmans Way to support river freight operations. The TS further states that establishment of suitable and viable alternative river operations will take time to establish and will unlikely to be fully in place upon the proposed occupation of the markets by 2025. The PLA considers that an appropriately worded condition must be added to ensure the potential for river freight is fully investigated and set out. The PLA must be able to review and comment on the addendum to the TS when this has been completed.</p> <p>It is noted that a detailed Construction Logistics Plan (CLP) will be produced by the applicant once a contractor has been appointed. It is essential that within the CLP</p>	<p>The response from the PLA has been considered and a financial contribution towards further studies on river and rail have been secured within the s106 agreement. In addition, the CLP/CEMP have also been secured via condition. The s106 also includes the creation of a steering group where it is envisaged the PLA could attend to further inform future freight by river use.</p>

	<p>there is full consideration of the use of the River Thames a part of the construction phase of the development through the supply chain. Further comments received on 25th September 2020 acknowledging the further information provided and the emphasis on the above conditions.</p>	
<p>Transport for London</p>	<p>Transport for London have been involved throughout the course of the pre-application and also during the application. The final comments received were on 19th February 2021 and further comments received afterwards including on 5th March. The response can be summarised as:</p> <ul style="list-style-type: none"> -A13 is already a heavily congested network - in this context the impact is inevitably disproportionately higher, the scheme adds 14% to the baseline traffic on the westbound on-slip at the Goresbrook Interchange in the period beginning 0600 (9% at 0700 and 3% at 0800). -The works proposed by the applicant at Goresbrook Interchange are necessary for reasonable levels of access to the market, providing capacity at that junction to accommodate its own traffic. They do not appear to provide any elements of mitigation as is required by Policy T4(E). - While the replacement flyover is funded by the A13 management contract, there is as yet limited funding for the other schemes and therefore no certainty over their delivery. In any case, these proposed schemes would not fully mitigate the impact of this scheme. -We are concerned about this impact, particularly in light of the need to address the significant cumulative transport impacts of this and other projected development within the emerging Local Plan and as envisaged at a strategic level in the new London Plan. We believe that these issues should be considered strategically with TfL and neighbouring boroughs on a sub-regional basis. -First, a contribution should be secured toward schemes on the A13 to better manage traffic, particularly to safeguard road safety at times of increased congestion, and to safeguard bus journey time on the approaches to Goresbrook Interchange and on the section of A13 on which they run (email of 5th March suggests a contribution of £4million) 	<p>Following a meeting held on 2nd March,</p> <p>TfL has agreed a financial contribution towards Hydrogen is not required.</p> <p>A contribution towards bus provision has been secured within the agreement.</p> <p>In relation to the A13 the applicant has demonstrated that the relatively small increase in traffic on the A13 compared to existing flows is within reasonable levels of impact. The Applicant is contributing to the mitigation set out within the strategic transport study of the LROA. This mitigation is considered by officers as proportionate to the level of impact on the A13.</p> <p>Officers feel the additional £4million contribution has not been</p>

	<p>-Second, limits on traffic entering and departing the site during key time periods.</p> <p>- TfL have recommended a number of conditions.</p> <p>- A financial contribution towards buses (£2.95m)</p> <p>- A financial contribution towards Hydrogen fuelling stations.</p> <p>- It is essential that any on-carriageway cycle lanes are segregated appropriately from other vehicle traffic. The most appropriate form of segregation is likely to be the use of “orca and wand” units, which carry a retro-reflective “wand” which will show up in the same way as a traffic cone, and the “orca” will provide tactile and audible feedback to any driver who goes over them.</p> <p>-To reduce the consequential impacts of vehicle movement on emissions and air quality, it is expected that the requirements of the London Plan in terms of electric vehicle charging will be met. Policy T6(G) requires that all operational parking includes electric vehicle charging provision including rapid charging. Since customer parking is in part justified on the basis that it is operational, we will expect charging facilities to be installed.</p> <p>- Highway works appear reasonable</p> <p>-We remain concerned that their arrival at the site and connections within it may be compromised by the heavy emphasis on vehicle movement. This matter should be addressed specifically at Reserved Matters stage.</p> <p>-TfL have also requested attendance on the Steering group and provided a list of items they wish to be covered within the group.</p>	<p>accompanied by adequate justification and the works proposed by the contribution are not covered within the LROA study which was jointly commissioned by Transport for London.</p> <p>Therefore, this is not considered necessary to make the development acceptable.</p> <p>Lastly, a number of TfL comments have been addressed via the imposition of conditions and/or s106 agreements.</p>
Network Rail	Response received on 06 th October 2020 advising of informatives should planning permission be granted.	The informatives have been passed to the applicant.
LBB Drainage	Response received on 3rd July 2020 confirming the officer is satisfied with the proposals and that the precise details will come forward at reserve matters stage.	The necessary conditions have been imposed.
Thames Water	Response received on 16th June 2020 advising Waste Thames Water do not have any	Noted.

	objection to the above planning application, based on the information provided.	
Transport Development Management	<p>Ongoing discussions and comments provided on several occasions. Final comments received on 10/02/2021.</p> <p>The comments can be summarised as:</p> <ul style="list-style-type: none"> - In support of an Outline Planning Application (OPA) 20/01097/OUTALL for the relocation of the City Markets an extensive, Transport Assessment (TA) with multiple traffic surveys completed during the busy periods before the Coronavirus outbreak was submitted in May 2020 and the subsequent TA Addendum (TAA) submitted in August 2020. At the request of the LPA a Consolidated Transport Assessment (CTA) has been prepared in addition to these documents. This CTA incorporates additional elements and comprises microsimulation traffic modelling VISSIM, more data analysis, interview surveys, the feedback from the consultation undertaken and results of the London Riverside Opportunity Area (LROA) Study outcomes, into a single document. The conclusions of the previous documents have been incorporated into this document and therefore CTA only needs to be considered at this stage for the purposes of the OPA. <p>To reduce traffic impacts short term and long-term mitigation measures are proposed. Short term measures consist of both on-site and off-site measures to be implemented from opening of the wholesale markets in 2025/2026. The long-term measures will be implemented off-site with a wider strategic outlook to increase the use of alternative modes and capacity for the delivery of goods by rail and river freight.</p> <p>It is shown in the CTA table 6.12 with on-site mitigation measures it's predicted the total number of vehicle trips reduces by 1,817 vehicles to 8,950 vehicles per day.</p> <ul style="list-style-type: none"> -Microsimulation modelling (VISSIM) has also been undertaken to analyse current capacity that includes the local highway network and the Goresbrook Interchange as a complete network. The VISSIM model covers the AM peak periods 06:00-07:00, 07:00-08:00 and 08:00-09:00. The 2020 baseline results show a significantly greater journey time for the A13 in the westbound direction compared to the eastbound direction, which is free flowing, in all time periods assessed. Congestion on the A13 westbound 	These comments have been taken into account and inform the conditions and obligations recommended to this permission.

carriageway is such that drivers try to bypass it by leaving and re-joining the A13 via the westbound off and on-slips.

-The CTA in relation to the wider strategic A13 highway network, incorporate the Package 1 measures recommended in the LROA study which identifies improvements to the Goresbrook Interchange in the detailed modelling assessment and reflects the forecasted impact related to the development specifically. The Applicant proposes to bring forward the LROA Goresbrook Interchange Package 1 measures to be implemented by 2025 to accommodate background traffic growth and the predicted traffic to and from the Proposed Development site.

-The baseline 2020 highway modelling results and subsequent 2025 and 2031 base scenarios, indicate that, conditions on the A13 must be improved to relieve the congestion on the strategic network.

-It is intended that there will be multiple points for vehicles to access via Chequers Lane, with separate access for HGVs, LGVs / vans, car, cyclists, and pedestrians. The ground floor illustrative plans show the north access is proposed for HGV access only while the remaining three accesses can be used for car, van, bicycle, and pedestrians.

-The applicant has reflected our earlier comments about the reduction from the proposal in the previous TA of 3060 parking spaces based on the three existing markets to this final proposed total of 2,112 vehicle parking spaces. - The commitment by the applicant to implement significant measures both in the short- and long-term and their objective approach to continue to reduce vehicle trips, and associated parking overtime the parking level is considered appropriate.

-20% should be ECVP and remaining passive, and 10% blue badge.

-This cycle parking provision will be in line with The Published London Plan (2020) cycle parking standards for B8 and D1 land providing a total of 126 long-stay and 82 short-stay cycle parking spaces across the uses.

-the comment outlines the mitigation measures agreed with the applicant

The proposal achieves the principal transport policy objectives and consequently it is our view policy compliant. The assumptions made in the assessment are considered robust and the

	<p>findings regarding the additional trips associated with the proposed consolidated markets have been subject to testing and modelling to show these can be accommodated on the network. It is believed the proposed measures address the traffic related impacts arising from the proposed development and that the transport networks supporting the development will continue to operate satisfactorily following the developments full occupation. Therefore, subject to the proposed mitigation measures being secured and 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.</p>	
<p>Urban Design Officer 29/07/2020</p>	<p>The Design and Access Statement is comprehensive, the scale, nature and parameters are acceptable and the basic design principles are sound. The future reserve matters are where the proposed detailed design principles/moves will require Urban Design input.</p>	<p>Noted.</p>
<p>Highways England</p>	<p>On 6th August 2020 a holding response was issued, followed by detailed on comment on 2nd September. Further responses were received on 30th September and 29th October raising a number of concerns on the A13 Junction with the M25.</p> <p>Following the CTA a final response was received on 21st February 2021 advising Highways England offer no objection On the basis that, with robust travel plan measures implemented, we are satisfied that the proposal will not materially affect the safety, reliability and/or operation of the Strategic Road Network (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109) on the Strategic Road Network, particularly M25 Junction 30</p>	<p>Noted.</p>

Neighbour Notification:	
Site Notices Erected:	11 th June 2020
Date of Press Advertisements:	11 th June 2020, 9 th September 2020, 20 th January 2021
Number of neighbouring properties consulted:	267 letters sent on three separate dates
Number of responses:	<p>7 Representations and one clarification.</p> <ul style="list-style-type: none"> • Hovis Limited in objection to the application • Hansons Aggregates in objection to the application • Dr Loannis Anagnostopoulos in objection to the application. • Ford Motor Company Ltd in support of the application • Lagmar in support of the application • Barking Riverside Ltd neutral to the application • DHL Ltd in objection to the application • Along with clarification from a local business.

2.1. The representations are discussed in more detail below.

Hovis

2.2. On 15/06/2020 a holding response was received raising the following initial concerns:

- Impact on local traffic highway
- Impact on Chequers Lane
- Impacts on dust levels during construction.

2.3. This was followed by detailed comments received on 30/07/2020. The detailed comments can be summarised as follows.

- Hovis have a head count of around 350 staff at the site, the majority of which drive to the site.
- They undertake circa 150 HGV deliveries with the peak time of midnight to 4am which coincides with a busy period of the existing markets.
- All of Hovis products are transported by road.
- The site has the sole access point from the Goresbrook Interchange.
- The site supplies all of London and the South East with products
- The nature of these products and need to supply in the morning means their delivery times cannot be altered.
- There is a concern Chequers Lane is in an inadequate condition to deal with the proposed development.
- The way Hovis products are packaged dust can contaminate them and render them unusable.

- 2.4. The representation is accompanied by detailed third party reviews of the application undertaken by Stantec:
1. Dust and Air Quality Impact Review, Stantec
 2. Chequers Lane and Proposed Site Access Review
 3. Construction and Operational Vehicle Impact Review
- 2.5. The letter summarises the position as Hovis requesting:
1. The following are secured by planning conditions/s106:
 - Detailed Construction Environmental Management Plan
 - Ultra-Site Considerate Constructors standards
 - Hours of construction work
 - Dust Management Plan and monitoring
 - Commitment to improve and adopt Chequers Lane.
 2. The following alterations are made:
 - Access Parameter Plan
 - Construction waste storage locations
 - CEMP construction access zones.
 3. The following further information is provided:
 - Air Quality ES Chapter Addendum
 - Transport Assessment Addendum, including proposed mitigation through infrastructure investment.
- 2.6. On 30th September 2020 a further response was received raising the following matters. It also advised that Hovis was in discussion with the applicant.
- Hovis are concerned that the planning application significantly under-estimates the number of traffic movements generated by the proposed development.
 - Hovis are concerned that the planning application does not put forward at least one appropriate design solution for Chequers Lane.
 - Hovis are concerned that the current condition of Chequers Lane is not adequate to support the proposals and that the unadopted status of the road could frustrate the delivery of the scheme.
- 2.7. On 22nd February 2021, Be First officers met with Hovis on site, where the concerns especially relating to the Chequers Lane junction with Choats Road was discussed. The main concern from Hovis is the proximity of the site's access to the junction and therefore the consequential impact if the junction works do not fully account for Hovis deliveries.
- 2.8. Following the meeting and in response to the Consolidated Transport Assessment, a further response was received from Hovis. The response includes an Appendix A – a Transport Review by Stantec. The response raises and re-iterates the following concerns:
- Hovis remain concerned that the planning application significantly under-estimates the number of traffic movements generated by the proposed development.
 - Hovis remain concerned that the mitigation measures proposed are not sufficient.
 - Hovis remain concerned regarding the Chequers Lane / Choats Road T-Junction layout

- Hovis are concerned that the Traffic Modelling has not undergone proper review.

DHL

2.9. DHL are also based at the Hovis site; they provided a response on 10th August 2020 raising the following three issues:

- Impact on local traffic highway
- Impact on Chequers Lane
- Impacts on Dust levels during construction.

Dr Loannis Anagnostopoulos

2.10. Object as this will generate tons of rubbish, more pollution from vehicles coming and going and will attract more rodents to an area that already has huge problems.

Lagmar (Barking) Ltd

2.11. Lagmar (Barking) Ltd responded in support of the application on 10th February 2021 advising they own the Vicarage Fields shopping centre within Barking Town Centre.

2.12. Lagmar advised they fully support the principle of the proposal and the investment and new jobs that it will generate and that it could act as a positive catalyst in the Borough for the growth of food-related business in the area, which forms a key strand of the BTC Regeneration Strategy.

2.13. They have requested a number of conditions to ensure ancillary uses remain ancillary to the markets in order to ensure they do not become of a scale that affects the town centre.

Ford Motor Company Ltd

2.14. Ford Motor Company Ltd submitted a response on 25th September 2020 confirming their support for the planning application, as it continues the ongoing redevelopment of Dagenham supporting the needs of the local community.

2.15. Further to this Ford advise it re-enforces Dagenham as a major multi-modal (Road/Rail/River) logistics hub, forming a significant gateway into London for industry and businesses along the Thames Estuary.

Hanson

2.16. On 07th July 2020, SLR Consulting Ltd objected to both planning applications. The main issues from the letter can be summarised as:

- Hanson have been operating from the site for almost 40 years, with night-time deliveries between 11pm and 7am.
- Hanson use the site for the sale and transport of aggregates with deliveries taking place from the River Thames and sales and deliveries made using the surrounding highway.
- Hanson object on the basis of the highway improvements not being known and therefore question whether the application has been submitted prematurely and therefore should be held in abeyance or withdrawn.
- Food markets are potentially sensitive receptors to dust and therefore there could be an 'agents of change' issue arising with concerns over dust modelling.
- Further information should be provided on Air Quality Neutral
- Noise chapter within the ES should also be updated.

- In relation to 20/01094/FULL decommissioning of the inlet shaft will require works to take place to Jetty 4 and no formal agreement is in place for this with Hanson
- BearingPoint Study into Freight should be submitted.
- Hanson request to be involved in post-planning to ensure works do not impact on Jetty.

2.17. On 2nd October, a further response from SLR Consulting Ltd on behalf of Hanson's was received. The main points from the letter can be summarised as:

- Pleased to see further information.
- Concerns remain.
- The Air Quality Assessment is not considered sufficiently robust to inform determination of the planning application.
- The application is considered premature.
- All mitigation should be brought forward in advance of the development.

2.18. A third response from SLR Consulting on behalf of Hanson's was received on 10th February 2021.

- The comments raised in the previous letters remain and are not superseded by this letter.
- The Consolidated Transport Assessment fails to consider seasonal fluctuations.
- If the traffic generation does not accord with the CTA/ Travel Plan, then robust and appropriate alternative measures should be identified and secured through the s106 agreement.

Barking Riverside Limited (BRL) 22/09/2020

2.19. BRL submitted a consultation response to the application summarised as:

- The application has come ahead of the conclusion of that work and indeed, the Local Plan, any adoption of the London Plan and any review of the OAPF.
- We would suggest that a key issue in the consideration of the application is how the development will impact upon the A13 and the local network, the identification, delivery and funding of any interventions that are necessary.
- The study area of the Transport Assessment and Addendum for the London Markets application is small and clearly there would be wider impacts which have not been picked up in the submission documents, but which we would hope are included in the Jacobs study. There is therefore a need to identify the impacts of the Markets application on the wider area so that proportionate contributions towards improvements can be identified and secured.
- The Transport Assessment and Addendum identify that background traffic and the Market in combination will result in congestion on the highway network. This highlights the importance of developing a joint solution to resolving traffic issues now, and to avoid BRL having to provide further mitigation to meet any additional capacity when bringing forward subsequent land parcels, after the Market application has been approved.
- In addition to the above, the City Markets proposal gives rise to wider opportunities to support and contribute to the ongoing regeneration of London Riverside.
- BRL look forward to working with the Council, TfL and other stakeholders in continuing to deliver the beneficial regeneration of London Riverside.

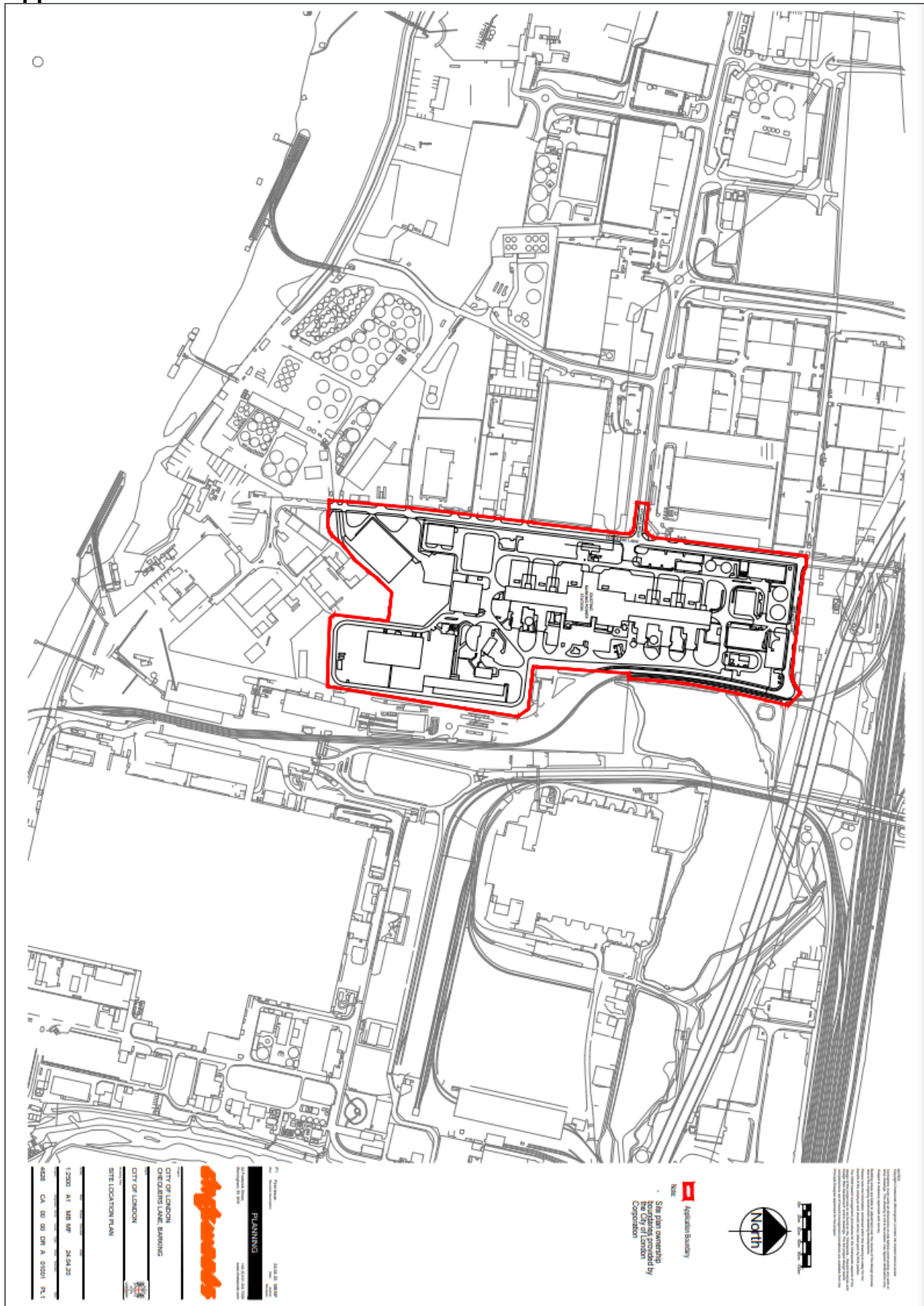
Monolith UK Ltd

2.20. Monolith UK Ltd based opposite the application site emailed on 8th February requested further details of the application. A link to the website was provided and no further comments on the application have been received.

Officer Summary:

Officers have had full regard to all the representations made on this outline planning application and are satisfied the impacts of the proposal has been fully considered in the decision-making process. The material planning considerations are addressed within the planning assessment.

Appendix 4: Site Plan



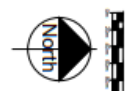
31.02.20 10:00 AM
PLANNING
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 020 7547 6000

CITY OF LONDON
 CHIEF EXECUTIVE OFFICER

CITY OF LONDON
 CHIEF EXECUTIVE OFFICER

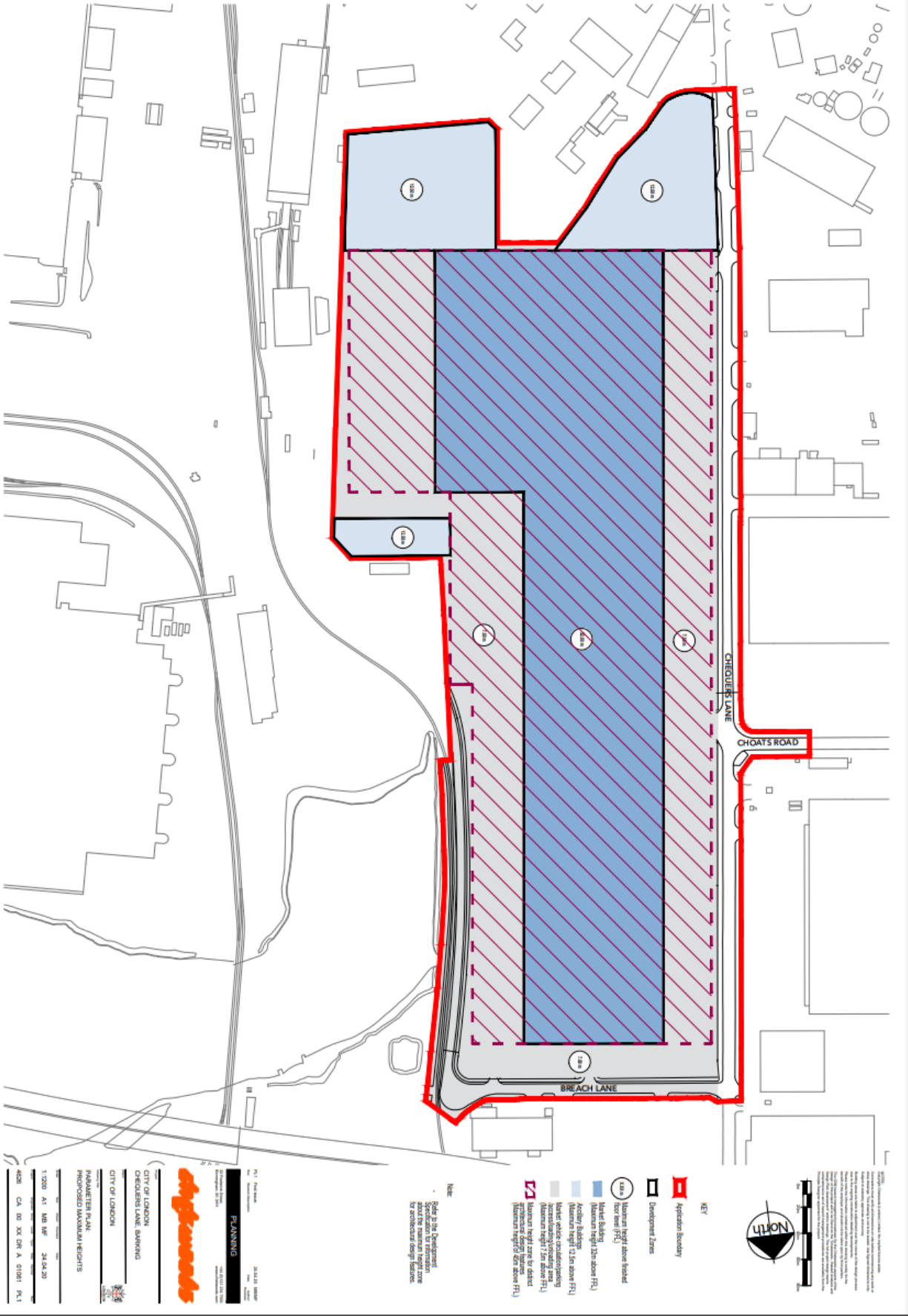
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 4025 CA 00 001 A 01001 FL1

Site plan ownership
 for City of London
 Corporation



This site plan is a technical drawing and should not be used for any other purpose without the express written consent of the City of London Corporation. It is the responsibility of the user to ensure that the information is accurate and up to date. The City of London Corporation is not responsible for any errors or omissions in this site plan.

Appendix 5: Proposed Parameter Plans



1. This plan shows the proposed demolition of the existing building and the proposed new building. The demolition of the existing building is shown in yellow and the proposed new building is shown in green. The demolition of the existing building is shown in yellow and the proposed new building is shown in green.



KEY
 Application Boundary

Demolition of buildings and equipment to be covered by the approved new structure for demolition (PND) or other structure

Show (below and above ground) works associated with the former building (shown in yellow)

Power Station Site holding demolition, ground and processing of debris, construction of new structure and associated works

Demolition of buildings to be covered by the PND and the applicant

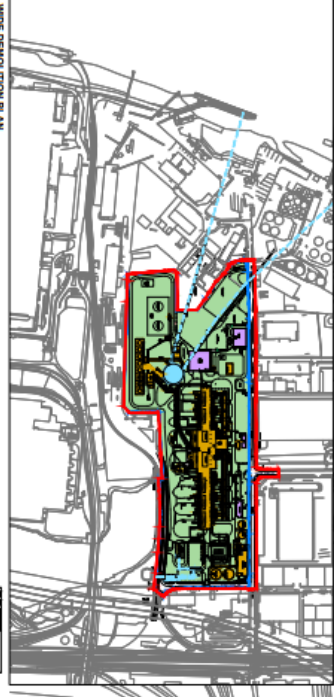
Note:
 For further information, refer to the Developer's Statement.

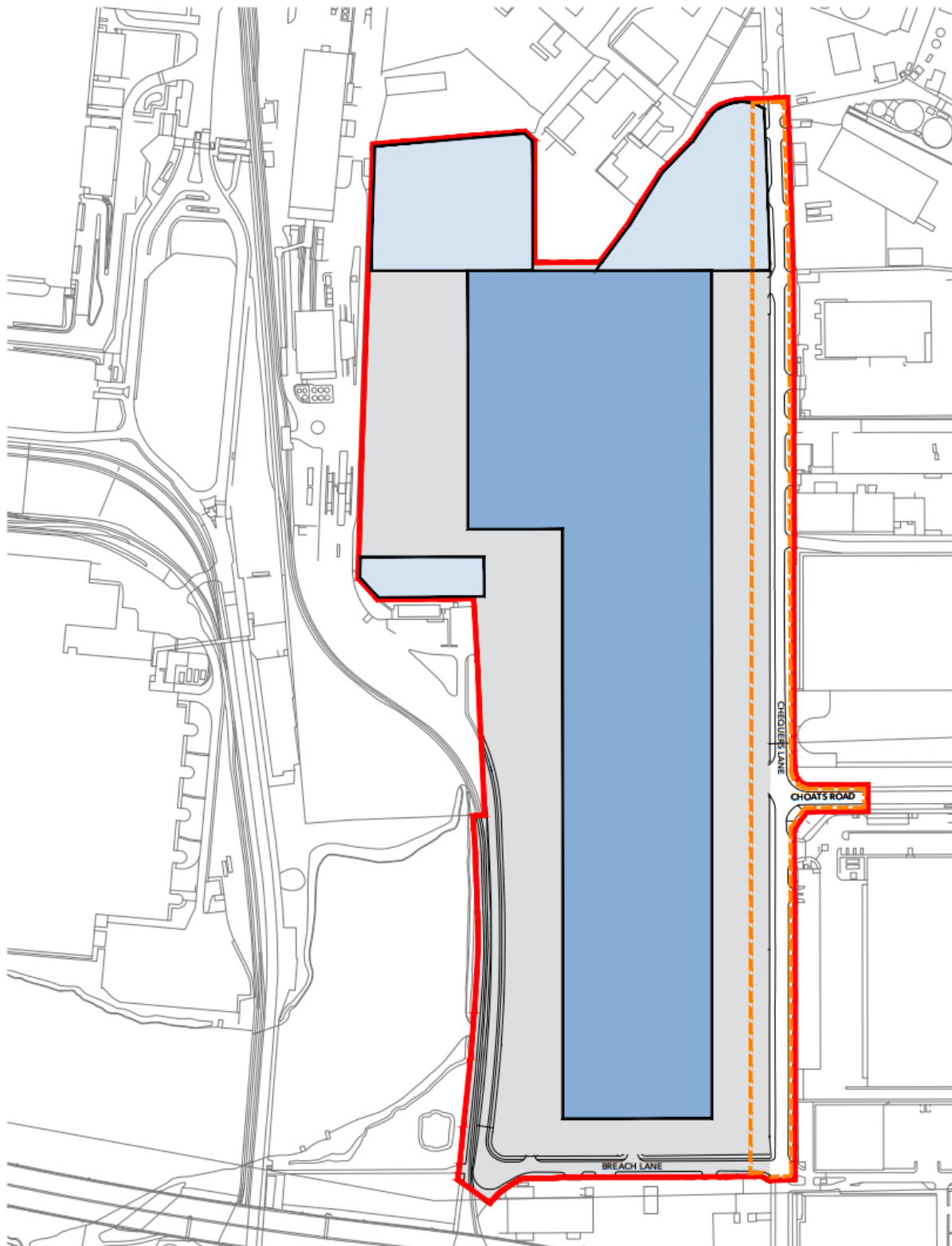
1:1 Scale
 20/11/2018
 PLANNING

cityworks
 CITY OF LONDON
 CHORLEY LANE, BARKING
 CITY OF LONDON

DEMOLITION PLAN
 4628 CA 01 00 DW A 01011 P/1

24/04/20
 4628 CA 01 00 DW A 01011 P/1





1:1000 AT MB WP 24.04.20
 4028 CA 00 00 DN A 51032 PL1



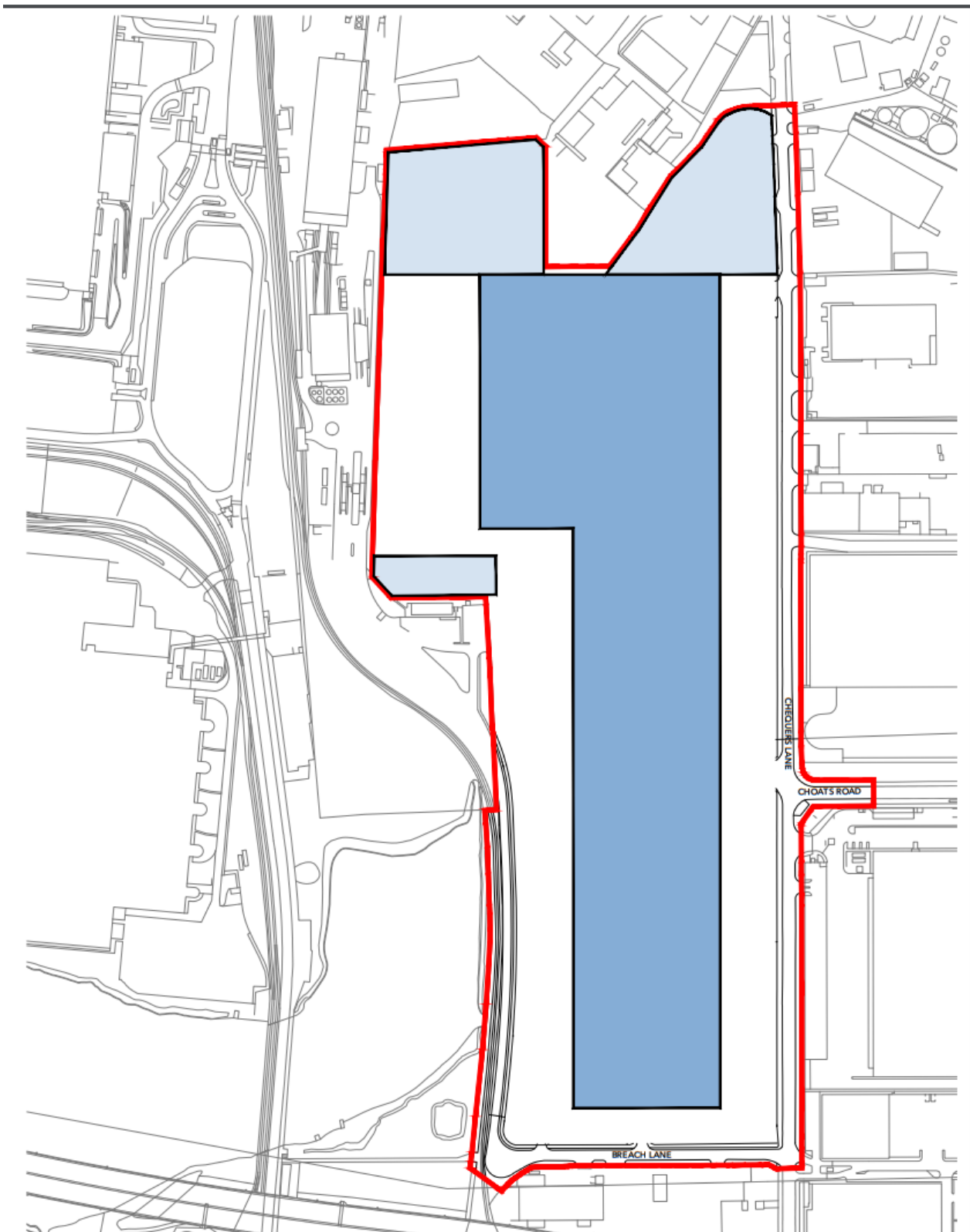
- KEY**
- Application Boundary
 - Development Zone
 - Major Buildings
 - Ancillary Buildings
 - Material which contributes to the historic environment
 - Access Zone

Note:
 Any area within the Development Zone not used by a building can be used for other purposes, subject to Development Specifications in other sheets.

PL Planning
 24.04.20 04:00
 2020/04/20
PLANNING
 2020/04/20

CITY OF LONDON
 CHEQUERS LANE, BARNING
 CITY OF LONDON
 PARAMETER PLAN
 ACCESS AND CIRCULATION

CITY OF LONDON
 CHEQUERS LANE, BARNING
 CITY OF LONDON
 PARAMETER PLAN
 ACCESS AND CIRCULATION



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- KEY**
- Application Boundary
 - Development Zones
 - Market Buildings
 - Ancillary Buildings

Note:

- Drawing to be read alongside the Development Specification
- For further information on Symbols refer to Development Specification

PLANNING
2018.07.20 Update
2018.07.20 Update
2018.07.20 Update



CITY OF LONDON
CHECKERS LANE PARKING
CITY OF LONDON

PARAMETER PLAN
DEVELOPMENT ZONES
MARKET AND ANCILLARY BUILDINGS

1:2000 A1 MB MP 24.04.20
4258 CA 03 XX DR A 51051 PL1

Appendix 6: List of Planning Conditions

Terms and Definition

In this planning permission, the following defined terms are used:

- **“Development Zone”** means one of the areas show on Drawing 01051 Rev PL1 (Parameter Plan Development Zones – Market Building and Ancillary Buildings dated 24.04.20).
- **“Food School (Dagenham Dock)”** means the on-site food education facility at Dagenham Dock, which will be delivered by the Corporation as part of the wider market’s co-location programme.
- **“Phase”** means the area of development as defined under the Phasing Plan to be submitted under condition 5.

List of approved documents

- Design and Access Statement prepared by Chetwoods September 2020
- Circular Economy Statement prepared by AECOM dated May 2020.
- Outline Operational Waste and Recycling Strategy prepared by AECOM dated May 2020.
- Energy Statement prepared by AECOM dated May 2020.
- Sustainability Statement prepared by AECOM dated May 2020.
- Environmental Statement prepared by AECOM dated May 2020.
- Environmental Statement Addendum prepared by AECOM dated August 2020.
- Arboricultural Impact Assessment prepared by AECOM dated May 2020.
- Consolidated Transport Assessment prepared by Momentum dated January 2021.
- Flood Risk Assessment prepared by AECOM dated May 2020.
- Foul Sewage and Utilities Assessment prepared by AECOM dated May 2020.
- Outline Surface Water Drainage Strategy prepared by AECOM dated May 2020.
- Outline Construction Resource Management Plan prepared by AECOM dated May 2020.
- Outline Construction Logistics Plan prepared by AECOM dated May 2020.
- Phase 1 Geotechnical Desk Study Report prepared by AECOM dated May 2020.
- Statement of Community Involvement prepared by London Communications Agency dated May 2020.
- Framework Travel Plan prepared by Momentum dated May 2020.
- Development Specification prepared by Deloitte dated May 2020.
- Ground Contamination Preliminary Risk Assessment and Site Investigation Scheme prepared by Arup dated May 2020.
- Planning Statement prepared by Deloitte dated May 2020.

General

1. Reserved Matters to be Submitted.

Approval of the details of the access, appearance, landscaping, layout and scale of the proposed development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development begins (excluding demolition, remediation and enabling works) and the development shall not be carried out except in accordance with the details so approved.

Reason: The application is in outline only and these details remain to be submitted and approved.

2. Timing of Reserved Matters Submission

The applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this outline permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Timing of Reserved Matters Commencement

The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4. Approved Parameter Plans and documents

The development hereby permitted shall be completed in accordance with the following submitted Demolition & Parameter Plans and documents, unless otherwise agreed in writing with the Local Planning Authority:

Demolition & Parameter Plans

- 01031 Rev PL1 – Demolition Plan dated 24.04.20.
- 01051 Rev PL1 – Parameter Plan – Development Zones – Market Building and Ancillary Buildings dated 24.04.20.
- 01061 Rev PL1 – Parameter Plan – Proposed Maximum Heights dated 24.04.20.
- 01052 Rev PL1 – Parameter Plan – Access and Circulation dated 24.04.20.

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

5. Phasing Plan

No development shall take place until a phasing plan showing how the development will be implemented in a comprehensive manner has been submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented only in accordance with the approved phasing plan.

Reason: The phasing plan is required prior to commencement of development to allow the community infrastructure levy (CIL) liability to be calculated for each phase and for any relief to be determined.

Information required prior to demolition works.

6. Dust Management Plan

Unless all demolition works take place under the Full Planning Application (FPA) reference 20/01094/FULL, a Dust Management Plan, including full details of the dust mitigation measures, shall be submitted and approved in writing by the Local Planning Authority.

The details shall:

- have regard to the Dust Risk Assessment presented in the ES Addendum Chapter 9 dated August 2020 and prepared by AECOM; and
- include details of how the measures will be monitored and the location the findings will be available to interested third parties.

Reason: in order to reduce the environmental impact of the construction phase and the impact on the amenities of neighbouring businesses.

Information required within reserved matters.

7. Compliance Design and Access Statement

Each application for reserved matters consent must include a statement to demonstrate compliance with Chapter 9 Design Principles for Later Reserved Matters (dated 29.09.2020) and Chapter 10 Inclusive Design Statement (dated 29.09.2020) prepared by Chetwoods.

Reason: To ensure that the scheme is implemented in accordance with the principles and parameters established by this permission, in order to secure an exemplar development.

8. Details of all boundary treatment

Each application for reserved matters must include details of all boundary treatment of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details [and permanently retained thereafter].

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

9. Hours of Operation for ancillary uses

Each application for reserved matters shall include details of opening hours for any ancillary use of the site as wholesale markets.

Wholesale trading operations in the markets hereby permitted shall begin no earlier than 11pm and cease at 07:00 on any given date. Retail trading operations ancillary to the wholesale trading shall not be carried out outside the hours of 23:00 and 9:00 on any given date.

Reason: To minimise the transport impacts of the development and to ensure the proposal does not detract from the viability or vitality of the borough's town centres.

10. Circular Economy Statement

Each application for reserved matters shall be accompanied by an updated Circular Economy Statement and Operational Waste Management Strategy, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include the principles set out in the Outline Operational Waste & Recycling Strategy dated May 2020 and prepared by AECOM.

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

11. Energy Statement and District Heating Network Connection

Each application for reserved matters shall be accompanied by an updated Energy Statement demonstrating how the development accords with the energy targets outlined in the Energy Statement prepared by AECOM (dated May 2020) and complies with the adopted London Plan 2021. The strategy should include an overheating analysis and mitigation where required; how the site's potential for PV is maximised, with the maximum extent of PV informed by energy reduction targets and the energy demand of the development; and details of the heat pumps and waste heat recovery system. This statement shall be submitted to and approved in writing by the Local Planning Authority.

The Statement shall include a plan demonstrating how the development is designed to be able to connect into a future district heat energy network.

The development shall be implemented in accordance with the details hereby approved.

Reason: to ensure measures are implemented to reduce any detrimental environmental impacts and deliver an energy efficient and sustainable development.

12. BREEAM target

The submission of reserved matters shall be accompanied with a statement demonstrating how the development is designed to achieve an 'Excellent' Building Research Establishment Environmental Assessment Methodology (BREEAM 2018) rating or equivalent. Where the assessment requires individual BREEAM Retail assessments a "Very Good" BREEAM 2018 rating will be targeted for those areas as outlined in the Sustainability Statement prepared by AECOM (dated May 2020).

Reason: In the interest of energy efficiency and sustainability.

13. Soft Landscaping/ tree provision/ biodiversity enhancement measures

The submission of reserved matters shall be accompanied by a detailed landscaping statement incorporating Biodiversity Enhancement measures and improvement in the CAVAT value of the trees compared to the existing site. The Biodiversity enhancement measures shall accord with section 4.3 of the ES Volume II Appendix 6-4: Biodiversity Net Gain Report prepared by AECOM dated May 2020 and achieve a minimum with 10% biodiversity net gain.

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

Reason: To ensure a high-quality landscape treatment of the site is achieved which will enhance the character, appearance and biodiversity of the site and local area.

14. Arboricultural Method Statement

The submission of reserved matters shall be accompanied by an Arboricultural Method Statement addressing the matters listed in section 7.2. of the Arboricultural Impact Assessment prepared by AECOM dated May 2020. Should these matters be covered under the FPA, clarification should be made to the Local Planning Authority.

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

Reason: To protect local trees and ensure compliance with the Environmental Assessment.

15. Updated Inclusive Design Statement

Each application for reserved matters consent must be accompanied by an updated Inclusive Access Statement referring to the principles outlined in the Design and Access Statement Chapter 10 Inclusive Design Statement (dated 29.09.2020), prepared by Chetwoods. The Statement shall include the following:

- details of staff welfare facilities; and

- details of all changing places facilities for each market.

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

Reason: In order to ensure that the scheme is implemented in accordance with the principles and parameters established by this permission, in order to secure an exemplar development.

16. On-site Food School

The development must include an on-site Food School. Details of which shall be submitted within the relevant reserved matters application. The details shall be accompanied with a plan showing the location and size of the Food School as well as the opening hours of the facility.

The development shall be implemented in accordance with the details hereby approved, prior to occupation of the development.

Reason: To ensure the on-site facility proposed within the application is realized.

17. Fire Safety Statement

Each application for reserved matters consent must be accompanied by a fire statement 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 (including the provision of fire evacuation lifts) 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 development shall be carried out in accordance with the approved details.

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

18. Secure by Design Statement

Any reserved matters applications shall be accompanied by a Secure by Design Statement. The Statement shall set out how the development achieves a Certificate of Compliance in respect of the Secure by Design scheme (silver), or alternatively achieve security standards (based on Secure by Design principles) to the satisfaction of the Metropolitan Police.

The statement shall include best practice security principles set within chapter 9.7 of the Design and Access Statement prepared by Chetwoods.

All security measures applied to the approved development shall be permanently retained thereafter.

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

19. Air Quality Report demonstrating Air Quality Neutral

Each application for reserved matters consent must be accompanied by a report demonstrating how the development hereby permitted achieves Air Quality Neutral emissions benchmarks as set out in Appendix 5 of Greater London Authority Document "Sustainable Design and Construction" SPG, April 2014. Where the development is not air quality neutral, appropriate mitigation should be proposed in the Air Quality Report for approval by the Local Planning Authority.

Reason: To protect the amenity of neighbouring occupiers and to ensure the proposal does not have an adverse air quality impact within the borough

20. Transport Assessment (including parking provision)

Each application for reserved matters consent must be accompanied by a detailed layout of vehicle parking spaces (including provision for HGV, LGV and Cars) informed by an updated Transport Assessment which includes the results of any initiatives to reduce parking provision at the existing markets (Billingsgate, New Spitalfields and Smithfield Markets).

The maximum number of vehicle parking spaces shall not exceed 2,112 parking spaces at any time.

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

The updated Transport Assessment will include details on the deliveries to the site, servicing, and circulation within the site.

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

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

21. Scheme of Highway Works

The submission of reserved matters shall include a scheme of highways works at the junction of Chequers Lane with Choats Road, and Chequers Lane has been submitted and approved in writing by the local planning authority:

The scheme shall incorporate the following as a minimum:

- traffic light signals at the junction of Chequers Lane and Choats Road.
- upgrade of the length of Chequers Lane adjacent to such part of the Site as necessary to support the use of the Proposed Development to adoptable standard (or such other satisfactory highway measures as may be first approved by the local planning authority); and
- a cycle lane on the northern end of Chequers Lane connecting to Choats Road.
- Removal of the existing cross over and access point at the Junction of Chequers Lane and Choats Road.

The development shall not be occupied until the approved works have been implemented in full.

Reason: In order to ensure an acceptable and safe highway safety

22. Travel Plan

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

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

23. Delivery and Servicing Plan

Each application for reserve matters shall include a delivery and servicing plan for all the proposed uses within that reserve matters. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

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

24. Electric Vehicle Charging Points and Rapid Electric Vehicle Charging Points

Each application for reserved matters consent that includes car parking spaces shall be accompanied by detailed plans showing the provision of Electric Vehicle and Rapid Electric Vehicle Charging Points.

- a. A minimum of 5% of all spaces shall be Rapid Charging Spaces (including 5% of all HGV spaces, subject to the capacity of the electricity network)
- b. A minimum of 15% of all spaces (not including those under part (a) shall be active spaces and
- c. The remainder 80% shall have passive provision.

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

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

25. Cycle Parking

Each application for reserved matters consent (in consultation with TfL) must be accompanied by a detailed layout of cycle parking demonstrating compliance with the London Plan 2021 and the LCDS. The spaces shall thereafter be made permanently available for the occupants of the building(s).

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

26. Details of external lighting

Each application for reserved matters consent must be accompanied by details of any external lighting associated with the development including levels of illumination, position, structure, direction of illumination, which shall be submitted to and approved in writing by the Local Planning Authority. The details should demonstrate how light spillage is avoided to the Dagenham Breach and Lower Beam River in Dagenham SINC.

The development shall be carried out in accordance with those details as may be approved.

Reason: In the interest of character and appearance and to avoid any adverse impact on local ecology.

27. Dust Management Plan

Each application for reserved matters shall include an updated dust risk assessment based upon the risk assessment presented in the ES Addendum Chapter 9, dated August 2020, and prepared by AECOM, which shall be undertaken in compliance with the Greater London Authority and London Councils' "the Control of Dust and Emissions from Construction and Demolition SPG" July

2014 The risk assessment and the monitoring and mitigation plan shall be submitted to the Local Planning Authority for approval.

No demolition or development shall commence until an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers residential receptors on-site and off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London's "The Control of Dust and Emissions during Construction and Demolition", SPG, July 2014 and the identified measures recommended in the AQDRA.

Reason: in order to reduce the environmental impact of the construction phase and the impact on the amenities of neighbouring businesses

28. Wind Mitigation measures

Each application for reserved matters consent must be accompanied by a full wind micro-climate assessment and shall include details of any wind mitigation needed to serve the development. The details shall have regard to the ES Volume I Chapter 18 and Volume II Appendix 18 AECOM May 2020.

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

Reason: to ensure the micro-climate in and around the site is acceptable and results in an acceptable pedestrian environment.

29. Ecological Management Plan

Each application for reserved matters shall be accompanied by an updated Ecological Management Plan. The plan should include the aims and objectives as set out in chapter 4. Aims and Objectives of the Ecological Management Plan - ES Addendum Volume II: Appendix 6-5: Ecological Management Plan dated August 2020, prepared by AECOM.

The development shall be carried out in accordance with the Ecological Management Plan.

Reason: In order to protect local ecology.

Prior to commencement of matters reserved by condition

30. Sustainable Drainage System

The development permitted under subsequent reserved matters shall not commence (except for demolition, remediation and enabling works) unless and until a surface water drainage scheme for the site (based on sustainable drainage principles SuDS) demonstrating regard to the recommendations of 'Surface Water Management Plan' and 'Local Flood Risk Management Strategies', has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall include:

- a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development.
- a demonstration that the surface water run-off generated up to and including the 100 years plus Climate Change critical storm period will not exceed the run-off from the undeveloped site following the corresponding rainfall event.
- completed Barking and Dagenham Surface Water Drainage Pro-forma for new developments form.
- details of how the proposed surface water drainage scheme will be maintained; and

- a drainage scheme nominating the ownership, management and maintenance arrangements.

The surface water drainage scheme shall be implemented prior to the first occupation and/or use of the development and be constructed in accordance with the approved details.

Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

31. Construction Environmental Management Plan (CEMP)

The development permitted under subsequent reserve matters shall not commence (except for demolition, remediation and enabling works) until a Construction Environmental Management Plan (CEMP) for the relevant Development Zone has been submitted to and approved in writing by the Local Planning Authority.

These plans shall incorporate details of:

- a) the parking of vehicles of site operatives and visitors.
- b) loading and unloading of plant and materials.
- c) storage of plant and materials used in constructing the development.
- d) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate.
- e) wheel washing facilities.

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" SPG, July 2014, including but not confined to, non-road mobile machinery (NRMM) requirements.

- g) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- h) the use of efficient construction materials.
- i) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- j) 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.
- k) Demonstrating compliance where possible with Ultra – Site Considerate Constructor Standards

Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009+A1:2014, "Code of practice for noise and vibration control on construction and open sites", Parts 1 and 2.

The approved CEMP shall be implemented for the entire period of the construction works at the site, to the satisfaction of the Local Planning Authority.

Reason: The CEMP is required prior to commencement of development in a Development Parcel in order to reduce the environmental impact of the construction phase and the impact on the amenities of neighbouring businesses

32. Construction Resource Management Plan

The development permitted under subsequent reserve matters shall not commence until a Construction Resource Management Plan (CRMP) for the relevant reserve matters has been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out the principles for construction waste management, identify measures to minimise waste by design,

estimate construction waste quantities, set targets for waste minimisation and a framework for construction waste monitoring that the contractor will be required to implement on-site.

The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: To ensure effective waste management.

33. Construction Logistics Plan

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

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

34. Invasive Non-Native Species Management Plan (INNS)

The development permitted under subsequent reserve matters shall not commence until an Invasive Non-Native Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail measures to be implemented in order to minimise the risk of aiding the spread of the invasive plant species that are known to be located at the OPA Site.

The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: in order to protect local ecology and ensure compliance with the ES.

35. Construction Noise

The development (excluding demolition, remediation and enabling works) permitted under subsequent reserve matters shall not commence until an acoustic report has been submitted to and approved in writing by the Local Planning Authority. Such a report will demonstrate that Construction noise levels at the nearest neighbouring buildings from should not exceed 75 dB LAeq,10h during weekday daytime (08:00 – 18:00) and 75 dB LAeq,5h during Saturday daytime (08:00 – 13:00).

Where it is considered impractical to meet this noise limit the report should detail mitigation measures taken to reduce noise to a minimum. The approved measures for the mitigation of construction noise shall be implemented prior to the commencement of all works and be maintained until the development has been completed.

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

36. Archaeology

The development permitted under subsequent reserve matters shall not commence 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: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF.

37. Contamination

The development permitted under subsequent reserve matters shall not 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.

b) 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.

- c) 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.

38. Water Quality Monitoring Plan

The development hereby permitted under subsequent reserve matters shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework.

39. Bird Strike Risk Statement

The development (excluding demolition, remediation and enabling works) hereby permitted under subsequent reserve matters shall not commence unless the following have been submitted to and approved by the Local Planning Authority having consulted with London City Airport Ltd:

1. A bird strike risk statement. The statement shall demonstrate that the development comprised within the relevant Phase (as under condition 4), does not increase the risk of bird strike hazard to aircraft using London City Airport when measured against the conditions existing on the whole development site at the time of the submission of the statement.
2. A Bird Hazard Management Plan (BHMP). This document should layout a methodology which will ensure the level of risk to aircraft is not elevated above the baseline level established in the bird strike risk statement.

Reason: This site's location is within London City Airport's area of concern with respect to bird strikes. Details provided have given insufficient certainty that there will be no elevated risk to aircraft through bird strike.

Prior to occupation of each phase

40. Energy Statement

A post completion report, following up the requirements specified under condition 11, shall be provided and approved in writing by the Local Planning Authority within SIX (6) months of first occupation of any phase of the development. This report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure an energy efficient and sustainable development.

41. BREEAM target

The BREEAM 2018 post-construction assessment, following up the requirements specified under condition 12, shall be submitted to and approved in writing by the Local Planning Authority within SIX (6) MONTHS of the market opening for trading, to demonstrate that the development is in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interest of energy efficiency and sustainability.

42. Circular Economy Statement

A post completion report, following up the requirements specified under condition 10, must be provided and approved in writing by the Local Planning Authority prior to the first occupation of any phase of the development.

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

43. Operational Waste and Recycling Strategy

Notwithstanding the details in the Outline Operational Waste & Recycling Strategy dated May 2020, prepared by AECOM, the development hereby permitted shall not be first occupied unless and until a fully detailed Operational Waste & Recycling Strategy (OWRS) has been submitted to and approved in writing by the Local Planning Authority. The OWRS shall include details on how waste will be managed. The development shall only be constructed in accordance with the approved details.

Reason: To ensure adequate levels of waste management and recycling within the site.

44. Secure by Design accreditation

Within three months of first occupation, a 'Secure by Design' accreditation (or an alternative as per condition 18) shall be obtained for such building or part of the building and shall be submitted to and approved in writing by the Local Planning Authority.

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

45. Flood Warning and Evacuation Plan

The development shall not be occupied until a Flood Warning and Evacuation Plan has been submitted to and approved in writing by the Local Planning Authority. The details show demonstrate how needs of vulnerable and disabled users of the markets have been addressed.

Reason: to ensure a flood resilient design and emergency planning is taken into account.

Compliance conditions

46. Surface Water Drainage

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

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

47. Piling, Deep Foundations and Boreholes

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

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

48. Construction Working Hours

Demolition and construction work and associated activities, other than internal works do not audible outside the site boundary, are only to be carried out between the hours of 07:00 and 19:00 Monday to Friday and 07:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 07:00 and 19:00 Monday to Friday.

Reason: To ensure that the proposed demolition and construction work does not cause nuisance and disturbance to neighbour occupiers and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

49. Maximum Quantum of Floorspace

The development hereby approved shall be limited to a maximum of 237,946 sqm.

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

50. Uses Ancillary to the wholesale markets.

- a. Unless otherwise approved in writing on a reserved matter application pursuant to this application, any office and Food and Beverage provision shall at all times be ancillary to the wholesale markets and for no independent purposes.
- b. Unless otherwise approved in writing on a reserved matter application pursuant to this application, no ancillary use to the wholesale market floorspaces falling within Class E

(a, b, c) shall exceed 300sqm, with the exception of a canteen for the use of staff, traders and customers.

Reason: to prevent large out-of-centre commercial units in order to protect existing and emerging town centres.

51. Noise from Uses and Plant and Structure Borne Noise Emissions

Noise from the uses hereby permitted, shall be controlled so as to be inaudible inside the nearest noise-sensitive premises as identified in ES Addendum Chapter 8 dated August 2020, prepared by AECOM. The initial test for compliance with the 'inaudibility' criterion will be that noise should be no more than barely audible outside those noise-sensitive premises. In the event there is disagreement as to whether such noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:

- the LAeq (CUAN) shall not exceed LA90 (WCUAN); and
- the L10 (CUAN) shall not exceed L90 (WCUAN) in any 1/3 octave band between 40Hz and 160Hz.

CUAN = Commercial/Community Use Activity Noise Level, WCUAN = representative background noise level without commercial/community use activity noise, both measured 1 metre from the façade of the noise-sensitive premises

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014+A1:2019.

Reason: To ensure noise-sensitive premises in the vicinity of site are adequately protected from noise

52. Noise from Plant

The combined rating level of the noise from any plant installed pursuant to this permission (other than plant which is only to be operated in emergency circumstances) shall not exceed the existing background noise level outside the window of the nearest noise sensitive premises as identified in ES Addendum Chapter 8 dated August 2020, prepared by AECOM. Any assessment of compliance in this regard shall be made according to the methodology and procedures presented in BS4142:2014+A1:2019.

Reason: To ensure noise-sensitive premises in the vicinity of site are adequately protected from noise

53. Site specific non-road mobile vehicles (NRMM)

During onsite construction works, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel-powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to be NRMM registered and comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance 'Control of Dust and Emissions from Construction and Demolition SPG' July 2014. Such vehicles must be run on ultra-low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra-low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied no later than 1 year after succession. Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run-on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant. No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use

or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

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

54. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved flood risk assessment Flood Risk Assessment prepared by AECOM (dated May 2020) and the mitigation measures detailed within the Environmental Statement dated May 2020 (including Addendum dated August 2020) prepared by AECOM.

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

55. Foul Sewage and Utilities Assessment

The development permitted by this planning permission shall only be carried out in accordance with ES Volume I Chapter 9: Surface Water Environment dated May 2020 and prepared by AECOM.

Reason: to ensure water efficiency measures are captured to minimise demand for water and to ensure compliance with the ES

56. Explosive Ordnance Threat Assessment

The development permitted by this planning permission shall only be carried out in accordance with the mitigation measures set in table 10-11: Remediation and Decommissioning Additional Mitigation Measures of the ES Volume I Chapter 10: Ground Conditions and Hydrogeology AECOM May 2020

Reason: to reduce risk to human health and to ensure compliance with the ES mitigation measures

57. Asbestos and Contamination Removal

The development permitted by this planning permission shall only be carried out in accordance with the UXO risk and mitigation measures set out in paragraph 10.5.53 of the – ES Volume I Chapter 10: Ground Conditions and Hydrogeology AECOM May 2020

Reason: to reduce risk to human health and to ensure compliance with the ES mitigation measures

58. Transport for London's Code of Practice for quieter deliveries

The development permitted shall be carried out in accordance with the Transport's for London Code of Practice for quieter deliveries dated May 2018.

Reason: to ensure compliance with the ES mitigation measures

Appendix 7: Section 106 Heads of Terms:

Administrative

1. Payment of the Council's professional and legal costs, whether or not the deed completes.
2. Payment of the Council's reasonable fees of £3,500.00 in monitoring (£500 per Head of Term Section – excluding Transport, Employment and Food Related obligations) and implementing the Section 106 and payable on completion of the deed.
3. Indexing – all payments are to be index linked from the date of the decision notice to grant planning permission to the date on which payment is made, using BCIS or Consumer Price index (as appropriate).

Energy and Sustainability

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

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

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

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

5. The development to achieve Air Quality Neutral

Where the Air Quality Neutral benchmark cannot be met the Owner must propose on- or off-site additional mitigation measures or make a contribution to off-setting their emissions (£29,000 per tonne of NOx over the established benchmark figure and a marginal abatement cost of £45,510 per tonne of PM at the time of this discussion).

The estimated contribution should be paid to the Council.

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

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

As part of Reserved Matters planning application, the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development and each phase could connect to the DHN or future DHN, how the Energy Centre within the development will serve the needs of the development and could serve the wider DHN, and how energy demands will be met prior to connection to any DHN.

Trigger: statement to be submitted upon submission of the first Reserved Matters Application.

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

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

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

Waste

8. A financial contribution (£25,000.00) towards a waste audit

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

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

Transport

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

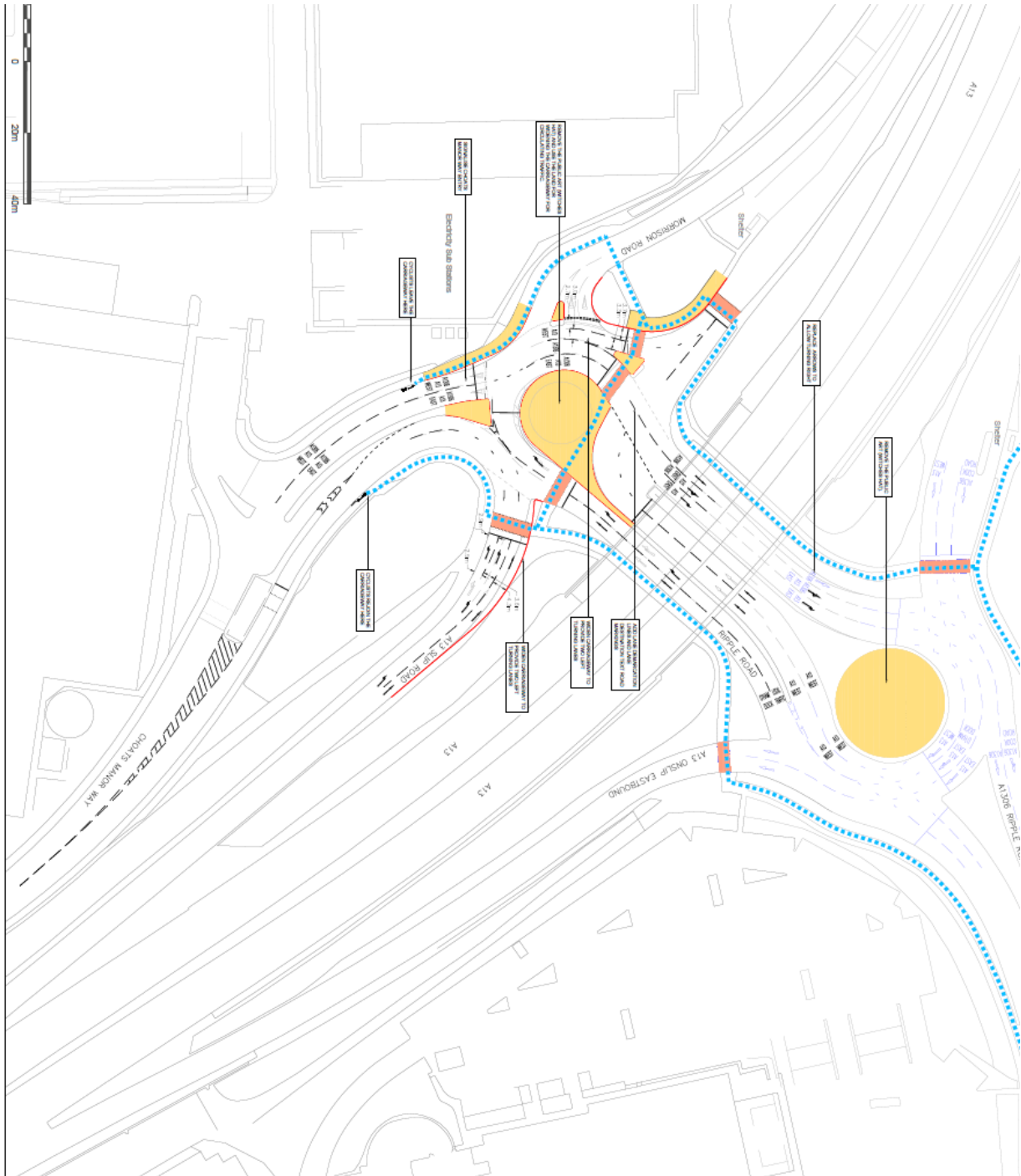
The works should include:

- Interventions highlighted on drawing ref.M000687-DR-000-008 Rev.F
- Signalisation of existing priority Choats Manor Way arm and Morrison Road on Southern Roundabout; this will be carried out if further modelling demonstrate such upgrade improves efficiency.

Any new public realm design will be dealt with via a separate planning application in discussion between the Owner the Local Planning Authority.

The improvements will be supported by a Highway Works Specification including details of the estimated costs of the Goresbrook Interchange Highway Works. These will be secured to the value of a Highway Works Bond and will be completed prior to occupation of Development (subject to all necessary approvals).

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



OVERVIEW PLAN

- NOTES**
1. Do not scale from this drawing. If to doubt refer to the Project Manager for clarification.
 2. Dimensions are in metres unless stated otherwise.
 3. This plan is based on OS Best map only.
 4. Existing items and existing road markings shown in naturally grey.
 5. This is a preliminary design for information purposes only.
 6. This drawing has not been subjected to Road Safety Audit.

- KEY**
- Proposed road markings (line types vary)
 - Existing road markings (line types vary) that should be retained
 - Proposed footway
 - Proposed kerb line
 - Existing Tarmac crossings (for gullies and pedestrian)
 - Existing or retained of campaigner cycle route

NO.	DATE	REVISIONS/REASON FOR CHANGE
1	11/12/13	ISSUED FOR TENDER
2	11/12/13	AMENDED TO REFLECT MARKET LAND
3	11/12/13	3 LANE ROUNDABOUT TO 3 LANE
4	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
5	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
6	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
7	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
8	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
9	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
10	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
11	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
12	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
13	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
14	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
15	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
16	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
17	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
18	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
19	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)
20	11/12/13	EXISTING CYCLE ROUTE (FRESH SHOW)

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CONSULTATION OF CITY MARKETS

**A13 CHAUNTS INTERCHANGE ROUNDABOUT
PROPOSED INTERVENTIONS FOR 2031
OPTION 3**

FOR INFORMATION

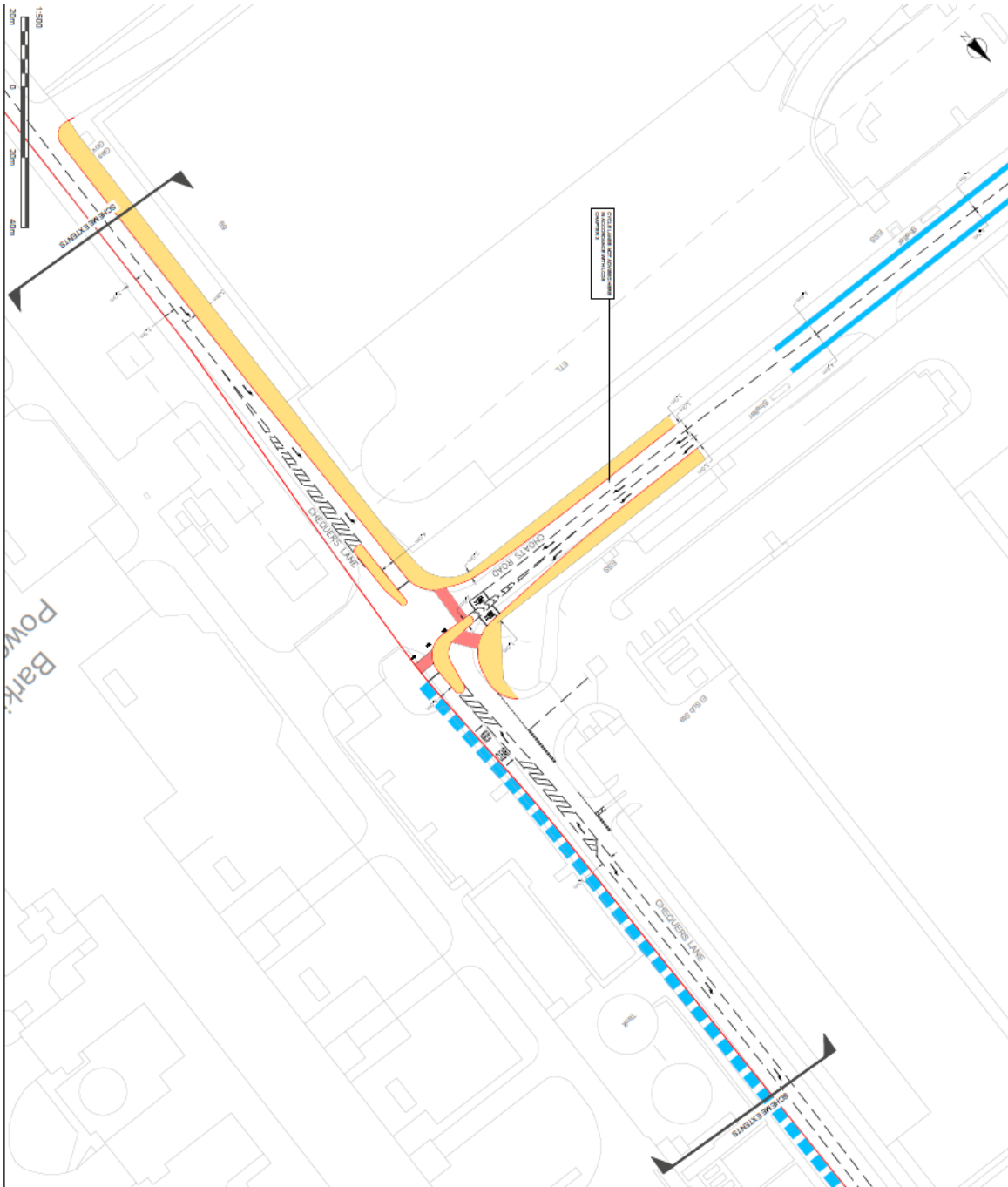
DATE: 11/12/13
SCALE: 1:500 @ A1

10. The Owner will enter into a S278 Agreement for carrying out improvements to the junctions at Choats Manor Way / Choats Road Roundabout and Choats Road / Chequers Lane Junction (the 'Local Junctions Highways Works')

The improvements will be supported by a Highway Works Specification including details of the estimated costs of the Local Junctions Highway Works. These will be secured to the value of a Highway Works Bond and will be completed prior to occupation of Development (subject to all necessary approvals). The S278 Agreement (and all related approvals and consents) shall not be unreasonably withheld or delayed by the highway authority. The highway authority shall use all reasonable endeavours to ensure congestion mitigation measures provided for in the S278 Agreement are in place prior to the intended date of first occupation. An agreed programme specifying all necessary procedural and implementation stages and their anticipated dates shall be included in the S106/278 Agreement and the parties shall carry out such stages in accordance with the programme.

The Local Junctions Highways Works are presented on drawing ref.M000687-DR-000-007 Rev.B at and drawing ref.M000687-DR-000-001 Rev.B.

[Chequers Lane works to be covered by planning condition and separate agreement with GLA Property. Approach to be agreed with GLA Property; including the need for a s278 agreement to connect the works on the public highway to the private road]



- NOTES**
1. Do not scale from this drawing if it is used refer to the Project Information Sheet.
 2. Dimensions are in metres unless stated otherwise.
 3. If there is any ambiguity between the drawing, other drawings and the Specification, refer to the Project Manager for clarification.
 4. This plan is based on OS data mapping only.
 5. Existing items shown in grey.
 6. This is a preliminary design for information purposes only.
 7. This drawing has not been subjected to Road Safety Audit.

- LEGEND**
- Proposed boundary
 - Proposed kerb line
 - Proposed road markings (line type vary)
 - Proposed central pedestrian crossing
 - Proposed off-street parking cycle racks
 - Proposed street lighting
 - Proposed drainage
 - Proposed cycle lane to be provided where width is available. Refer to indicative arrangement drawing M000687-05A-012.

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	ISSUED FOR TENDER	15/08/2024	MM	MM
2	ISSUED FOR INFORMATION	15/08/2024	MM	MM
3	ISSUED FOR INFORMATION	15/08/2024	MM	MM
4	ISSUED FOR INFORMATION	15/08/2024	MM	MM
5	ISSUED FOR INFORMATION	15/08/2024	MM	MM

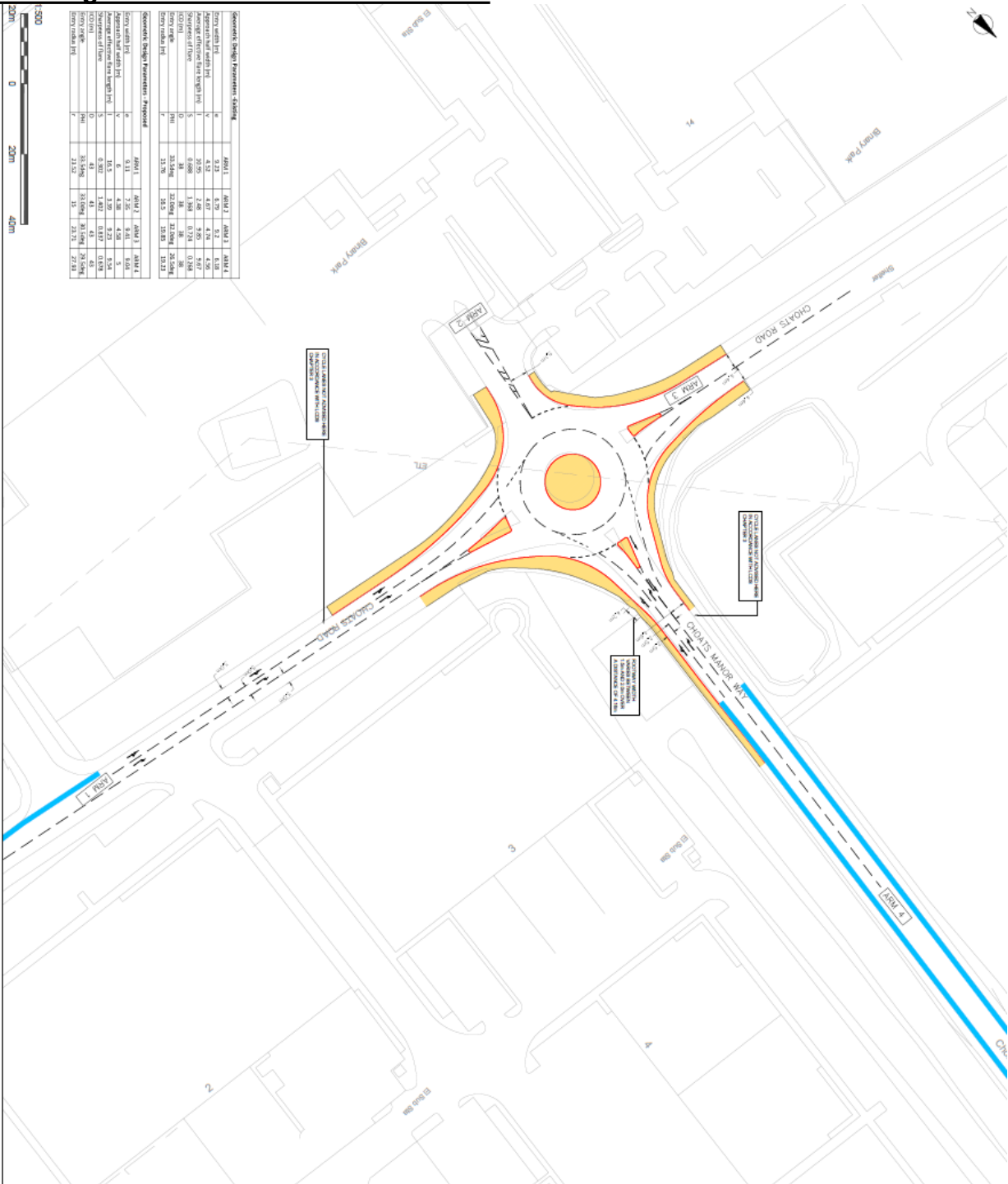
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TRANSPORT CONSULTING

CONSOLIDATION OF CITY MARKET

CHANT'S ROAD/CHERQUERS LANE T-JUNCTION
OPTION 9B

FOR INFORMATION

DATE: 15/08/2024
SCALE: A1



Geometric Design Parameters - Standing

From width (m)	AS11	AS12	AS13	AS14	AS15
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32

Geometric Design Parameters - Proposed

From width (m)	AS11	AS12	AS13	AS14	AS15
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32
Approach width (m)	4.32	4.32	4.32	4.32	4.32

KEY

- Proposed footway
- Proposed kerb line
- Proposed road markings (see plans)
- Proposed road surface (see plans)

Proposed road markings (see plans)

Proposed road surface (see plans)

Proposed kerb line (see plans)

Proposed footway (see plans)

NOTES

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- Dimensions are in metres unless stated otherwise.
- If there is any ambiguity between this drawing, other drawings or specifications, refer to the Project Manager for clarification.
- This plan is based on OS Best mapping only.
- Existing items shown in grey.
- This is a preliminary design for information purposes only.
- The drawing has not been subjected to Road Safety Audit.

OVERVIEW PLAN

NO	REVISION	DATE	BY	CHECKED
1	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
2	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
3	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
4	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
5	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
6	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
7	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
8	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
9	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1
10	ISSUED FOR TENDERS	13/01/2021	AS/1	AS/1

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CONSOLIDATION OF CITY MARKETS
CHISWICK ROAD ROUNDABOUT

FOR INFORMATION

11. Cycle improvements works.

In conjunction with items 9 and 10, the Owner under a s278 Agreement will deliver dedicated cycle lanes from the Goresbrook Interchange along Choats Manor Way, Choats Road (east of Choats Manor Way only) and along Chequers Lane (covering the application site to Dagenham Dock C2C station).

The improvements will be supported by a Highway Works Specification including details of the estimated costs of the Local Junctions Highway Works. These will be secured to the value of a Highway Works Bond. The works should also detail measures adopted to ensure the safety of Cyclists given the prevalence of HGVs, having regard to the LCDS.

The implementation of this obligation may be dependent on the timescales to deliver items 9 and 10, however will be obligated to be completed prior to occupation of Development.

12. Implementation of Sustainable Transport Measures outlined in the Consolidated Transport Assessment

The Sustainable Transport Measures must be implemented from opening as outlined in section 6.4 of the Consolidated Transport Assessment

The measures include but not necessarily limited to:

- a charge for use of the car park at the Development between 7am and 10pm.

Car parking to be solely used in conjunction with the market and ancillary uses and for no other purpose unless agreed otherwise with the Council.

- Wholesale Common Closure time

This measure shifts the operational hours of the markets and aligns the closing time for wholesale trading for all three markets to 07:00 to reduce the impact on the road network morning peak.

- Vehicle scheduling

Vehicle scheduling refers to the allocation of time slots for supplier vehicles to adhere to when delivering goods to the site. Staggering supplier trips would be beneficial to the market operation across the day by allowing management of vehicle arrivals and reducing the concentration of those arriving and departing during peak times.

- Dwell time reductions

The applicant has advised the internal market layout would ensure supplier drop off points are localised and managed (to prevent multiple suppliers drop points as is the case in the existing markets). A Supplier would therefore unload at a single docking point, rather than partially unloading at one dock before moving onto another dock for further unloading. The aim is to reduce Suppliers' time on site meaning more Suppliers can leave the site earlier.

- Click and Collect

A 'click and collect' service will be made available for the co-located market to spread the number of customer collections across operational hours. This is separate from the vehicle scheduling measure outlined above as 'click and collect' would apply to Customers rather than Suppliers. The pre-packing of goods (that have been purchased remotely) for collection would also allow Customers to pick up their goods and leave in a short space of time. This would reduce customer dwell times on site and shift outbound customer trips to an earlier period and thereby reducing the impact on the morning peak.

- Consolidation (third party logistics)

The aim is to encourage Customers to choose to use an independent delivery service with goods consolidated into HGVs rather than making multiple trips to the markets in car/vans to collect goods themselves. Additionally, trader and supplier HGV trips would be consolidated into larger HGVs. This would reduce the number of daily trips overall, and the number of Trader, Supplier and Customer trips during the morning peak.

Rapid Electric Vehicle Charging Points – (including consideration of HGV Charges) and a review on demand and take -up.

13. A financial contribution of £150,000.00 towards the development of a strategic infrastructure masterplan study focused on modal shift, including the river / rail freight proposition, innovation, promotion and support of low carbon and autonomous vehicles.

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

Trigger: on signing of the S106 agreement or on submission of the Private Bill whichever is the later.

14. The owner for agrees to pay £2.95m towards the enhancement of local bus services to serve the development.

The owner for agrees to pay the Council £2.95m (index-linked from the date of planning permission) towards necessary changes to local bus services (night-time services and morning peak capacity to serve the development).

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

Triggers:

- Payment 1 - £100,000.00 payable on commencement of development
 - Payment 2 - £490,000.00 payable on practical completion.
 - Payment 3 - £590,000.00 on first occupation
 - Payment 4 - £590,000.00 one year following occupation.
 - Payment 5 - £590,000.00 two years following occupation.
 - Payment 6 - £590,000.00 three years following occupation.
- a) Payment 1 will be made to LBBD and released to TfL to commence the approval process for the necessary changes to the bus service(s) to serve the development.
- b) Payment 2 will be payable subject to demonstration that the changes to bus service(s) will be in place on first occupation of the development. Note that for efficient service planning, including coordination with other bus service changes, TfL may at its own risk introduce some or all of the necessary changes to the bus service(s) in advance of first occupation.

- c) If in the event TfL is unable to provide confirmation that it intends to make the necessary changes to bus service(s) such that they will be in place at first occupation of the development, payments 2- 6 shall cease.
- d) In the event of (C) taking place, the Owner shall submit to the Council for approval (in consultation with TfL) a proposal for alternative bus provision in the form of a shuttle bus service.

The approved shuttle bus service shall run for a minimum period of 5 years from occupation of the development, unless necessary changes are made to TfL service(s) at a later date or it is demonstrated to the satisfaction of the Council that the shuttle bus service is no longer required. In considering whether the service is no longer required the Owner shall also demonstrate that amendments to the shuttle bus service to ensure it is attractive to potential passengers have not had the desired effect. If TfL services come online within the 5-year period, money will be made available on a pro-rata basis for the remaining part of the period to support the service as proposed above.

15. Car Parking Management Plan

By the 3rd anniversary of occupation of the development, a revised car park management plan shall be submitted to and approved in writing by the local planning authority. The revised CPMP shall be accompanied with a report monitoring car usage to date and include details of how a minimum 20% reduction in car parking will be implemented by the 6th Anniversary of the development to achieve an overall minimum reduction of 30% of the original parking provision by the 10th anniversary.

The Owner, the Council and TfL will work together with the Travel Plan Coordinator to ensure reasonable endeavours are used towards achieving these targets, and to determine if the targets should be varied to reflect the operational requirements of the market. This work will take account of the progress of the modal shift study (i.e., strategic masterplan the Owner is contributing to, and the river/rail proposition being led and funded separately).

Trigger: The Plan must be approved by the Council upon the third anniversary of occupation of the Development.

16. Site Wide Travel Plan

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

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

17. Parking and CCTV contribution

The Owner will make a financial contribution of £269,500.00 towards off-site parking restrictions and CCTV enforcement.

Trigger: payment prior to commencement of development (excluding demolition/enabling and remediation works). with monitoring fee paid three months post occupation.

18. Travel Plan coordinator

The Owner will work with the Council to appoint a Travel Plan Coordinator for a term of 10 years. To be funded by the Owner.

The job description and appointment will be discussed with relevant members of the Steering Group and will include an obligation to engage with local businesses on at least an annual basis to promote sustainable modes of transport.

Trigger: appointment to be confirmed upon commencement of development (excluding demolition works).

Design

19. Public realm masterplan

The Owner will pay £100,000.00 towards the preparation of a Public Realm Masterplan for the Dagenham Dock Area.

The scope, programme and progress of the masterplan should be reported and discussed at Steering Group meetings.

Trigger: payment to be made upon submission of the first Reserved Matters application.

20. Public realm improvement contribution

The Owner will pay a contribution of £750,000.00 towards improvements near and around Dagenham Dock C2C Station and Chequers Lane.

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

Trigger: payment to be made 6 months prior to completion of the masterplan or the commencement of development whichever is the earliest.

Employment, Training, Education and Supply Chain – General Provision

21. Local employment, training and supply chain plans

Plans must be submitted at least three months before the start of the construction phase and provide a named point of contact who is accountable for delivery and reporting of the obligations.

The plan must provide a forecast of the estimated FTE workforce and detail the projected spend with local suppliers and the number of jobs, apprenticeships, work placements and short courses that will be created over the lifetime of the development. This must be accompanied by a method statement setting out how this will be delivered, including who in the organisation will be responsible for managing recruitment and training, how they will ensure compliance by trade contractors and how this will be managed, how health and safety issues will be managed, and how they will engage with the local community and contribute to educational engagement with local schools.

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

Trigger: the plans must be submitted at least three months before commencement.

22. Local employment, training and supply chain Council's monitoring

The Owner will pay the Council a fixed sum of £1,500.00 for the monitoring of this S106 covenant.

Trigger: payment to be made upon submission of the First Reserved Matters application.

23. Local employment, training and supply chain contribution

The Owner will pay a fixed contribution £1,052,500.00 to the Council to support the delivery of employment, training and supply chain commitments of this S106 legal agreement.

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

24. Local employment, training and supply chain monitoring

Subject to the findings of evidence collected through the agreed employment and training processes, the Owner will pay compensation to LBBD if it is found that the shortfall in the delivery of any employment or training specified in the agreement can be attributed to the Owner having not used reasonable endeavours to follow the agreed processes.

Once development is underway, monitoring forms must be submitted monthly for the first three months and quarterly thereafter.

Regular site visits or meetings will be scheduled with the named point of contact to review evidence and discuss progress. These will take place quarterly in cases where there are concerns about underperformance but may be less regular where clear evidence of obligations being met has been provided.

Confirmation that all obligations have been met – or appropriate compensation agreed – must be provided before the council will approve a developer's application for discharge.

The council may take legal action in cases where obligations are not fulfilled.

Trigger: monitoring reports submitted on a quarterly basis by the Employment Coordinator.

Employment, Training and Supply Chain – Construction

25. Employment during Construction

The Owner will use reasonable endeavours to ensure that jobs are provided to LBBB residents, during the construction and remediation phases (where works have not begun before completion of the S106 agreement).

The jobs to be provided in accordance with the following:

- 25% of the total jobs (FTE) created by the construction phase are filled by LBBB residents.
- Ensure at least 20% of the workforce on a project are new jobs and seek to advertise all vacancies through the council's job brokerage services, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that developers and their sub-contractors commit to adhere to the Unite Construction Charter, of which the council and Be First are signatories. This includes ensuring that all operatives on site are directly employed on a PAYE basis under a contract of employment and paid no less than the London Living Wage.

A significant phase of the works to build the new market is the demolition, decommissioning and remediation works to clear and prepare the site for construction. This is due to the legacy of the site as a power station which means there is significant underground infrastructure that needs to be decommissioned and remediated to enable the redevelopment of the site. These works are covered by a prior notification for demolition (ref. 20/00129/PRIOR4) and a separate full planning application (ref. 20/01094/FULL). Although these works are not covered by this Section 106 legal agreement, they are interrelated and a pre-requisite for delivering the new market. Therefore, the jobs generated by the works under the full planning application and prior notification of demolition should also be considered against the employment, supply chain and training targets for the construction phase of the Section 106 for application ref. 20/01097/OUTALL.

26. Training during Construction

During the remediation and construction phases (where works have not begun before completion of the S106 agreement), the Owner's dedicated Employment and Skills officer will work with the Councils Employment and Enterprise team to facilitate the following activities when procurement is commenced, through inclusion of requirements in tender documentation, and during the procurement and contracting processes to embed good practice into the contract documentation:

- Provide 10 weeks of work experience for every 6 months of the construction phase – with each placement lasting a minimum of 2 weeks.
- Provide at least one educational workshop / visit per educational term for the duration of the construction phase to support local schools and careers services, provided there are no health and safety issues.

27. Supply Chain during Construction

The Owner will work in partnership with LBBB during the construction phase to undertake the following:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements.
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development.
- Use reasonable endeavours to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development.
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why).
- Participate in at least two events in each year of the construction stage to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

A significant phase of the works to build the new market is the demolition, decommissioning and remediation works to clear and prepare the site for construction. This is due to the legacy of the site as a power station which means there is significant underground infrastructure that needs to be decommissioned and remediated to enable the redevelopment of the site. These works are covered by a prior notification for demolition (ref. 20/00129/PRIOR4) and a separate full planning application (ref. 20/01094/FULL). Although these works are not covered by this Section 106 legal agreement, they are interrelated and a pre-requisite for delivering the new market. Therefore, the jobs generated by the works under the full planning application and prior notification of demolition can also be considered against the employment, supply chain and training targets for the construction phase of the Section 106 for application ref. 20/01097/OUTALL.

Employment, Training and Supply Chain – End User

28. Employment – End User

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

- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

The City will work with the employment and training officer to agree processes to encourage traders to support the creation of job opportunities for local residents in order achieve the following objectives, where possible:

- Sui Generis floorspace: seek to ensure a minimum of 10% of the estimated total jobs (FTE) are filled by LBBB residents; and 80% of the net additional jobs generated (FTE) are filled by LBBB residents
 - Ancillary retail use: seek to ensure a minimum of 25% of the estimated total jobs (FTE) are filled by LBBB residents.
- Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely.
- Provide a skill forecast for the development and highlight any shortages to the council's job brokerage service.
- Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

29. Training and Education – End User

Working with the employment and training officer, the Owner will aim to provide training events: subject to demand during the operational phase of the market (subject to ram:

- Outreach: 108 outreach sessions and 4,320 people engaged Apprenticeships: 50 apprenticeships completed and 2,000 individual training days, with at least half of the apprenticeships being given priority for local residents.
- Non-Local workers: 2,400 individual training days and 2,100 traders trained.
- Food Industry: 1,750 individual training days and 1,000 workers trained in the wider food industry.
- Food Based: 150 fee-paying activity sessions 2,100 people engaged (workers in related food industry, recreational courses etc., of which a minimum 30% are local residents.
- 5 training courses in Environmental Health, 75 individuals trained – Food hygiene on approval premises (students and refresher courses).

30. Supply Chain – End User

The Owner will work in partnership with LBBB for the first 8 years of the operational phase to undertake the following:

- Submit a Tender Event Schedule detailing the list of work packages being offered to competitive tender for the developer and all sub-contractors, including timeframes, values of packages and framework agreements.
- Source good and services from the borough wherever possible, with an aim that this will represent at least 25% of the value of all goods and services required for the development.
 - Use reasonable endeavours to ensure companies based in LBBB will be given a genuine opportunity to tender for all contracts and sub-contracts arising from the development.
- Provide details each time a package is awarded including information about any local contractors that have tendered for work (both successful and unsuccessful, with the reasons why).
 - Participate in at least two events in each year of the development to promote opportunities to local suppliers and build their capacity and/or contribute financially to the delivery of such activity to ensure local suppliers are able to access opportunities arising from the development.

Food School

31. Framework for Business Case

The Owner will contribute up to £75,000.00 to support the preparation of an agreed vision and development of a business case for the Food School Barking Town Centre and the Shadow Food School Programme.

The business case must indicate a preferred option according to mutually agreed objectives taking into account activities taking place at the Food School Dagenham Dock. Payment to be made upon signing of S106 agreement.

32. Preparation of a Business Case

The Owner will contribute further funding of up to £175,000.00 to support the further establishment of the business case for the Food School Barking Town Centre and initiation of the shadow food school programme, including relevant partnerships and capital spending.

Payment to be made upon submission of the Private Bill or signing of the S106 agreement, whichever is the latter.

The activities proposed under the Shadow Food School Programme may include:

- To establish and maintain an engagement programme with traders, food industry and livery companies, to shape the training offer at the Food School Dagenham Dock and the Food school Barking Town Centre;
- Delivery of training and engagement in the lead up to the opening of the education facilities in Dagenham Dock site and Barking Town Centre (E.g. taster course, events, short term testing courses), with the view to help the build-up of the long-term education offers in Dagenham Dock site and the Barking Town Centre (e.g. scoping of courses and testing of options and business models for the two food facilities);
- Building links and fostering partnerships between industry with local schools/training providers, explore the way to create strong training pathways at entry level and CPD that meet the needs of the sector more broadly in view of the Food school Barking Town Centre. Sign-posting and providing training opportunities to market traders and the local food sector;

- Building the wider food curriculum across local schools. Activities such as audit of the 63 schools in the borough to enable and promote food the delivery of an effective food technology curriculum, professional development courses for school staffs and relevant curriculum support programmes; and
- Activities to raise awareness and interest in food (e.g. healthy eating), food careers and raise the profile and quality of the teaching of food technology in schools. Examples include industry-led CPD, food technology conference, schools' community supermarket, industry site visits and talks in schools, 'Great B&D Bake Off' interschool competition, and relevant resource support and development.

Any surplus fund will be ring-fenced to contribute to the Food school, Food Hub and/or Food activation programme activities subject to agreement with the applicant via the Food Education Steering Group.

The preparation of the business case for the Food School Barking Town Centre and the Shadow Food School Programme will be overseen by the Food Education Steering Group.

33. Delivery of the Food School

The Owner will contribute up to £750,000.00 (and any unspent balance from business plan monies) to deliver and support the operation of the Food School Barking Town Centre (such as to provide upgrade to facilities at the TSA site or an alternative site in Barking Town Centre as part of B&D College) and the continued delivery of the Shadow Food School Programme if required under the agreed vision and business case.

Payment is to be made once the private bill has received Royal Assent and the markets move is confirmed.

Relevant members of the Steering Group can make the decision to utilise the fund flexibly across the Food school, Food Hub and/or Food activation programme activities when required, subject to agreement with the Owner via the Food Education Steering Group.

Any surplus fund will be ring-fenced to contribute to additional activities subject to agreement with the applicant.

Food Hub

34. Preparation of Business Case

The Owner will contribute up to £75,000 to support the development of a business case for the construction and delivery of a Food Hub, complementary to the Food School Barking Town Centre, Food School Dagenham Dock and to the new wholesale market at Dagenham Dock. The business case must indicate a preferred option identified according to mutually agreed objectives which should also indicate a positive Net Present Value across the scheme within 20 years. Payment to be made upon signing of s106 agreement.

The City will provide up to £175,000 to support the construction and delivery of a Food Hub, such as the design feasibility and procurement of an operator for the food hub. This is subject to a viable business case according to mutually agreed objectives as well as indicating a positive Net Present Value across the scheme within 20 years. Payment to be made upon submission of the Private Bill or signing of the S106, whichever is the latter.

Any surplus fund will be ring-fenced to contribute to the Food school, Food Hub and/or Food activation programme activities subject to agreement with the applicant via the Food Education Steering Group.

35. Delivery of Food Hub

The Owner will provide up to £1,500,000 to support the construction and/or delivery of a Food Hub, (complementary to the Food School Barking Town Centre, Food School Dagenham Dock and to the new wholesale market at Dagenham Dock). The Owner shall only be obligated to provide this contribution where a business case indicates a positive Net Present Value across the scheme within 20 years and it is agreed between both parties that it would be in their respective interest to invest in as per the mutually agreed objectives.

This obligation would cease to have effect if both parties cannot agree on the mutual objectives or the business case is proven to be unviable for up to a period of 5 years following the First Occupation of the application site as a wholesale market.

The delivery of the business for the Food Hub will be overseen by the Food Education Steering Group.

36. Food Activation Programme

The Owner will provide up to £1,000,000.00 towards the design and delivery of a Food Activation Programme, including the appointment of two coordinators working on education pathway and food economy (linking with existing and future wholesale market needs). The Food Activation Programme will draw upon activities developed at the Food School Dagenham Dock and the Food School Barking Town Centre.

The aim of the programme is to:

- encourage an awareness of the food industry in the Borough both for residents, traders and the wider food industry this may include promotion materials, branding and website, and the organisation of physical events as appropriate; and
- start to attract complementary food users to locate in the Borough, facilitating interaction with landlords and developers.

The Food Activation Programme will be overseen by the Food Education Steering Group, including job descriptions for the appointment of the two coordinators.

Trigger: Phased payment based on the following:

- 15% on signing of the s106 agreement.
- 35% is on submission of the private bill
- 25% on approval of reserved matters
- 25% on commencement of development

Additional items

37. Provision of five small market stands will be provided for the use of LBBB SME's in the market halls (which halls to be agreed).

These will be reserved for take up in the first 6 months of opening and will be available rent free for a year for those in occupation and half rent for the following year.

It will be expected that these units will then be recycled on commercial terms for use for other SMEs or retained by the existing tenant until the end of 5 years. If not filled after 6 months, these will be made available for use by other traders.

The employment and training officer will monitor the take up of these stalls and report to the operational board on their management and on all employment and training matters.

Trigger: From opening of the new market.

38. Appoint an Employment Coordinator to start in post 3 months prior to construction phase through to end use occupation (minimum 5 years post first occupation).

Their role is to monitor all employment, skills and enterprise obligations. Working closely with the LBBB Employment and Skills team, they will ensure the local labour obligations were met, and to ensure feedback is provided to local suppliers if they were unsuccessful in any tender bids.

LBBB requests to be included on the recruitment panel for this post if it is an external appointment.

An example list of duties include:

- Engagement with local suppliers.
- Organise and arrange local engagement events.
- Manage and keep up to date a local business directory.
- Work with LBBB Council Services where required.
- Set up and Lead on meet the buyer's events.
- Set up and lead a steering group.
- Ensure all obligations are achieved and where not possible, able to demonstrate and evidence reasonable endeavours.

Trigger: appointment confirmed prior to completion.

39. Creation of a Steering group including an annual payment of £7,500 for a period of 10 years.

The steering group will meet on a quarterly basis, with the first meeting starting prior to construction of development to discuss and resolve performance issues, review planning obligations, and act as a forum for reporting the various monitoring matters in relation to the s106. The steering group will be required to on an annual basis present to members of the planning committee and ward members an update on the progress of the development.

Membership will include but not be limited to at least:

- 1 (one) representative on behalf of City of London
- 1 (one) representative on behalf of the Council and
- 1 (one) representative on behalf of TfL

The purpose of the steering group will be to:

- act as a forum to discuss and resolve performance issues amongst the Parties and to ensure strategic consistency of the Development with other development initiatives within the London Borough of Barking and Dagenham and the London Riverside Opportunity Area.
- as soon as practicable following receipt from the City of London and in any event within 2 (TWO) months of receipt review any reports/studies related to Transport via River and Rail and to make recommendations to the City of London.
- as soon as practicable following receipt from City of London and in any event within 1 (one) month of receipt review the Annual Monitoring of employment obligations
- as soon as practicable following receipt from the Council and in any event within 1 (month) calendar month of receipt, review the job description for any posts created to serve the development – Travel Plan Co-ordinator, Employment officers and make recommendations to the City of London.
- The owner will submit a report on sustainable transport measures to the steering group on how they will be implemented on Practical Completion of the development
- review of sustainable modes listed in obligation 12 & 15. The monitoring of these obligations will be based on the trips considered within the CTA. If the trips reach 90% of the CTA over a two-week period and it is part of a trend in usage of vehicles over a month, then the Owner will review the effectiveness of the sustainable transport measures and ensure reasonable endeavours have been used to fully implement them and bring forward options of further mitigation measures where reasonable. The Owner shall update the Steering Group on the measures taken, as necessary. The Steering Group will have the opportunity to review these measures and advise or suggest further mitigation if necessary.
- Other stakeholders including local businesses, the Port of London Authority will be invited as and when considered necessary in relation to any of the above-mentioned obligations.
- Allow businesses in Dagenham Dock to raise representation to the group. Where representations are made require the City of London to provide a response within 1(month).

- There will also be a requirement to update Members briefing on an annual basis over progress of development.

Trigger: first payment to be made upon signature of this deed, then annually from the date of the deed.

Ultra-Low Emission

40. Implementation of a local ULEZ

The owner covenants to introduce an Ultra-Low Emissions Zone within the site in accordance with the most recent guidance set by Transport for London regardless of whether the existing ULEZ has been extended to the site.