



REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P0596.16 - Plot 6, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for industrial/commercial
floorspace (B1a/b/c, B2, B8 use classes)
with associated car parking and
landscaping

P0594.16 - Plot 8, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for industrial/commercial
floorspace (B1a/b/c, B2, B8 use classes)
with associated car parking and
landscaping

P0590.16 – Plots 10 & 11, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for commercial floorspace
(B1c, B2, B8 use classes) with associated
car parking and landscaping
(All applications received 15th April 2016)

Ward:

South Hornchurch

Lead Officer:

Simon Thelwell, Planning Manager –
Projects and Regulation

Report Author and contact details:

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Minerals & Projects Planning Officer
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Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework
Planning Policy Practice Guidance

Financial summary:

Not relevant

The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

The Local Planning Authority is in receipt of three full planning applications for industrial, commercial development at various plots within the Beam Reach 5 Business Park, Rainham. The plots to which these applications relate already benefit from planning permission for industrial, commercial development however these applications, if planning permission is granted, would supersede that already permitted and allow the plots to be developed on an individual basis.

The nature of the current proposals do not fundamentally differ from the extant planning permission for the site - in so much that no change is proposed to the use of the buildings. However, amendments are sought to the site layout, unit sizes, building configuration and design to better reflect market demand.

Staff are minded that this area has been vacant for many years and accordingly, in context of aspirations for the area, are keen to see the area developed. The London Riverside Area is a major opportunity area for the Borough and in view of planned residential development nearby it is considered that realising Bean Reach Business Park will be pivotal in establishing a sense of community.

In context that the principle of an industrial/employment area in this locality is firmly supported in the Core Strategy, it is considered that the Local Planning Authority should be supportive of applications which seek to help realise this aspiration. With regard to this, it is considered that these applications have looked more robustly at the market and put forward a development which should seek to better support local opportunities and innovation. The development proposed is considered of a high quality and it is considered that the design rationale and material palette would be conducive to the principles of sustainable development. With additional provisions, such as the management suite, it is considered that this development represents an improvement on the extant planning permission. Accordingly, subject to conditions and an appropriate legal agreement it is considered that the development complies with the stipulations of the Core Strategy and London Plan.

RECOMMENDATIONS

That the proposals are unacceptable as they stand but would be acceptable subject to the applicant entering, in relation to the three applications, into a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the following:

- A £200,000 financial contribution towards Beam Park Station;
- A £20,000 financial contribution towards local environment improvements;
- A review of on-site parking provision, within 12 months of occupation of each plot, together with amended site plans to account for any identified over-provision;
- A review of the signalling arrangements at the junction on Marsh Way;
- Reservation of the access point/strip of land from Consul Avenue to Manor Way for future public access and a restriction on future development proposals blocking this land; and
- A local employment, skills and supply-chain opportunities framework or a commuted sum, agreed with the Local Planning Authority, to provide alternative local employment initiatives if the applicant is unable to provide an appropriate level of opportunities on-site.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums shall be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the legal agreement, prior to the completion of the agreement, irrespective of whether the agreement is completed; and
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

Subject to no direction to the contrary from the Mayor for London (under the Town and Country Planning (Mayor of London) Order 2008) it is therefore recommended that the Head of Regulatory Services be authorised to enter into a legal agreement to secure the above and upon completion of that agreement grant planning permissions subject to the conditions covering:

Application ref: P0596.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:

- a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the decision notice).

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials in accordance with those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 27/05/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plot 6 – External Lighting Lux Levels', drawing no. 2330-EX-004, dated Feb 2016. No external lighting other than shown on the aforementioned shall be

installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plot 6 – External PV Layout', drawing no. 2330-SK-002, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled 'Proposed Drainage Strategy', drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development hereby permitted is first occupied, the area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled 'Plot 6 – Innovative Village Site Layout Plan', drawing no. PL 102 (Rev E), dated 24/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in writing. The development shall be implemented in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing.

If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development complies with policy DC53 of the Development Control Policies Development Plan Document.

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55 and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

18. Hours of Construction - All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect nearby residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

19. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;

- c) a piling method statement (detailing the depth and type of piling proposed)
- d) siting and design of temporary buildings; and
- e) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

20. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission shall provide:

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway.
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles; and

- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements or evidence that approved practices are failing.

Reason: Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

1. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.
2. The Applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.

5. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
6. The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-
 - a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
7. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

Application ref: P0594.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:
 - a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the decision notice).

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or

any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials to match those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 20/06/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plot 8 – External Lighting Lux Levels', drawing no. 2330-EX-002, dated Feb 2016. No external lighting other than shown on the aforementioned shall be installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plot 8 – External PV Layout', drawing no. 2330-SK-003, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled ‘Proposed Drainage Strategy’, drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development hereby permitted is first occupied, the area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled ‘Plot 8 – Innovative Village Site Layout Plan’, drawing no. PL 002 (Rev E), dated 24/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in writing. The development shall be implemented in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community

safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development complies with policy DC53 of the Development Control Policies Development Plan Document.

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55

and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

18. Electromagnetic Compatibility (EMC) – No development shall take place until an assessment of electromagnetic compatibility to show that the design of the development is compatible with EMC regulations has been submitted to and approved in writing by the Local Planning Authority, in consultation with HS1. The development shall be implemented in accordance with the details approved.

Reason: Insufficient information has been supplied with the application to assess if the development would give rise to concerns with regard to EMC emissions. EMC emission which are not compliant with the regulation could cause disturbance to HS1 equipment and accordingly due assessment is required to ensure that no such risk exists.

19. Hours of Construction - All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect nearby residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

20. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) details of the proposed type of plant and equipment likely to be utilised during construction;
- c) storage of plant and materials;
- d) a piling method statement (detailing the depth and type of piling proposed);
- e) details of the design of the foundations and other works proposed below existing ground level including the proposed depth of excavations;
- f) siting and design of temporary buildings; and
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

22. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission shall provide:

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway.
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles; and
- f) A description of any contingency plan to be used in the event of a breakdown of the wheel washing arrangements or evidence that approved practices are failing.

Reason: Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of

highway safety and the amenity of the surrounding area and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

1. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.
2. The Applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. As the site is located adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the applicant contacts assetprotectionanglia@networkrail.co.uk before any works are carried out to ensure that the aforementioned infrastructure is not affected by the development.
5. The developer shall enter into discussions with HS1 and their Engineer, Network Rail (High Speed), before any works are carried out on-site. The applicant is reminded that HS1 has a right of access to a 5m maintenance strip along the HS1 fence line.

6. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.
7. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
8. The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-
 - a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
9. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

Application ref: P0596.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:
 - a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the decision notice).

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials to match those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 20/06/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plots 10 & 11 – External Lighting Lux Levels', drawing no. 2330-EX-003, dated Feb 2016. No external lighting other than shown on the aforementioned shall be installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plots 10 & 11 – External PV Layout', drawing no. 2330-SK-001, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled ‘Proposed Drainage Strategy’, drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development hereby permitted is first occupied, the area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled ‘Site Layout Plan – Plot 10 & 11’, drawing no. 30849-PL-132H (Rev H), dated 23/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in

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

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development complies with policy DC53 of the Development Control Policies Development Plan Document.

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55 and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

18. Hours of Construction - All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect nearby residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

19. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) a piling method statement (detailing the depth and type of piling proposed)
- d) siting and design of temporary buildings; and
- e) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

20. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid

the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission shall provide:

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway.
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles; and
- f) A description of any contingency plan to be used in the event of a breakdown of the wheel washing arrangements or evidence that approved practices are failing.

Reason: Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

1. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per

request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

2. The Applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.
5. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
6. The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-
 - a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.

7. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

REPORT DETAIL

1.1 Site Description

- 1.1 The application sites are located in the south of the Borough, west of Rainham. The area forms part of the former Ford car plant, which ceased operation around 1995 and sits within a designated Strategic Industrial Location (Beam Reach Business Park).
- 1.2 In terms of the area, the Business Park is bordered to the east by the Marsh Way flyover, to the north of the A13 and to the south of the London to Southend railway line. The area, given the designation within the Council's LDF Proposals Map, is characterised by large warehouse style buildings and industrial and employment uses.
- 1.3 The site is not located within a conservation area and is not listed (or curtilage listed). There are no national ecological designations of note within the immediate vicinity, although the wetlands in-between plots 8 and plots 10-11 are designed as a Borough level site of nature conservation. For reference, the nearest national ecological designations to the site are Ingrebourne Marshes SSSI which is approximately 850m east of the site and the Inner Thames Marshes SSSI which is approximately 900m south-east of the site.
- 1.4 Part of the application site is located within flood zone 3; the site is furthermore noted as being potentially contaminated; and is locally designed as part of an Archaeological Priority Zone.

2.0 Background

- 2.1 In 2011 a hybrid planning permission was granted (ref: U0007.10) by the London Thames Gateway Development Corporation for the development of plots 1, 2, 3, 4, 5 and 9 (full details) and plots 6, 8, 10, 11 and 12 (outline) for:
- Full planning permission for a Refrigerated Distribution Centre (Use Class B8) and ancillary accommodation (42,000 sqm), associated Vehicle Maintenance Unit (1,382 sqm), Distribution Centre Processing Facility (10,635 sqm), associated hard standing areas, HGV circulation and parking areas, access road, 547 car parking spaces (including disabled parking), car charging and car sharing space, cycle and motorcycle parking space, fuel island, vehicle wash, generators and landscaping.
 - Outline application, with matters relating to appearance and landscaping reserved, for the erection of four buildings each to be for either light

industrial (Use Class B1(c)), general industrial (Use Class B2) or, storage and distribution (Use Class B8) units; 299 car parking spaces associated HGV circulation and parking areas and access roads.

- 2.2 Reserved matters pursuant to the above were approved by the Local Planning Authority in 2016 (ref: P1887.15) and accordingly the outline aspect of the development can now be built out as approved – noting the obligations of the legal agreement attached to this permission discussed in greater detail later in this report.
- 2.3 These applications submitted (refs: P0596.16, P0594.16 and P0599.16) cover specific plots/areas of the Beam Reach Business Park which are covered by aforementioned. Should planning permission be granted, these applications would therefore provide an additional and alternative scheme which could be developed.

3.0 Description of Proposal

- 3.1 The applicant has recently been selected as the Greater London Authority's partner for the development of the East+ portfolio, which consists of 86 acres of industrial land in the London Riverside Opportunity Area. The four plots which are covered by these three applications are the first to come forward as part of the partnership.

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- 3.2 Plot 6 has a site area of 0.78ha and is located to the west of Beam Reach, to the north-east of the Marsh Way roundabout. The plot it is proposed that this plot would be developed to provide 16 units across five separate blocks. The total floorspace to be created would be approximately 4,120m² (GEA) with four different unit sizes being proposed together with a marketing suite. The units would range between 93m² and 317m² and it is anticipated would offer accommodation for a range of medium sized businesses. Uses proposed include B1a/b/c, B2 and B8.
- 3.3 The marketing suite, proposed at plot 6, would be located on the top of block 1, to the south of the plot. This would be approximately 400m² and would contain a management suite for marketing and innovation across plots 6 and 8. It would contain shared office/meeting space for occupiers together with a central reception area for occupiers to use.
- 3.4 The applicant has sought to create a modern, high quality development on this plot, using crisp edge detailing, solid cladding, robust and engineered materials and glazing. The front elevation of each unit is proposed to be framed by profiled silver aluminium wrapping (around loading doors and pedestrian access). Access points to the site would be recessed back from the main frontage in dark grey colours to help break up the overall scale of the development, add contrast and architectural interest, and a layer of translucent polycarbonate is proposed above the loading door to further break-up the silver cladding and add a sense of rhythm to the units across the plot. The units are

proposed with pitched roofs, with the exception of block 1 to which the marketing suite would sit, 8.65m to ridge.

- 3.5 The marketing suite, which as previously suggested, would be located above proposed block 1, would be clad in light silver in contrast to the darker grey cladding on the below block. The suite would protrude over the block beneath and with the use of a high quantity of glazing it is considered that this suite will create a focal point and sense of place. The marketing suite would have a flat roof 14.25m to ridge.
- 3.6 Car parking for up to 50 cars; and 16 vans is proposed as part of the development of this plot. In addition to this four motorcycle spaces and 18 cycle spaces are proposed. The provision of car parking spaces incorporates 10 active electric charging spaces; five passive electric charging spaces; 5% disabled parking; and 5% enlarged parking spaces.
- 3.7 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 68 jobs.

Application ref: P0594.16

- 3.8 Plot 8 has a site area of 0.67ha and it is proposed that this plot would be developed to provide 26 units across two separate blocks. The total floorspace to be created would be approximately 1,902m² (GEA) with four different unit sizes being proposed. The units would range between 46m² and 124m² and it is anticipated would offer accommodation for a range of start-up and small businesses. Uses proposed include B1a/b/c, B2 and B8.
- 3.9 The design rationale for plot 8 follows the principles outlined for plot 6, with the units proposed primarily to be clad in silver with darker grey cladding proposed around main access points to add architectural interest. The middle block of units (18 units) is proposed with a pitched roof, 7.2m to ridge, and the linear block (8 units) is proposed with a lean-to style roof, 7.7m to ridge. Car parking for up to 49 cars; and 26 vans is proposed as part of the development of this plot. In addition to this are four motorcycle spaces and 12 cycle spaces. The provision of car parking spaces incorporates 10 active electric charging spaces; five passive electric charging spaces; 5% disabled parking; and 5% enlarged parking spaces.
- 3.10 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 31 jobs.

Application ref: P0599.16

- 3.11 Plots 10 & 11 have a site area of 4.9ha and it is proposed that these plots would be developed to provide five units, totalling 17,481m² (GEA). The units would range between 1,603m² and 6,556m² and it is anticipated would offer

accommodation for a range of medium to large businesses. Uses proposed include B1c, B2 and B8.

- 3.12 These plots form the key frontage to the site, when viewed from the A13. Accordingly, the applicant has sought to create high quality architectural elevations to this vista. The elevational treatment proposed is a combination of profiled horizontal and vertical metal cladding, flat cladding composite panels, translucent cladding panels and curtain walling. The units would have curved roofs, with units 1 and 2 having a roof ridge of 17m; and units 3, 4 and 5 having a roof ridge of 14m. Car parking for up to 165 cars; nine disabled spaces; 15 motorcycle spaces and 52 cycle spaces are proposed.
- 3.13 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 306 jobs.
- 3.14 Access to the site, overall, and the plots would remain, principally, as existing. With regard to this vehicles would access the site via the roundabout on Marsh Way, onto Consul Avenue. Consul Avenue is a dual carriage road and would, as part of these applications, be upgraded to the standards already established to the Tesco distribution centre.

4.0 Relevant History

- 4.1 Application ref: U0007.10
Description: A hybrid application (part outline, part detailed) for the re-development of plots 1-5 and 9 (full details) and plots 6, 8, 10-12 (outline) of Beam Reach 5 Business Park
Decision: Approved with legal agreement (18/02/2011)

Application ref: P1525.11
Description: Erection of VMU comprising 1875m² floorspace (GEA)
Decision: Approved with conditions (15/12/2011)

Application ref: N0057.15
Description: Non material amendment to planning permission reference: U0007.10 seeking the removal of the projecting office pod to the north of Unit 2 (Plot 12) and a minor re-configuration of the car parking area of the same Unit
Decision: Approved (15/01/2016)

Application ref: P1887.15
Description: Reserved matters application for appearance and landscaping in relation to commercial floorspace (B1c, B2, B8 use classes) for plots 8, 10, 11 & 12 pursuant to planning permission reference U0007.10
Decision: Approved with conditions (22/03/2016)

5.0 Consultations/Representations

5.1 65 properties were directly notified of this application. The application was also advertised by way of site notice and press advert. No letters of public representation have been received.

5.2 Consultation has also undertaken with the following:

Anglian Water - No comments received.

Environment Agency - No objection. Although these sites are located within flood zone 3, they are protected to a very high standard by the Thames tidal flood defence, up to a 1 in 1000 (0.1%) chance in any year event, but our flood modelling shows that the site is at risk if there was to be a breach in defences or if they were overtopped. Finished floor levels are set at no lower than 2.5m AOD, which is above both the tidal breach flood level and no lower than 300mm above the 1 in 100 chance in any year including an allowance for climate change fluvial flood level.

Essex and Suffolk Water - No objection.

Greater London Authority – These sites are located within the Rainham Employment Area and a strategic industrial location and the applications seek to provide a new, modern, flexible industrial estate to support a range of start-up's and more traditional occupiers. The creation of 405 jobs is welcomed and in principle the proposals are supported. The proposed site layout and design will significantly improve the physical appearance of the site, although some clarification is requested on wider connectivity. As per comments from TfL, the car parking provision is in excess of London Plan policy and this needs to be assessed further in terms of impact on the A13. In order to ensure full compliance with the London Plan, the application is required to be reported back at stage 2. With regard to this, if the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the decision to proceed unchanged, to direct refusal or take over determination of the application.

Highway Authority - No objection. The parking provision exceeds policy standards but it is considered that the over-provision is unlikely to have an adverse impact road network capacity. We are content that parking be taken on balance with other planning considerations.

Historic England – No objection.

HS1 Ltd (Application Ref: P0594.16 only) – No objection subject to conditions covering details of proposed engineering; the design and depth of foundations; a construction method statement; the storage of hazardous materials; and a range of other conditions and informatives to protect HS1 interests.

London Borough of Havering Economic Development – Staff support these applications and are pleased with the inclusion of an Innovation Village which it

is considered will increase provision for start-up and smaller business and also increase competition in this sector. The applicant has indicated a willingness to support local skills and employment and this should be secured through an appropriate incentive programme via legal agreement. It is considered that the outstanding contribution of £200,000 from the existing outline planning permission relating to Beam Park station should carry forward and request is also made that consideration be given to a larger contribution. It is considered that this site forms an important piece of the London Riverside area and accordingly it is furthermore suggested that a £20,000 contribution towards local environment improvements be secured by legal agreement.

London Borough of Havering Emergency Planning – Flood Risk Assessment outlines resilient measures to mitigate flood risk and risk to users of the premises including a safe access route. The SUDs scheme should be required to be implemented by way of condition.

London Borough of Havering Environmental Health - No objection subject to the imposition of a condition requiring the submission of a scheme for new plant and machinery to demonstrate achievement of an appropriate noise standard; and conditions relating to land contamination.

London Borough of Havering Lead Local Flood Authority - Drainage strategy is satisfactory.

London Fire Brigade - No objection.

London Riverside BID Ltd - No comments received.

Metropolitan Police (Designing Out Crime) - No objection subject to the imposition of a condition to ensure that a scheme of principles and practices relating to Secure by Design is submitted to and approved, in writing, by the local planning authority, prior to commencement of the development.

National Grid - Due to the presence of National Grid apparatus in proximity to the application area, the applicant should contact National Grid before any works are carried out to ensure that apparatus are not affected by the development.

Natural England - No objection.

Network Rail - No objection. The applicant must ensure that the proposal, both during construction and after completion, does not encroach onto Network Rail land; affect the safety, operation or integrity of the railway; undermine its support zone; damage infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; and/or cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future. As the site is adjacent to the operational railway, it is recommended that the applicant contacts Network Rail, in view of the above, before commencing any works on site.

Thames Water - No objection. It is the responsibility of the developer to make proper provision for drainage to ground, waters courses or a suitable sewer. Thames Water would advise that with regard to sewerage infrastructure capacity, the existing waste water infrastructure is not capable of accommodate the needs of this application.

Transport for London (TfL) – The level of car parking does not comply with the London Plan. It is accepted that there is a need for a certain level of parking to be provided however, given the already congested nature of the surrounding highway network, TfL would strongly recommend that the current level of parking is reduced. TfL welcomes that Blue Badge parking; cycle parking; and Electric Vehicle Charging Points have been provided in accordance with the standards detailed in the London Plan. It is however noted that the impact of the development is based on data which is considered out of date and it would have been interesting to see the modal share and trip generation impact assessed on more modern information and data. TfL nevertheless accepts, in this instance, that the information is robust enough to allow due assessment. It is recommended that the submission of a Travel Plan be secured by condition, with funding to monitor such Plans secured by s106, as appropriate.

6.0 Relevant Policies

- 6.1 LDF Core Strategy and Development Control Policies Development Plan Document: CP3 (Employment), CP9 (Reducing The Need To Travel), CP10 (Sustainable Transport), CP15 (Environmental Management), CP16 (Biodiversity and Geodiversity), CP17 (Design), DC9 (Strategic Industrial Locations), DC12 (Offices), DC13 (Access To Employment Opportunities), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC40 (Waste Recycling), DC48 (Flood Risk), DC49 (Sustainable Design and Construction), DC50 (Renewable Energy), DC51 (Water Supply, Drainage and Quality), DC52 (Air Quality), DC53 (Contaminated Land), DC55 (Noise), DC56 (Light), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity In New Developments), DC60 (Trees and Woodland), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places), DC65 (Advertisements) and DC72 (Planning Obligations)
- 6.2 London Plan: 1.1 (Delivering The Strategic Vision And Objectives For London), 2.1 (London In Its Global, European and United Kingdom Context), 2.2 (London And The Wider Metropolitan Area), 2.3 (Growth Areas And Co-Ordination Corridors), 2.6 (Outer London: Vision and Strategy), 2.7 (Outer London: Economy), 2.8 (Outer London: Transport), 2.13 (Opportunity Areas And Intensification Areas), 2.14 (Areas For Regeneration), 2.17 (Strategic Industrial Locations), 4.1 (Developing London's Economy), 4.2 (Offices), 4.3 (Mixed Use Development and Offices), 4.4 (Managing Industrial Land And Premises), 5.2 (Minimising Carbon Dioxide Emissions), 5.3 (Sustainable Design and Construction), 5.7 (Renewable Energy), 5.12 (Flood Risk Management), 5.13 (Sustainable Drainage), 5.14 (Water Quality And Wastewater Infrastructure), 5.21 (Contaminated Land), 6.1 (Strategic Approach), 6.3 (Assessing Effects Of Development On Transport Capacity), 6.9 (Cycling), 6.10 (Walking), 6.11

(Smoothing Traffic Flow And Tackling Congestion), 6.12 (Road Network Capacity), 6.13 (Parking), 7.2 (An Inclusive Environment), 7.3 (Designing Out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture), 7.7 (Location and Design Of Tall And Large Buildings), 7.13 (Safety, Security and Resilience to Emergency), 7.14 (Improving Air Quality), 7.15 (Reducing And Managing Noise, Improving And Enhancing The Acoustic Environment And Promoting Appropriate Soundscapes), 7.19 (Biodiversity And Access To Nature), 7.21 (Trees And Woodlands), 8.2 (Planning Obligations) and 8.3 (Community Infrastructure Levy)

6.3 London Riverside Opportunity Area Planning Framework (2015)

6.4 National Planning Policy Framework and National Planning Practice Guidance

7.0 Mayoral CIL Implications

7.1 This development is CIL liable and, on the basis of floorspace proposed to be created, a CIL contribution of £73,940 would be required for plot 6 (application ref: P0596.16); £33,900 for plot 8 (application ref: P0594.16); and £330,580 for plots 10 and 11 (application ref: P0599.16).

8.0 Appraisal

Principle of Development

8.1 Policy CP3 of the Core Strategy and Development Control Policies Development Plan Document states that a range of employment sites will be available to meet the needs of business and provide local employment opportunities by:

- Ensuring sufficient land is allocated with Strategic Industrial Locations and Secondary Employment Areas and protecting this for business, industrial and some warehousing uses;
- In the Beam Reach Business Park, prioritising advanced manufacturing uses and other modern industries in the B1 (b) (c) and B2 use classes which provide a similar quality and intensity of employment;
- Focusing office development within Romford Town Centre and the district centres;
- Maximising the potential of creative industry in Hornchurch; and
- Seeking contributions towards the provision of employment training and support, and local employment access schemes.

8.2 This site forms part of a strategic industrial location. Policy DC9 of the Core Strategy states that planning permission will only be granted for B1 (b+c), B2 and B8 uses in the Rainham Employment Area, Harold Hill Industrial Estate and King George Close Estate Strategic Industrial Locations. The supporting text to this policy states that the Rainham Employment Area provides for the needs of all industrial businesses by offering a choice of small, medium and large premises and is considered to be a strategically and locally important area.

- 8.3 The intention/objective of Beam Reach Business Park, it is considered, has always been for an area for advanced manufacturing and other modern industries to support CEME nearby. Unfortunately, to date, the realisation of this has proved problematic. The Council's aspirations for this area nevertheless remain and whilst the lack of development to date is disappointing the Council are continuing to promote this area for such uses and not intending to re-allocate the land in the forthcoming new Local Plan for another type of development.
- 8.4 With regard to the above, this area, as alluded previously in this report, forms part of the London Riverside Opportunity Area. The Planning Framework for this area seeks to intensify and promote the employment areas as strategically important industrial locations, in view of planned residential development and the release of other industrial/employment land nearby. These applications involve a number of changes to the extant permission in terms of proposed site layout; and the size and range of units. In principle the applications however seek to support the realisation of a high quality strategic industrial area, supporting innovation. The proposed uses for the site it is considered comply with those which policies CP3 and DC9 and the London Riverside Opportunity Area seek to support. Accordingly, no principle land use objection is raised to these applications coming forward. A further assessment in terms of design; site layout; amenity; traffic and transportation; and other site specific constraints can nevertheless be found below.

Design, Layout and Landscaping

- 8.5 Policy DC61 details that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area. In respect of this, development must (only criteria relevant to this application have been detailed) harness the topographical and ecological character of the site; respond to distinctive local building forms and patterns; compliment or improve the amenity and character of the area; provide structure by utilising and protecting existing views; reinforce, define and embrace the street; create or enhance and clearly define public and private realms; and be durable, flexible and adaptable.
- 8.6 In principle, staff are content that the proposed site layouts follow the principles to which policy DC61 seek to establish. It is considered that these applications have sought to build on principles established within application refs: U0007.10 and P1887.15 however improve the overall site configuration to better reflect current market demands. The proposed mix of unit types and sizes it is considered would allow an individual business to effectively grow through the site therefore allow continuity in terms of business location. The individual site layout and design principles of individual plots is discussed in greater detail below however, overall, staff are content with the site layout and design rationale and consider that the principles suggested would give rise to a high quality development capable of achieving the intended objectives for Beam Reach Business Park.

Application ref: P0596.16

- 8.7 Plot 6 is located opposite the Newsfax building and is proposed to be accessed via two points from the western side of Consul Avenue, before the roundabout. The first access is proposed to serve the marketing suite and the second access is proposed to serve the units themselves.
- 8.8 This is the first plot which is visible from the access to the Business Park, from Manor Way, as a whole, and accordingly is where the applicant has proposed to site the marketing suite to support the development. This plot is proposed to be built out in five blocks, each providing between three and four units between 93m² and 317m² in size. The southern block of these is the block to which the marketing suite is proposed above.
- 8.9 The development across this plot is, in essence, a series of small-scale industrial terraces. To provide flexibility, in terms of use, it is proposed that the units would simply provide a clear internal space, of a height of 6.2m. This would allow a mezzanine level to be incorporate, if required, and/or a range of equipment and machinery. It is proposed that these units would be constructed from a range of cladding profiles, with the front elevation of each unit framed by profiled silver aluminium wrapping and translucent polycarbonate and flat micro-rib panels. These elements are proposed to be recessed back from the main frontage with the use of dark grey colours to help express certain elements and help break up the bulk of the aluminium cladding.
- 8.10 The marketing suite would reside on top of the southern block of units. The marketing suite is proposed with a more architectural value, given its elevated position, and strategic importance across the site. With regard to this, the marketing suite would, partially, overhang the block below and is proposed to be constructed in contrasting cladding and a high proportion of glazing. A coloured vertical lift core is proposed to be joined to the marketing suite by a small glazed link bridge which would create a focal point for the development. The staircase enclosure is proposed to be illuminated at night to express internal movement and the buildings industrial structural frame.
- 8.11 Staff acknowledge that this area is, as existing, lacking a sense of place and a landmark. Existing development that has occurred on the Beam Reach Business Park is considered typical in appearance for employment/industrial use. Whilst the development proposed on plot 6 has sought to ensure that the floorspace provides the necessarily space requirements to support industrial uses it is considered that the material palette and design of the development seeks to support a high quality development. The marketing suite is considered modest in terms of that which could have been proposed. However, staff support this approach. It is considered that the applicant has given great thought to the proposed site layout and how this site in particular will be pivotal in setting the perceived character and quality for the site as a whole. Staff accordingly, deem the development compliant with policy DC61.

Application ref: P0594.16

- 8.12 Plot 8 is located adjacent to the Newsfax building and is proposed to be accessed to the north of Consul Avenue, to the west of the roundabout. The site is proposed to be laid out with two blocks of development, one forming a central island to which the internal access road would loop around, and the second along the eastern boundary of the site.
- 8.13 The rationale for the development of this plot is to create an innovation village of small industrial units to suit the needs of a variety of start-up businesses. Units proposed to be created on this plot would be single storey, ranging in size from 46m² to 124m². To provide the flexibility required to support a range of uses the units are all proposed with a minimum clear internal height of 5m. The units are proposed to be mono-pitched in form (with the back to back units creating a portal profile). The proposed elevation treatment of each unit is similar to that proposed for plot 6 with the use of solid cladding, robust engineered materials and a range of cladding profiles.
- 8.14 Staff consider that this plot is likely to be one of the busier plots on the Business Park, given the number of individual units proposed to be created. It is considered that the proposed site layout has sought to re-create a typical industrial street-scene in which occupiers would form relationships with units adjacent. The provision of designated parking areas to the front of units will nevertheless seek to ensure that business can operate in isolation and do not impede adjacent uses or operations. Staff note that the development heights of buildings, on this plot, reflect the smaller scale of the units size. From a design perspective no principle objection is therefore raised and it is considered that the development would suitably fit in with the aspirations of the area and complement existing development, namely plot 7 and the Newsfax building.

Application ref: P0599.16

- 8.15 Plots 10 and 11 are located to the east of the Business Park and the existing Tesco distribution centre. These plots are proposed to be developed by five units, ranging in size. The plots would effectively be split in half by Consul Avenue which is proposed to continue to the boundary of the site where the access would be gated, fronting onto Manor Way. To the north of the road would be the smaller units (three in total), with two larger units proposed to the south. As Manor Way is un-adopted here with only limited access through the sewage treatment works, the applicant considers there is limited scope in opening this route up as a more formal right of way. The Mayor within the response provided by the Greater London Authority has sought further information on potential improvements to this but staff accept the position taken by the applicant. The site layout it is considered allows for this access point to be opened up in the future should circumstances change, once Beam Park Station is operational. However, it is considered that opening this access point now could give rise to anti-social behaviour, in context of the lack of activity on the land between this site and the sewage treatment works. In view of the potential connectivity with Beam Park Station it is nevertheless suggested that this provision of access could be safeguard from future development by way of

restriction secured via a legal obligation, should planning permission be granted. This would ensure that should a scheme come forward, in the future, to improve accessibility in the locality, this potential opportunity could be realised.

- 8.16 The five units proposed to be created would create in the order of 17,481m² floorspace (GEA). Unit 1 would comprise 5,347m² of floorspace, inclusive of 665m² office space. The service yard for the unit is located to the south of the building, adjacent to the A13, and would comprise four loading docks and two level doors. Unit 2 would comprise 6,556m² of floorspace, inclusive of 818m² of office space. Similarly to unit 1, the service yard is proposed to the south of the building and would comprise five loading docks and two level doors. Both units 1 and 2 are proposed with curved roofs, to a maximum roof ridge of 17m. Unit 3, 4 and 5 which are proposed to the north of Consul Avenue would provide 2,234m² (unit 3); 1,603m²; and 1,741m² floorspace (GEA). These units are proposed with curved roofs to a maximum roof ridge of 14m. The units are proposed with separate parking and service yards, although would share an access point off Consul Avenue.
- 8.17 Units 1 and 2 represent the largest across the site and accordingly, it is considered have the greatest potential to appear as more warehouse style development. To overcome this, and seek to ensure a high quality design approach the applicant has sought to mirror the design rationale from plots 6 and 8 were possible. With regard to this profiled horizontal and vertical metal cladding, flat composite cladding and translucent cladding panels are proposed. Through the use of this range of materiality the applicant has sought to break up the bulk of the development and the extent of cladding. By positioning the office elements of the units fronting onto Consul Avenue the applicant has furthermore sought to create street-scene interest and ensure that servicing areas are largely kept clear from pedestrian areas. The office elements are proposed with a high proportion of glazing, to reflect the design of the marketing suite, and to further distinguish the development from a typical industrial area. The barrel vault roof system proposed, it is considered, supports this and furthermore pays homage to the architectural design and curved articulation of the CEME building.
- 8.18 Staff consider that from a design perspective, larger industrial units are generally more difficult to design to a high standard. Principally most industrial units simply require warehouse style development and accordingly designing a building which functions as such but doesn't necessarily just appear as a box on the landscape can be challenging. Staff consider that the design approach has successfully met this challenge. Staff consider that the design of units, overall, is high and provisions made with regard to accessibility acceptably allow for future improvements and modifications. It is considered that the design approach adopted duly reflects the provisions of policies DC61 and DC62 of the Core Strategy and policies 7.2, 7.3, 7.4, 7.5 and 7.6 of the London Plan. Accordingly staff have no objections to the development on design, site layout and accessibility grounds.

Impact on Amenity

- 8.19 Policy DC61, in addition to that detailed above, states that planning permission will not be granted should development result in an unacceptable amount of overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing and new properties.
- 8.20 This is a strategic industrial designation and in context that the proposed uses represent appropriate uses within the designation it is not considered that the proposed site use would, in itself, give rise to significant amenity impacts. The scale of the built form is considered appropriate to the uses and the separation distances will suitably safeguard against overshadowing.
- 8.21 As a strategic industrial location it is considered that a noise limiting condition could reduce the ability of some industrial uses to operate which overrides the principle of allocating such areas. A noise assessment has been submitted in support of these applications and this predicts that upon full occupation of the site, noise levels would be at least 13dB below the lowest existing background levels, during the day and night-time, at the nearest residential property. Subject to a condition seeking the submission of a scheme for new plant and machinery to demonstrate that this would be achieved, it is not considered that the development would give rise to noise impacts at a level to warrant refusal.
- 8.22 With regard to air quality, a qualitative assessment of dust levels likely to be associated with the proposed development has been carried out. This demonstrates that with no mitigation the risk of dust soiling and PM10 is low to medium. This can however be reduced to negligible through appropriate mitigation measures such as good site management and operating vehicles and machinery in accordance with guidelines. With such measures secured through appropriate conditions it is not considered that the development would give rise to dust impacts at a level to warrant monitoring, during construction, and/or refusal.
- 8.23 Lighting plans/strategies have been submitted with each of the applications and these seek to demonstrate that the lighting proposed is the minimum necessary to facilitate the use of the site. In respect of this illumination spill has been designed to be kept to a minimum and the choice of luminaires seeks to support sustainability whilst reducing the potential for glare. Subject to condition to ensure that the development is carried out in accordance with the details submitted no objection is furthermore raised from a lighting perspective.

Highway Impact & Car Parking Provision

- 8.24 No fundamental changes are proposed to the existing road layout and network, although a number of new access points are proposed off Consul Avenue.
- 8.25 With regard to car parking, each plot would be supported by a car parking for vehicles, lorries and cycles, with the larger units (plots 10 and 11) also being supported by servicing yards. In respect of this it is proposed that plot 6 would be supported by 50 car parking spaces; 16 lorry spaces; four motorcycle

spaces; and 18 cycle spaces. Plot 8 would be supported by 49 car parking spaces; 26 lorry spaces; four motorcycle spaces; and 12 cycle spaces. Plots 10 and 11 would be supported by 165 car parking spaces; 15 motorcycle spaces; and 52 cycle spaces. Each plot would furthermore be supported by an appropriate standard of disabled spaces and Electric Vehicle Charging Points.

8.26 Policy DC33 of the Core Strategy sets parking standards which new developments should not exceed. The standard detailed for a B1a/b/c, B2 or B8 use varies however the provision suggested as part of this application exceeds that prescribed. A provision in excess of the standards prescribed by this policy was approved as part of application ref: U0007.10 however this application seeks further parking provision on top of this.

8.27 The applicant has suggested that the additional parking is required due to the proposed nature of use of plots 6 and 8. These plots and units are aimed at start-up business or smaller scaled business all of which are likely to require space for employees and visitors. It is suggested that the proposed use would result in a higher employment density in comparison a standard industrial use to which it is considered the maximum parking standards within the Core Strategy were created.

8.28 Staff accept the rationale to the increased amount of parking on-site and note in respect of this that the Highway Authority have not objected, in principle, on an over-provision of parking. It is however acknowledged that an increased parking provision on-site would likely lead to more vehicles on nearby roads seeking to access the site. The transport assessment submitted in support of the applications sought to assess this impact cumulatively, which is considered to represent the worst case scenario. With regard to this it has been suggested that the development would result in the following percentage increase in roads, during peak am and pm hours:

Road	% Change	
	am	pm
A13 Eastbound off-slip	7.40%	1.30%
A13 Eastbound on-slip	1.65%	4.65%
A13 Westbound off-slip	3.96%	1.48%
A13 Westbound on-slip	3.74%	5.94%
Marsh Way, A13 to A1306	1.01%	3.32%
Marsh Way, A1306 to A13	4.87%	1.06%
Marsh Way (two way)	3.00%	2.52%

8.29 The modelling undertaken to support the development suggest that this increase would result in some congestion/queuing on the slip roads of the A13. In respect of this, it is noted that the westbound on and off-slips currently operate around 95-100% capacity. Forecasting the development onto the use of the road therefore highlights that the junction would likely to give rise to

further queues and congestion in accessing the A13. That being said at peak times it is noted that this development, when considered in view of the provision already consented by application ref: U0007.10, would only result in one additional vehicle using the westbound off-slip at peak am and three vehicles at peak pm.

- 8.30 Assuming that all vehicles accessing the site would interact with the A13, which they wouldn't necessarily, the total trip generation to the site would represent 1.6% of the overall use of the A13. Accordingly, whilst it is accepted that there may be some impact on congestion, it is not considered that any such impact would be significant enough to warrant refusal.
- 8.31 The Highway Authority, as previously suggested has raised no objection to the development coming forward. Transport for London has however raised some concerns about the level of parking and the potential impacts on the A13. Staff are minded of this but in view of the extant planning permission consider that any additional impact on the A13 and local roads is unlikely to be significant enough to warrant refusal. Transport for London whilst having reservations about the level of parking concur with this opinion and that this (the potential impact on the A13) is not a sufficient reason to refuse the planning applications.
- 8.32 It is noted that the applicant has submitted Travel Plans, with the applications, which seek to encourage a number of initiatives such as cycle to work schemes and car-sharing. TfL believe that targets within these should however be greater and accordingly it is considered, should planning permission be granted, that the applicant could be required to submit more rigorous travel plans to reduce the potential impact on the highway network wherever possible. A review of parking provision and the existing junction (roundabout) signalling could furthermore be secured via legal agreement, within 12 months of occupation of the plots, in the interests of assessing the use of car parking areas and re-assigning any un-used or under-used areas. Subject to the aforementioned and conditions seeking to ensure that the development is undertaken in accordance with the details submitted in terms of the amount of disabled spaces, cycle spaces and EVCPs it is considered that the development is acceptable from a transport and parking provision perspective.

9.0 Other Considerations

Landscape & Ecology

- 9.1 Policy CP16 of the Core Strategy states that Council will seek to protect and enhance the Borough's rich biodiversity and geodiversity, in particular priority habitats, species and sites. This is a position supported by policy DC42 and DC58.
- 9.2 The submitted Ecological Survey notes that the site for plot 6 is currently bare ground with short perennial, ornamental planting, scattered trees and scrub. Subject to suitable mitigation during the construction phase of the development it is considered that potential impacts to biodiversity are therefore limited. The

proposed landscape scheme for the plot includes native hedge planting and it is suggested that this should represent a suitable replacement for any habitat lost.

- 9.3 With regard to plot 8, similarly, this site is currently bare ground with short perennial scrub and shrub. Given the potential for impact on water voles, common reptile and amphibians, invertebrates, hedgehogs and breeding birds, in view of the proximity to the near-by waterbodies/courses, a site specific great crested newt, reptile and water vole survey has been undertaken. No such species were found during the assessment undertaken and accordingly, subject to suitable mitigation during the construction phase of the development it is not considered that the development poses a significant ecological risk. The landscape scheme submitted to support plot 8 has been designed to ensure that there is a mosaic of habitats post development, to re-create existing on-site conditions.
- 9.4 Plots 10 and 11, as per plots 6 and 8, are largely barren as existing and of limited ecological value. The landscaping scheme for these sites, in context that these plots continue to the boundary of the site, is however more extensive with more scope for improvements and enhancements. A new wetland corridor is proposed, for example, to link areas of habitat in Mudlands Local Wildlife Site with the Sewage Treatment Works Local Wildlife Site.
- 9.5 Staff are content that the landscape schemes and ecological enhancements proposed as part of these application give sufficient regard to the local ecological designations in this locality. The ecological value of these sites, as existing, is considered relatively low however it is considered that significant scope exists to improve this, as part of the application plans. Minded of the proposed site use, staff consider that the enhancements proposed as part of this application are sufficient and accordingly consider that the developments, subject to conditions, comply with the various stipulations of the Core Strategy and London Plan in respect of ecology. It is nevertheless considered that a financial contribution towards environmental improvements in the London Riverside Area, overall, could be requested in context of the strategic importance of this development and such improvements will likely enhance the overall character and appearance of the area. A £20,000 contribution has been suggested by the Council's Economic Development department, in this regard, and accordingly, should planning permission be granted, it is recommended that this be secured by way of legal agreement.

Flood Risk & Drainage

- 9.6 Policy CP15 of the Core Strategy, in-part, details that new development should reduce and manage fluvial, tidal and surface water and all other forms of flood risk through spatial planning, implementation of emergency and other strategic plans and development control policies; have a sustainable water supply and drainage infrastructure; and avoid an adverse impact on water quality. Expanding on this policy DC48 states that development must be located, designed and laid out to ensure that the risk of death or injury to the public and damage from flooding is minimised whilst not increasing the risk of flooding elsewhere and ensuring that residual risks are safely managed. Policy DC51

goes on detailing that planning permission will only be granted for development which has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems unless suitable mitigation measures can be secured through conditions attached to the planning permission or a legal agreement.

- 9.7 Plot 8 (application ref: P0594.16), and a small proportion of plots 10 and 11, are located within Flood Zone 3 and at risk of fluvial flooding. Some parts of the site are also at risk of residual flooding from a tidal breach or sea defence failure. There are two watercourses/sewers in the immediate vicinity of the site. Havering New Sewer flows centrally through the site and along the eastern boundary of plot 8. The sewer flows into the River Thames via Havering Sluice, approximately 1.1km south of the site. Poole Sewer flows south along the eastern boundary of plots 10 and 11 and is separated from the site by Manor Way.
- 9.8 An assessment of flood risk undertaken by the applicant suggests that these sites could be affected by tidal flooding from the River Thames during a 0.5% (or greater) annual probability scenario (a 1 in 200 year event). The presence of tidal defences along the River Thames however further reduces this risk and effectively limits the risk to a failure or an over-topping of flood defences.
- 9.9 With regard to drainage, the proposed drainage strategy would have sufficient capacity to receive and attenuate surface water flows generated by a 1 in 100 year flood event, plus 20% for climate change. This accords with current standards and guidelines. It is proposed that each plot would have a separate drainage system with an outfall arrangement, with water being discharged at existing greenfield run-off rates. Sustainable Urban Drainage in the form of underground storage tanks and permeable paving are proposed as part of the drainage strategy. Details of the exact drainage system for each unit have not been provided and as such it is recommended that these be secured by condition, in the event that planning permission is granted, to ensure sustainable principles are carried out.
- 9.10 In respect of the above, whilst the reservations received from the Mayor with regard to the extent of sustainable drainage features incorporated into the proposals are noted, staff acknowledge that the existing site conditions, and particularly on-site contamination, limit the options available. In the absence of an objection to the development coming forward from the Environment Agency and the Council's Emergency Planning and Flood officers it is not considered, subject to conditions, that the development poses a significant flood risk. Accordingly the development is considered to comply with policies CP15, DC48 and DC51.

Land Contamination

- 9.11 Policy DC53 of the Core Strategy states that planning permission for development will only be granted where both of the following criteria are met:
- where the development is on or near a site where contamination is known, or expected to exist, a full technical assessment of the site's

physical stability, contamination and/or production of landfill gas must be undertaken. Where the assessment identifies an unacceptable risk to human health, flora or fauna or the water environment, the applicant will be required to agree acceptable long term remediation measures before any planning permission is granted to ensure there is no future harm with regard to the future use of the site. Where feasible, on-site remediation, especially bio-remediation, is encouraged; and

- the development does not lead to future contamination of the land in and around the site.

9.12 The applicant initially submitted a Phase I Environment Assessment with this application and this suggested that potential contaminants of concern had been identified from relevant Department of the Environment (DOE) Industry Profiles and Industry guidance. Anecdotal evidence of low grade Murex radioactive slag and blue green cyanide and paint waste has also been reported off site in other areas of the former Ford plant. It is suggested within the aforementioned Assessment that the site therefore poses a potential risk. Accordingly the Assessment suggests the procurement of the following studies: site specific Radon report; ecological survey; invasive species survey; radioactive slag survey; slag characterisation testing; and intrusive site investigation and monitoring to further assess the issue. The Council's Environmental Health officer in view of this suggested the submission of a Phase II (Site Investigation Proposal and Investigation); Phase III (Remediation Strategy) and Verification Report to demonstrate the effectiveness of any remediation required in the interests of ensuring that the site is suitable for the proposed development.

9.13 In response to the above, the applicant sought to submit a Phase II report to the Local Planning Authority together with a Remediation Strategy for each plot. Accordingly, subject to a condition seeking to ensure that the development is undertaken in accordance with the submitted details and a condition requiring the submission of a Verification Report to demonstrate that the measures outlined in the aforementioned are undertaken to the satisfaction of the Local Planning Authority it is not considered that land contamination, in itself, is a reason to prevent planning permission being granted.

Energy Requirements

9.14 Policies CP15, DC49 and DC50 of the Core Strategy supported by policies 5.3 and 5.7 of the London Plan seek to ensure an appropriate carbon reduction is achieved as part of development proposals.

9.15 The applicant has submitted an Energy Strategy with each application and these seek to demonstrate that the applicant has adopted an hierarchical approach using passive and low energy design technologies to reduce baseline energy demand and CO₂ emissions followed by the application of low and zero carbon technologies.

9.16 The London Plan requires developments to achieve a minimum 35% Carbon reduction over Building Regulations and evidence submitted within these applications suggests that each unit would have an EPC rating of A and exceed

this required reduction percentage. The aforementioned reduction would be achieved through each building/unit having a low air permeability; being constructed from a high quality fabric; utilising automatic 'smart' metering; high efficiency heating and ventilation and lighting; and solar photovoltaic panels. Subject to conditions ensuring that the measures outlined in the submitted strategies are undertaken it is considered that appropriate compliance has been demonstrated with relevant energy (sustainable design) policies of the Core Strategy and London Plan.

Employment

- 9.17 The quantum of floorspace proposed to be created by these applications is 21,921m². This is considered to amount to 405 jobs. In context of this and in the interests of supporting the local community it is considered a commitment towards employment, skills and supply-chain opportunities for Havering residents and businesses could be secured via legal agreement. If the applicant is unable to provide an appropriate level of opportunity for operational reasons a commuted sum, based on a formula agreed with the Council's Economic Development department, could be secured. Such an obligation is considered appropriate in this instance, in context of the policy position outlined in DC13 of the Core Strategy.

Beam Park Station & London Riverside Area

- 9.18 As referred previously in this report, the extant planning permission for the development of this site includes a £200,000 contribution towards Beam Park Station. The realisation of Beam Park Station is considered of up-most importance in terms of the achievement of the scale of housing development proposed in Rainham and the realisation of this employment area. The Station it is considered would offer an alternative way to access the site, via public transport, and help ease congestion of local infrastructure, which as suggested in the 'Highway Impact' section of this report is already near capacity. Staff therefore consider it pivotal that this financial contribution be carried forward and imposed as an obligation to any planning permission granted. Staff note that this requirement, and the other suggested obligations discussed previously in this report cover site wide issues and therefore propose that should planning permission be granted, the three applications should be covered by a collective s106 which seeks to split this contribution across the plots: £50,000 on implementation of plot 6, £50,000 on implementation of plot 8 and £100,000 on implementation of plots 10 and 11. The obligation is considered relevant to these applications as the wider success of this area will depend on the availability of suitable access for employees. The level of contribution suggested was previously deemed acceptable when the extant planning permission for the site was granted and the Local Planning Authority has no reason to question that this would impact on the overall viability of the site.

Environmental Impact Assessment

- 9.19 This development is not representative of a Schedule 1 project as detailed within the Town and Country Planning (EIA) Regulations 2011 (as amended). The development does however fall within Schedule 2 under Paragraph 10 (Infrastructure Projects), Class a (Infrastructure Projects – Industrial estate development projects) and Paragraph 13 (b) (Changes and extensions to already permitted development). In view of this, a Screening Opinion was issued by the Local Planning Authority on 15/03/2016. The conclusion of the Opinion issued was that the development would not result in any impacts of more than local significance and accordingly need not be accompanied by an Environmental Statement (EIA).

10.0 Conclusion

- 10.1 The principle of Beam Reach Business Park is long established. Staff, in view of this, have no objections to the development coming forward from a land use perspective.
- 10.2 Staff consider that the applicant has looked to identify reasons why the extant planning permission for the site has not come forward and in doing so has proposed a development which it is considered better fits with current market demands. Staff acknowledge the rationale behind this, and given the support shown to the concept of the innovation village by the Council's Economic Development team, consider this an improvement above the existing consent. Staff particularly support the idea that a business would be able to grow through the site to larger premises, which is considered to represent a new concept for Havering. The provision of the marketing suite and the ability for smaller units to have the use of ancillary office/meeting space is also considered noteworthy.
- 10.3 It is considered that these sites, as the first coming forward as part of the East+ portfolio, will set the benchmark for other development in the London Riverside Area. Staff in respect of this consider that the use of high quality materials and a material and colour palette across each of the plots will help establish this area as a thriving, modern industrial area. Subject to suitable conditions to ensure the above and a legal agreement to secure a financial towards Beam Park Station and local environment improvements; a parking and signalling review; and a commitment towards employment, skills and supply-chain opportunities for Havering residents and businesses it is considered that the development complies with the Core Strategy and London Plan and accordingly it is recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks: Legal resources would be required to prepare and complete the required Section 106 legal agreement. The s106 obligations are nevertheless required to mitigate the harm of the development, ensure appropriate mitigation measures and comply with the Council's planning policies. Staff are satisfied that the obligations suggested are compliant with the statutory tests set out in the CIL Regulations relating to planning obligations.

Human Resources implications and risks: None

Equalities implications and risks: The Council's planning policies are implemented with regard to equality and diversity.

BACKGROUND PAPERS

1. Application forms, plans and associated documents received 15/04/2016.