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Introduction

1.0 INTRODUCTION

1.1 PURPOSE OF STATEMENT

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

This application is for:-

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

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

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

1.2 DOCUMENT OVERVIEW

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

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

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

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

DEVELOPMENT ASPIRATIONS

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

1.3 SUMMARY OF KEY PROPOSALS

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

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

1.4 PROPOSAL

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

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

Table 1

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

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Site Context

2.0 SITE CONTEXT

2.1 SITE LOCATION

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

The Site is positioned alongside Choats Road and Choats Manor Way which leads onto A13, providing access to London, to the East and to the M25. Dagenham Dock Rail Station, located within 20 minutes walking distance from the site, provides a frequent train service to Central London.

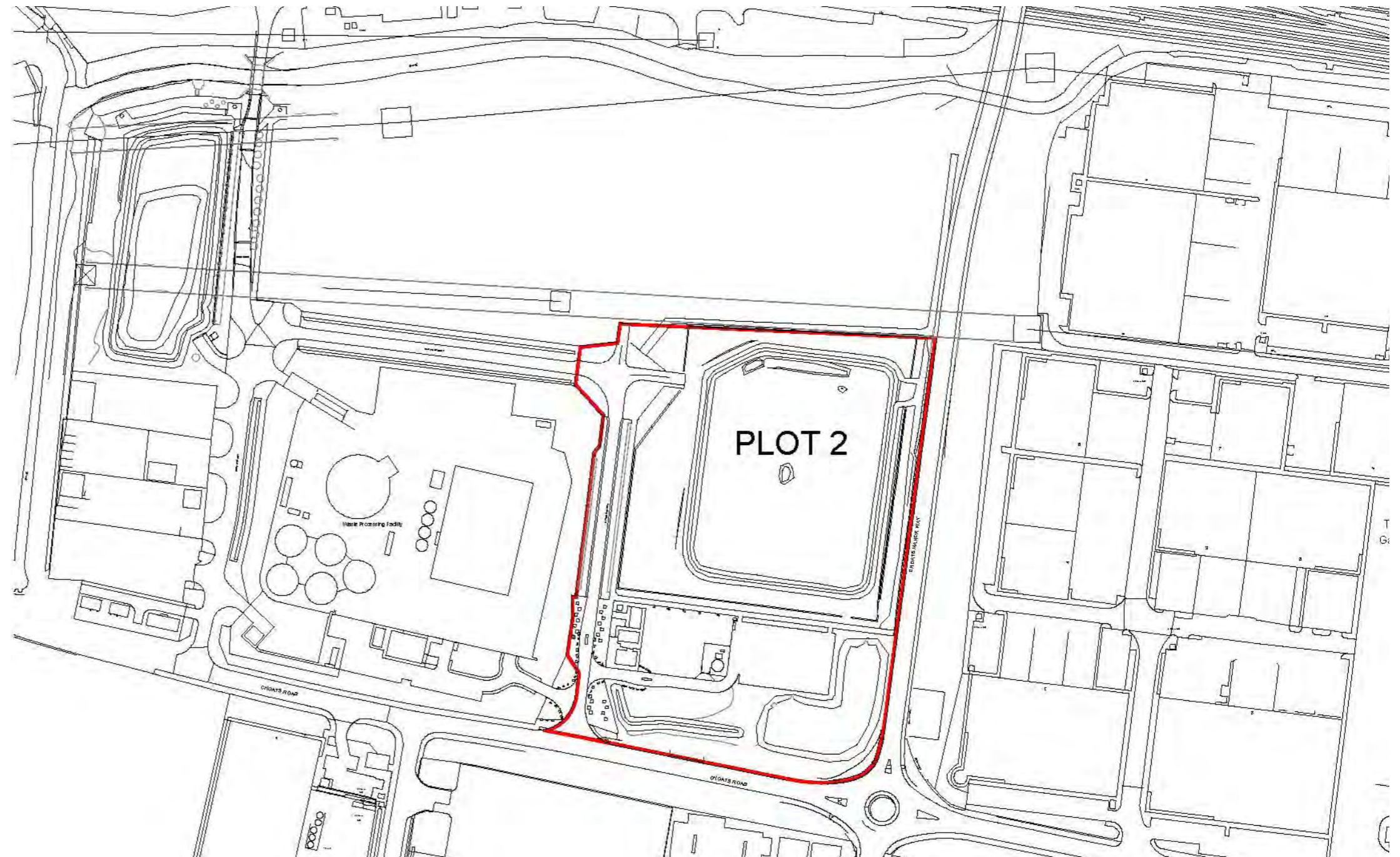
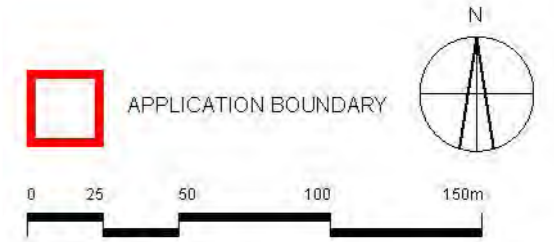


..... London Riverside Opportunity Area Boundary

2.2 LAND USE

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

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





EAST + Portfolio sites

2.3 SITE DESCRIPTION & SURROUNDINGS

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

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

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

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

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

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



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



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

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

2.4 SITE ACCESS

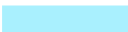






This vehicular access is provided of Choats Road by way of Hitch Street, a loop road built to accommodate the then LSIP developments schemes envisaged. A separate access is provided for HGVs and cars. The A13 which is a major strategic route, connecting Central London with M25, is located immediately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

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

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



KEY

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

2.5 SITE CONSTRAINTS & OPPORTUNITIES

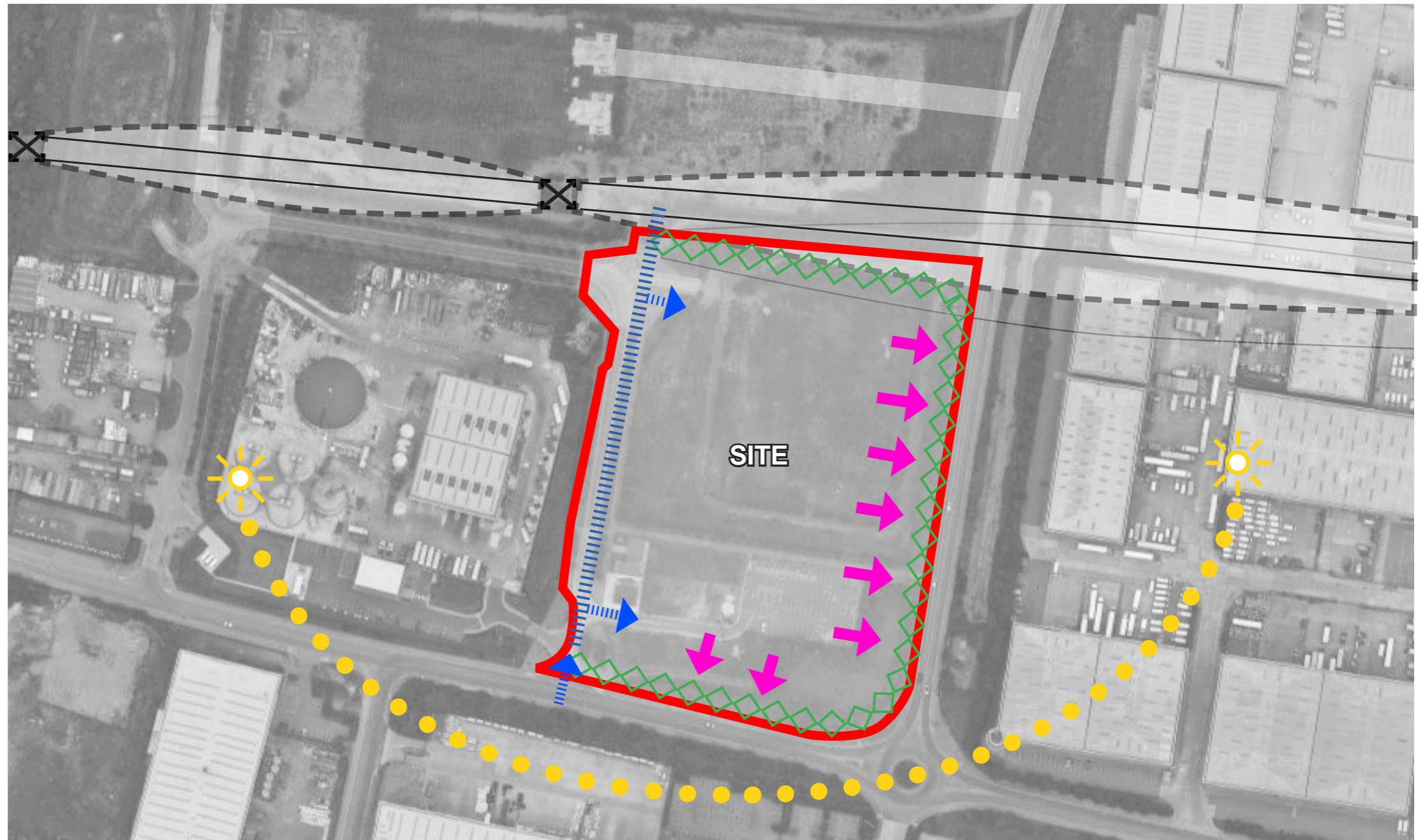
The site investigation has been undertaken and opportunities and constraints plans have been produced. Overall the opportunity to provide a multi-storey building is not affected by the present constraints, rather the requirements of the facility.

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

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

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

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



KEY:

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

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Consultation

3.0 CONSULTATION & PLANNING POLICIES

3.1 CONSULTATION

Pre-application Discussions

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

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

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

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

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

Public Consultation

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

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

3.2 PLANNING POLICIES

Development Plan

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

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

LBBD Core Strategy (adopted July 2010):

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

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

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

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

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

locations will not be released for other purposes.

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

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

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

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

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

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

Site Specific Allocations (adopted December 2010):

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

The Application Site is not allocated within this document.

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

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

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

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

The London Plan (2016)

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

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

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

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

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

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

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

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

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

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

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

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

Vehicle and cycle parking standards are contained in the London Plan's Parking Addendum to Chapter 6. In terms of parking for employment uses, the London Plan indicates an appropriate range of car parking provision for the proposals of between 1 per 600m² and 1 per 100m² for Outer London locations with the expectation that sites with poor accessibility and low PTAL ratings (such as the Application Site) would tend towards the higher level of provision. Further details are provided in the Transport Statement.

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

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

London Riverside Opportunity Area Planning Framework (adopted September 2015)

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

The London Riverside Opportunity Area Planning Framework

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

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

Supplementary Guidance

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

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

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

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

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

3.3 OTHER MATERIAL PLANNING CONSIDERATIONS

New London Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 10.4 sets out the maximum office parking standards. For Outer London Opportunity Areas this requirement is 'Up to 1 space per 600m² gross internal area (GIA)'.

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

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

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

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

National Planning Policy Framework (published February 2019)

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

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

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

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

The key areas of NPPF focus are as follows:-

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

Planning Practice Guidance (published March 2014)

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

Design

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

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

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

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

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

- Uses
- Homes and buildings
- Resources
- Lifespan

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

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

Determining a planning application

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

Travel plans, transport assessments and statements in decision-taking

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

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

Natural Environment – Biodiversity, ecosystems and green infrastructure

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

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

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

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

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

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

Draft LBBB Local Plan

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

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

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

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

minimise any detrimental impacts to the wider area

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

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

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

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

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

04 The Proposal

4.0 THE PROPOSAL

4.1 BRIEF

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

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

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

4.2 DESIGN PROCESS

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

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

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

4.3 USE

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

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

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

4.4 LAYOUT

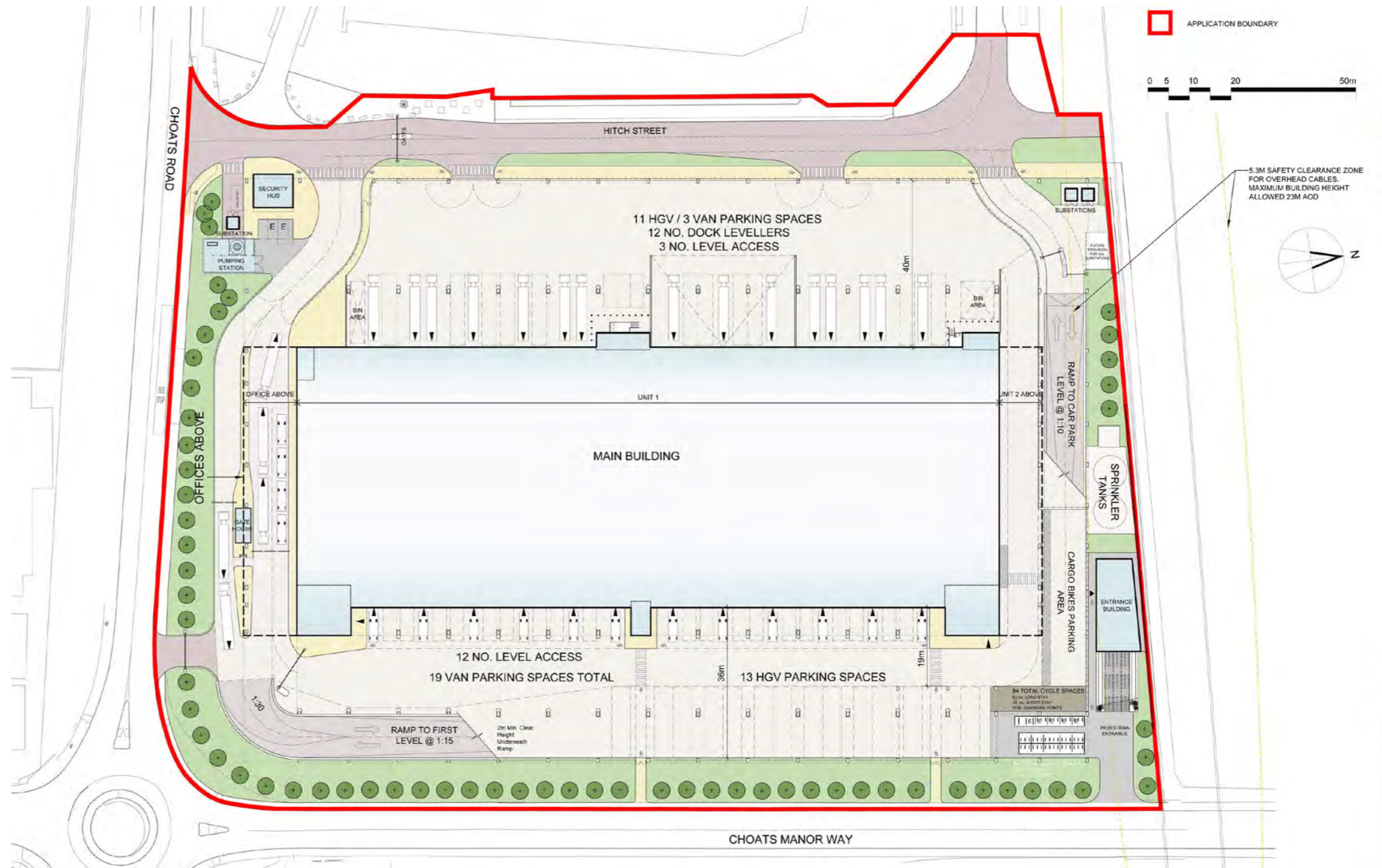
The layout of the proposal directly responds to the constraints and opportunities inherent in the Site's context.

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

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

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

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



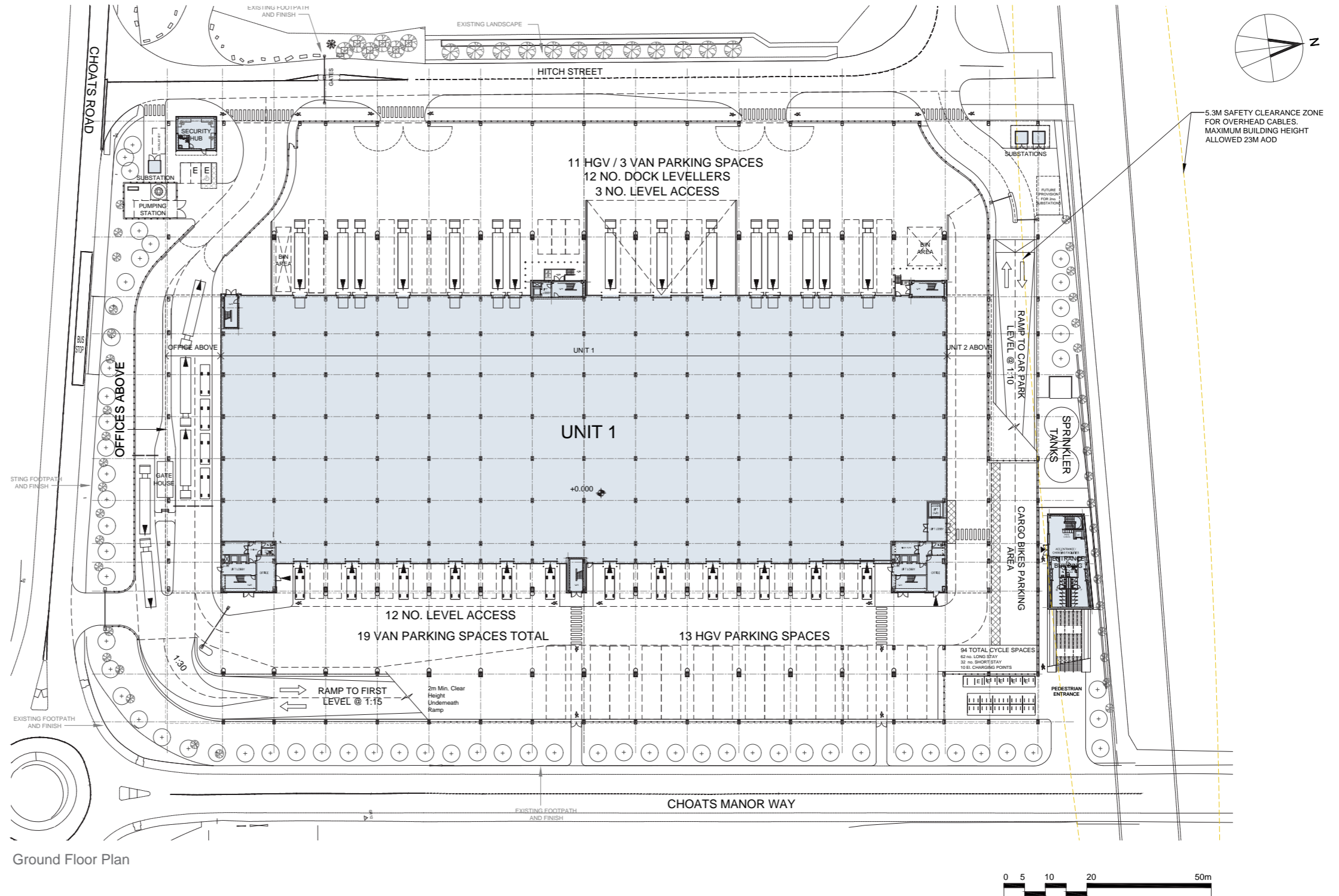
Site Layout Plan

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

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

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

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



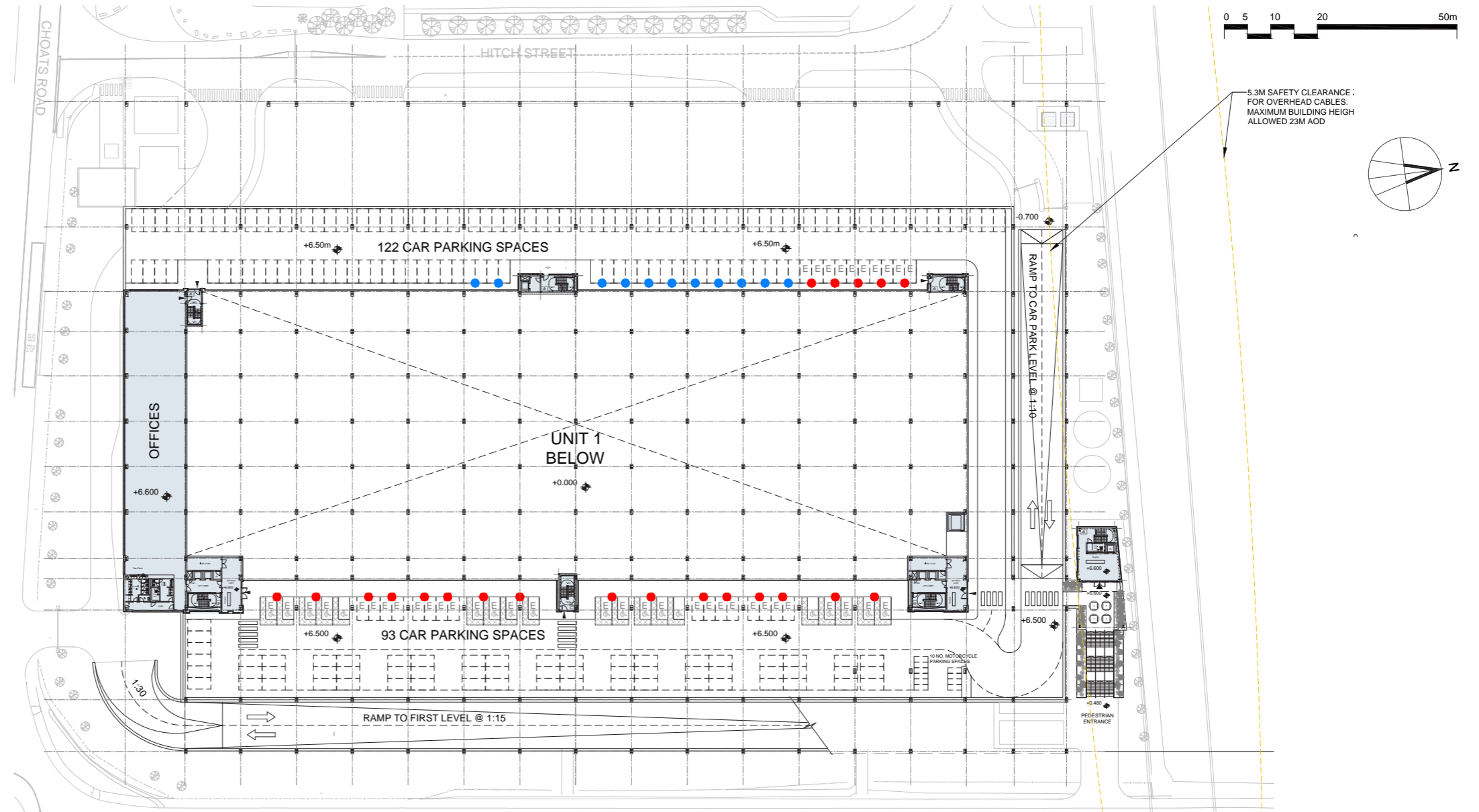
Ground Floor Plan

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

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

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

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



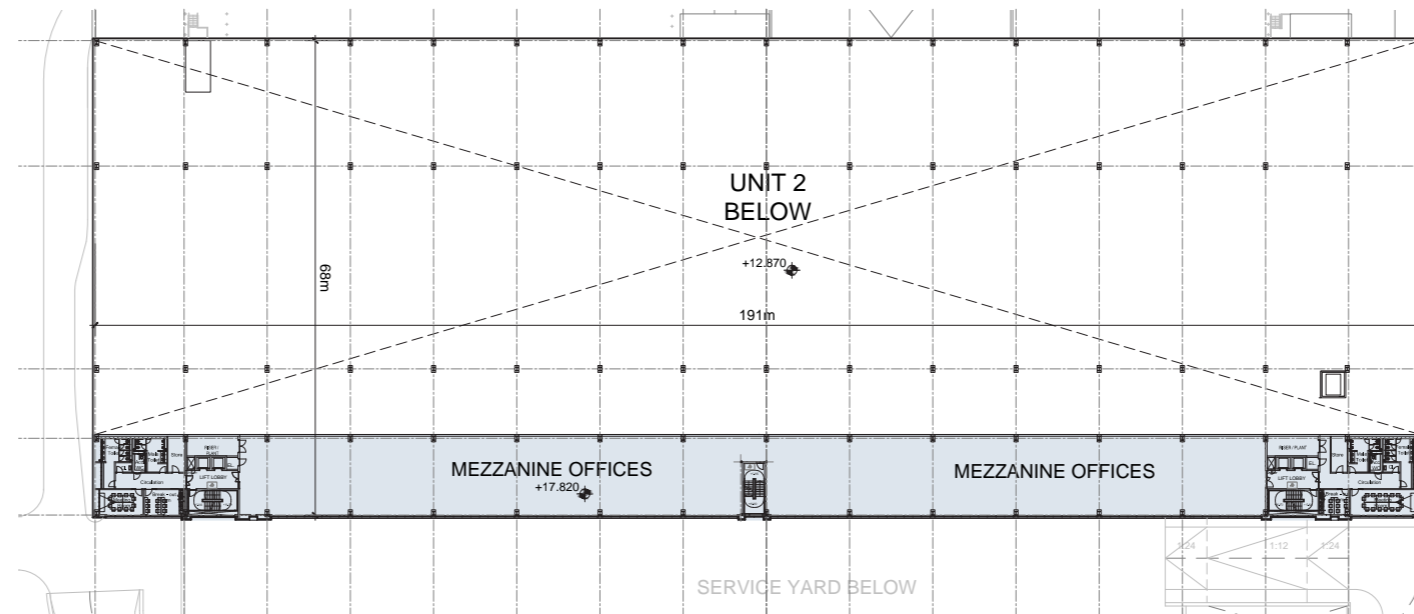
KEY:

- 20% Active electric charging spaces; 44 in total (42 to car park and 2 in location of security hub car park on Ground Floor). Each red dot represents 2 charging points.
- 10% Passive electric charging spaces; 22 in total. Each red dot represents 2 charging points.

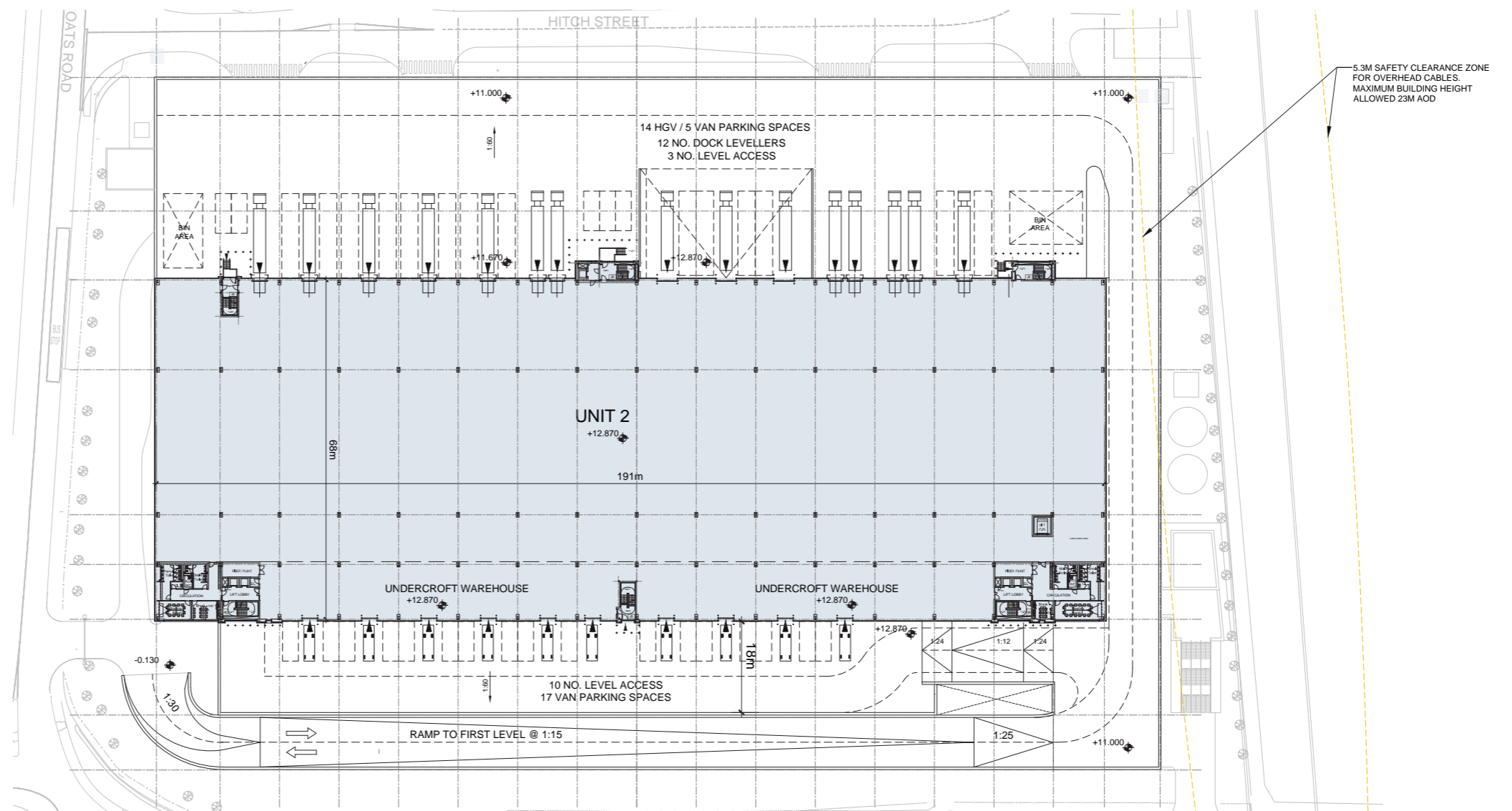
Mezzanine Level - Unit 1 Office & Car Park Plan

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

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



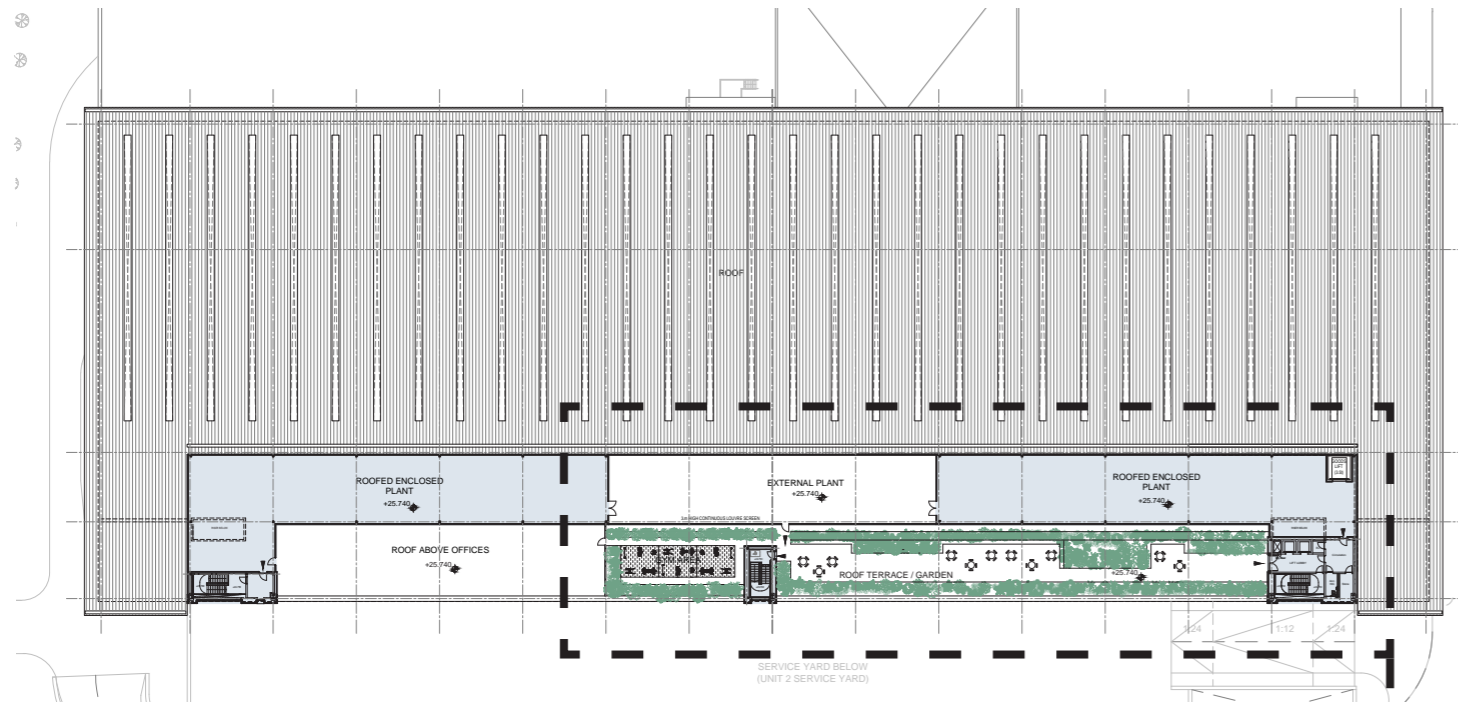
Mezzanine Level - Unit 2 Office



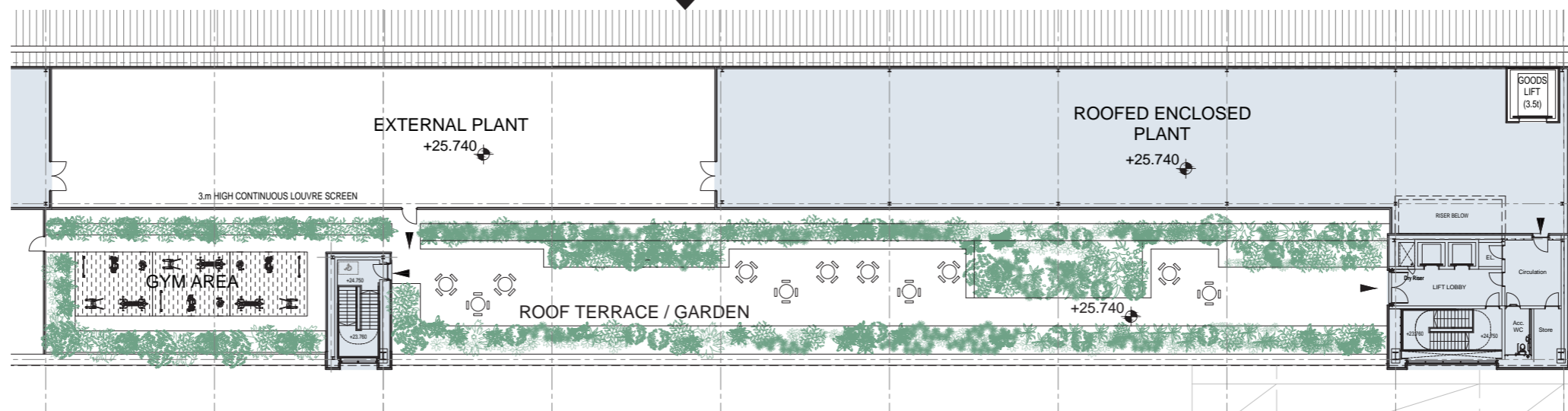
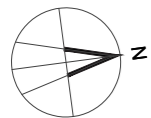
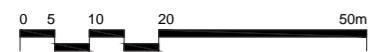
First Floor Plan - Unit 2

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

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



Roof Terrace and Plant Level Floor Plan



4.5 AMOUNT

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

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

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

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

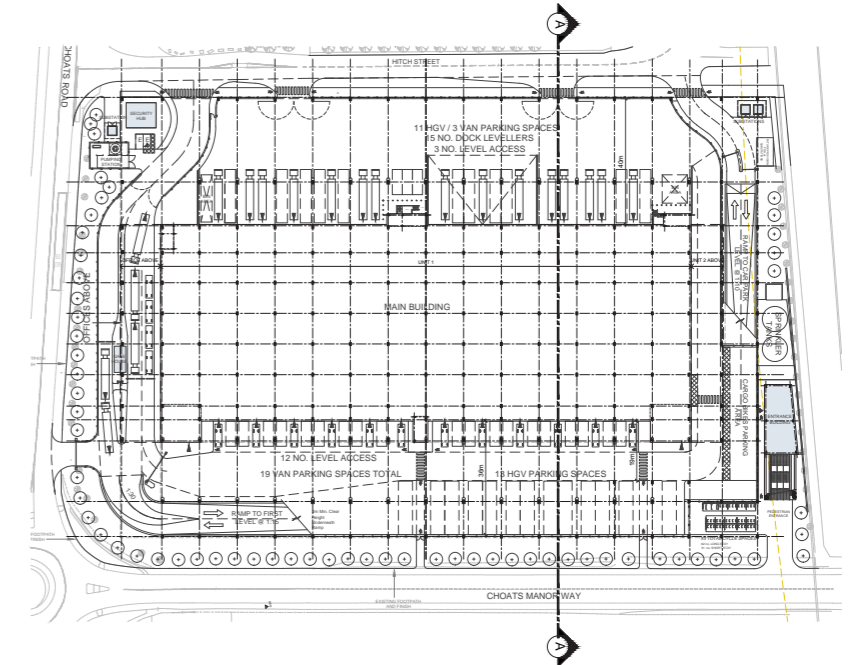
The first floor also contains an industrial / distribution unit with ancillary offices at the unit's mezzanine floor, above the van loading facility. Like the unit on the ground, the first floor unit has been designed to allow a cross loading facility, with docks and level access facilities at the east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

4.6 SCALE

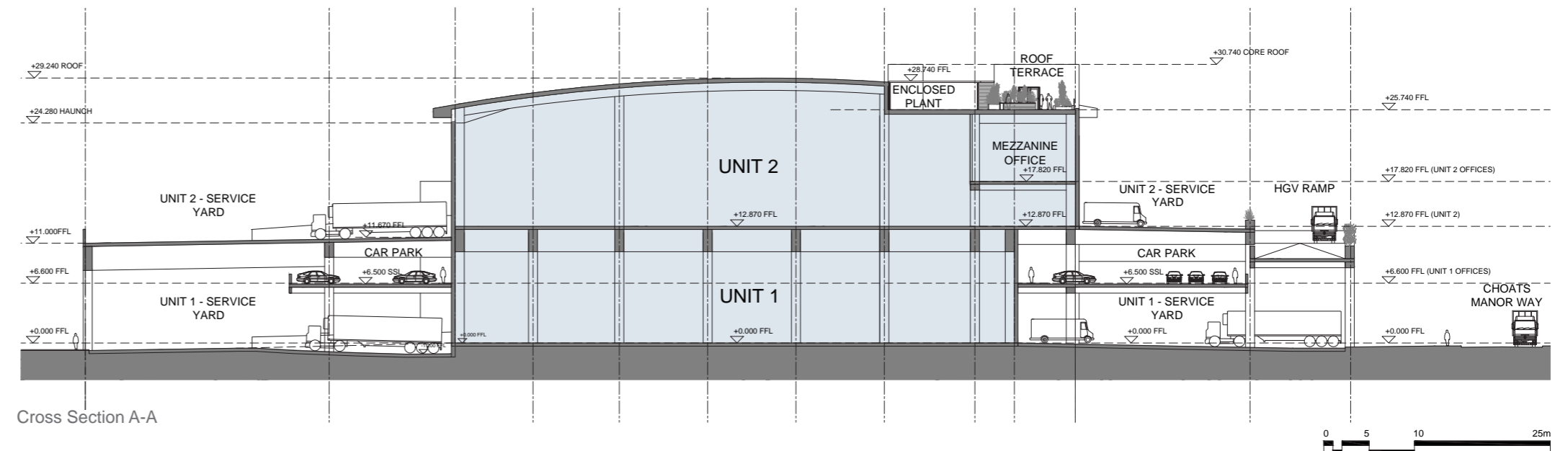
The scale of the proposed development has been determined by clear heights required for the units, structural zones, and the ramp access. The building is approximately 195m long and 30.740m high.

Schedule of Area:

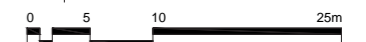
GROUND FLOOR + MEZZANINE OFFICE UNIT 1	sqm
Unit	10,491
Mezzanine Office (Car Park Level)	942
Sub total	11,433
GF Circulation	347
Main Entrance Building	214
Security Hub	76
Ground Floor Total	12,070
CAR PARK LEVEL	
Circulation	466
Main Entrance Building	110
Car Park Floor Total	576
FIRST FLOOR + MEZZANINE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



Key Plan



Cross Section A-A



4.7 APPEARANCE

Design Principles

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

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

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

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

Elevational Treatment

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

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

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

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

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

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

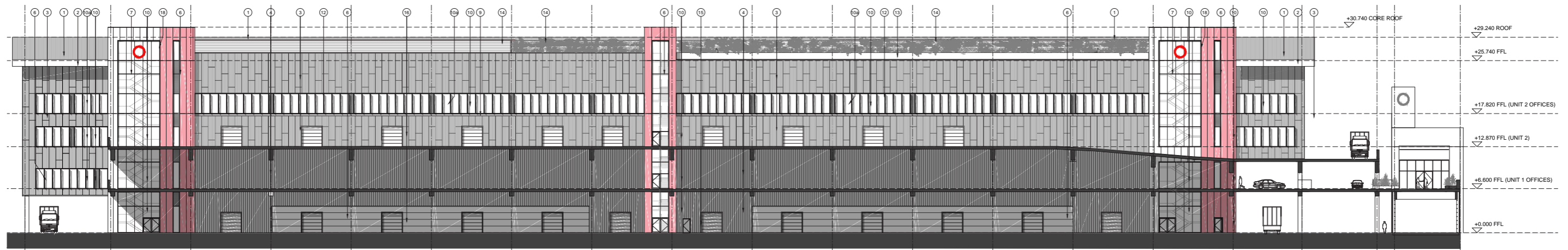
The upper level service yards, ramps and the car park will be made of concrete which aims for the contemporary and minimalistic look to compliment the main building elevation.

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

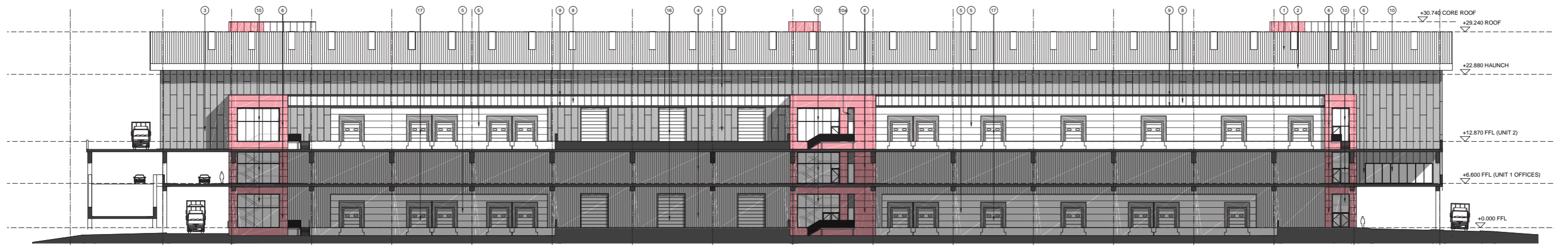
The on the main building is proposed to be in the shape of a barrel vault which compliments the overall concept aspiration. The material will be steel standing seam systems with strip roof lights providing the internal warehouse with sufficient daylight. Barrel vault roofs contributes to overall high-quality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

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

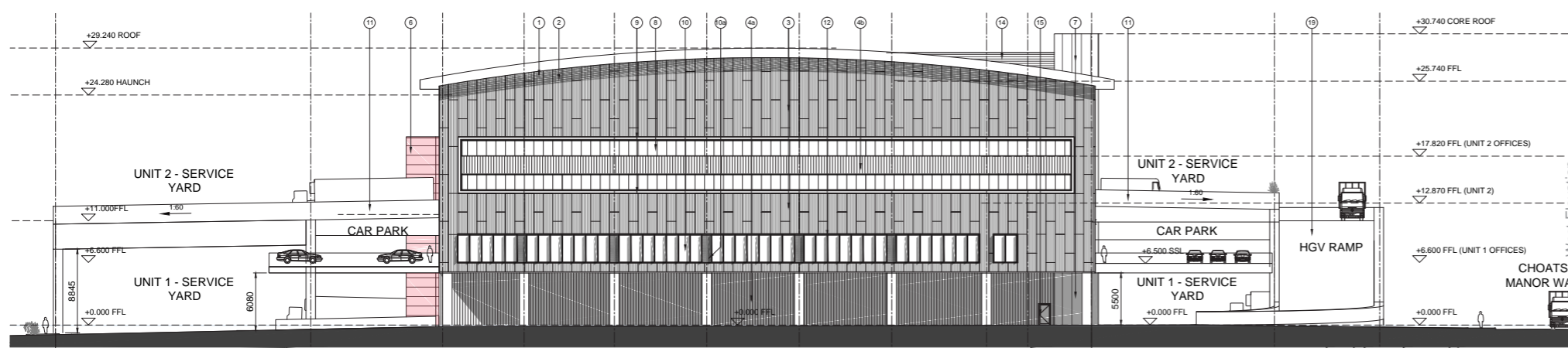




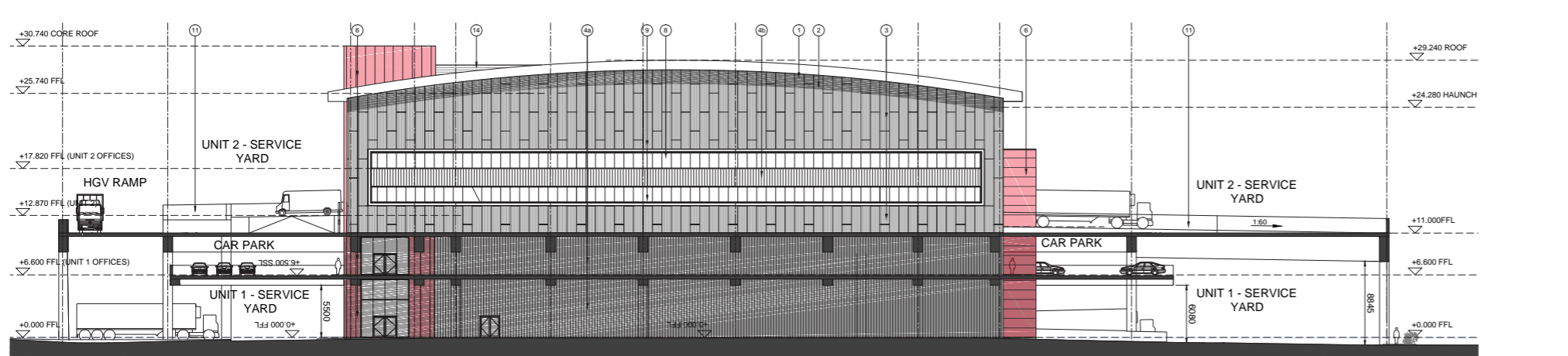
North Elevation



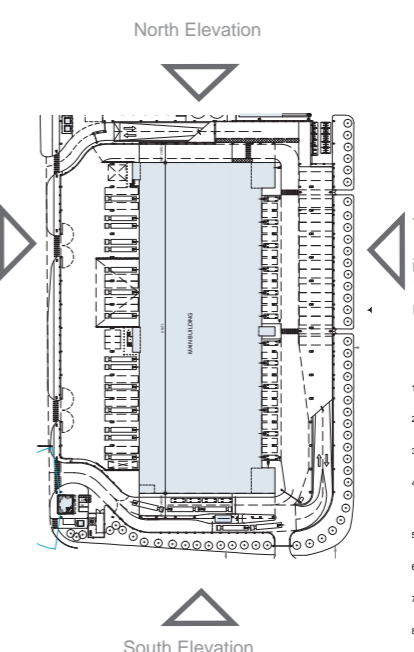
West Elevation



South Elevation



North Elevation



SCHEDULE OF FACING MATERIALS:

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

Illustrative Elevations



North Elevation



West Elevation



South Elevation



North Elevation

Illustrative Aerial View from North-East





Illustrative view from the North-East

