

PLANNING COMMITTEE MEETING: 28th September 2010

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC
REPORT OF THE PLANNING DEVELOPMENT MANAGER**

UDC CASE NUMBER:	LTGDC-10-114-OUT	DATE MADE VALID:	26.8.10
APPLICATION NUMBER:	10/00776/OUT	TARGET DATE:	25.11.10

APPLICANT:	Tesco Stores Ltd.
AGENT:	GL Hearn
PROPOSAL:	Open storage use falling into class B8 with ancillary B1(a) office space, formation of a new vehicular access and improvement works to Hindmans Way
LOCATION:	Land West of Hindmans Way including part of Hindmans Way

1. SUMMARY

1.1 On 24 August 2010 Tesco Stores Ltd. submitted an outline planning application to redevelop land at Hindmans Way for open storage and distribution use with ancillary office accommodation and the formation of a new vehicular access, and highway improvement works to Hindmans Way. The application reserves appearance, landscaping, layout and scale for future determination. The proposed land use, means of access, and height and footprint parameters of the office accommodation (929m²) are submitted for determination. The site location and application boundary are located at Appendices 2 and 3.

1.2 The application site forms part of the Corporation's 25 hectare landholding in Dagenham Dock (see Appendix 1). The application site has been identified as a potential relocation site for Trad Scaffolding Ltd. in the event that redevelopment of their current site proceeds (see below). Trad Scaffolding Ltd. currently occupies land at Bromley by Bow in the London Borough of Tower Hamlets. They employ approximately 300 people at Bromley by Bow with between 50 and 95 based on site, an unusually high number of employees for a B8 use. These jobs would transfer to the new site should the development proceed.

1.3 The land at Bromley by Bow is the subject of a Compulsory Purchase Order (CPO) made by the Corporation in its capacity as regeneration agency. The CPO inquiry is scheduled to close on 30 September 2010. An Extraordinary Planning Committee meeting is being held to enable the views of the Planning Committee to be reported to the inquiry before it closes. It is considered that it would assist the CPO Inquiry

Inspector in coming to a view on whether to confirm the CPO if he knew whether or not there is a suitable site to which Trad Scaffolding Ltd. could relocate.

1.4 The application site is vacant and located within the Dagenham Dock Strategic Industrial Location (SIL), as defined in the London Plan, Unitary Development Plan and Local Development Framework Core Strategy. While the principle of redeveloping the site with a storage and distribution use is consistent with strategic and local planning policies that seek to promote and protect the use of industrial land and promote employment growth, it departs from local planning policy that promotes Dagenham Dock as a Sustainable Industries Park, accommodates high tech manufacturing and processing industries (B2 and B1b/c) and seeks to control further warehouse and distribution uses (B8). The use of the word “control” in the relevant policy reference does not necessarily imply a blanket restriction on further warehouse and distribution use, and, indeed, other material considerations may, in any event, outweigh local plan policy.

1.5 The Corporation is redeveloping and marketing its 25 hectare landholding as the London Sustainable Industries Park (LSIP). The Corporation, in its capacity as regeneration agency, has already disposed of land and is in negotiations with a range of potential LSIP occupiers, in addition to submitting planning applications for significant infrastructure works. The proposed storage and distribution use will occupy 1.54 hectares (6%) of the Corporation’s landholding on a peripheral site of the proposed LSIP, geographically separated and independently accessed from the main body of land. As the site is identified as forming the final phase of the LSIP, the application will facilitate the early delivery of significant infrastructure improvements to Hindmans Way. The use of the site for storage and distribution use is not considered to prejudice the prospects of creating the LSIP at Dagenham Dock.

1.6 While the proposed development does not comprise a high technology manufacturing or processing industry, it will deliver a number of planning benefits. The application will secure the redevelopment of vacant industrial land; the relocation of an existing industrial use from a de-designated SIL to a protected SIL; the preservation of approximately 300 jobs, of which 50 and 95 jobs will be based on site, and their relocation to Dagenham Dock; the highway improvements to Hindmans Way and the associated redevelopment and regeneration benefits for Dagenham Dock. To enable the application site to revert to the type of preferred uses identified in Policy CE4 of the LDF CS, it is recommended that any planning permission is made personal to Trad Scaffolding Ltd.

1.7 The application raises no objections in relation to building design parameters, flood risk, sustainability, health and safety or heritage subject to the submission of further information at reserved matters stage and planning conditions.

1.8 It is recommended that delegated authority be given to the Planning Development Manager to approve the application subject to first reporting to the Planning Committee any objections received before the 11 October 2010 (the expiry of the statutory consultation notice) that raise new material considerations not assessed within the Committee Report; the planning conditions set out at section 12 of this report; and a S106 Agreement securing the Heads of Terms set out in section 11.1 of this report.

2. SITE AND PROPOSAL

2.1 Description of Site & Surroundings (see Appendices 2 and 6)

2.1.1 The application site includes land proposed for storage and distribution use and a 130m section of Hindmans Way located within the Dagenham Dock industrial area. The application site measures 2.3 hectares, of which 1.54 hectares is proposed to accommodate a storage and distribution use (Trad Scaffolding Ltd.). The proposed storage and distribution site is vacant, owned by the Corporation and located west of Hindmans Way, north and east of vacant (Corporation) and open storage land (Collease) and south of a chemical storage tank farm (TDG). A larger chemical storage tank farm (TDG) and vacant land (LDA) is located opposite the site east of Hindmans Way. The River Thames is located approximately 170m south of the site.

2.1.2 Hindmans Way is a private road owned by the Corporation from a point approximately 130m south of its junction with Choats Road. Hindmans Way provides access to existing industrial units (DSI CMM printing and mailing and OYO (Own Your Own)) B1/B2/B8), two chemical storage tank farms (TDG) and the Pinnacle TDG River Thames jetty before connecting to Thunderer Road. Thunderer Road is parallel to the River Thames and provides access to predominantly open storage container and aggregate uses (Collease, Clifford Devlin and CEMEX) and the Environment Agency's pump station and flood defence wall.

2.1.3 The strategic road network (A13) is accessed via Hindmans Way, Choats Road and Choats Manor Way. The proposed storage and distribution site is located approximately 1.1km south west of Dagenham Dock National Rail station and East London Transit (ELT terminus). Dagenham Dock station is served by C2C services operating between Fenchurch Street, Barking and Grays. ELT is a bus service connecting Barking and Dagenham Dock. The nearest bus stop is located approximately 300m north of the site. Dagenham Heathway London Underground station is located 3km north of the site. The application site has a Public Transport Accessibility Level (PTAL) of 1b (on a scale of 1-6 where 6 is the highest and 1 is the lowest). The Corporation, in its role as regeneration agency and Local Planning Authority, is investigating the feasibility of improving north-south bus connections between Dagenham Heathway and Dagenham Dock.

2.2 Description of Proposal (see Appendices 4 and 5)

2.2.1 The application proposes the redevelopment of land at Hindmans Way for open storage and distribution, with ancillary office accommodation and the formation of a new vehicular access, and highway improvement works to Hindmans Way to adoptable standards. The highway design comprises a 9.0m wide carriageway; 2.0m wide footpaths on either side of the road and a 1.5m wide cyclepath on the western side of the road; upgraded bell mouth accesses to the application site and OYO Developments, TDG and LDA sites; and a roundabout at the southern end to of the upgraded section to satisfy adoptable standards for turning traffic. The upgraded roadway will also provide drainage infrastructure, lighting and water, electricity, gas and communications services.

2.2.2 The application reserves appearance, landscaping, layout and scale for future determination. The proposed land use, means of access, and height and footprint parameters of the office accommodation (929m²) are submitted for determination. The site location and application boundary are located at Appendices 2 and 3.

3. MAIN ISSUES

- Land Use
- Highways, Access and Servicing

- Design and Appearance
- Flood Risk
- Sustainability
- Heritage

4. RELEVANT SITE HISTORY

4.1 On 4 September 2008 planning permission was granted for the construction of a new road link and partial realignment of Hindmans Way and diversion of existing pipelines.

5. CONSULTATIONS/NOTIFICATIONS

London Borough of Barking and Dagenham (LBBB)

5.1 On 17 September 2010 the LBBB objected to the application. The following provides a summary of the letter:

- the LTGDC appears to be supporting a proposal for B8 open storage in conflict with the agreed vision for the Sustainable Industries Park (SIP);
- the LTGDC is sacrificing the future of the SIP in the interests of the Bromley by Bow development;
- the application is contrary to Policy CE4 of the Council's Core Strategy, as supported by the Planning Inspector's report on the soundness of the policy, which states that the Dagenham Dock employment area will be developed and promoted as a Sustainable Industries Park with an increased emphasis on high technology manufacturing and processing industries and a consequent control over the development of further warehousing and distribution uses, and, application for large scale warehousing (1000sqm or more) will normally be refused at Dagenham Dock;
- the Council assumes that the LTGDC bought the site for the purpose of promoting the SIP;
- the approval of this application will open the door to other low grade, open storage uses across the Sustainable Industries Park and severely compromise the achievement of this vision;
- The Council will work with the scaffolding business to find a more suitable site within the Borough;
- The Council welcomes the road improvements to Hindmans Way.

These comments are addressed within paragraphs 9.1 to 9.17 of this report.

5.2 In the event that the LBBB submit further representations before the expiration of the consultation period on 11 October 2010, and raise material considerations not addressed within this report, it is recommended that the application be reported back to Planning Committee. In the event that the LBBB submit representations that raise no new material considerations, it is recommended that delegated powers be given to the Planning Development Manager to determine the application. The LBBB have requested to address the Planning Committee at the meeting.

Environment Agency (EA)

5.3 The EA has not submitted representations on the application. Any representation submitted by the EA in advance of the Planning Committee meeting will be reported within an Addendum report. In the event that the EA submit representations before the

expiration of the consultation period on 11 October 2010, and raise material considerations not addressed within this report, it is recommended that the application be reported back to Planning Committee. In the event that the EA submit representations raising no new material considerations, it is recommended that delegated powers be given to the Planning Development Manager to determine the application.

5.4 It is recommended that standard conditions be attached to any planning permission requiring a contaminated land and remediation assessment, biodiversity and details of foul and surface water drainage and pollution prevention measures to be submitted to and approved by the Local Planning Authority.

Health and Safety Executive (HSE)

5.5 On 20 September 2010 the HSE stated that it does not advise against the granting of planning permission in this case. The HSE's PADHI (Planning Advice for Developments near Hazardous Installations) methodology enables an assessment of the potential risk to public safety of development proposed within the consultation zones of hazardous installations.

5.6 The site is located within the inner consultation zone for the adjacent TDG chemical storage tank farm to the south east of the site. The proposed use falls within a Level of Sensitivity 1 of Class DT.1 (Workplaces) of the PADHI methodology on the basis that it constitutes a workplace providing for less than 100 occupants in each building and less than 3 occupied storeys. The HSE does not advise against granting planning permission for development experiencing a Level of Sensitivity 1 within an Inner Consultation Zone.

English Heritage (EH)

5.7 EH has not submitted representations on the application. Any representation submitted by EH in advance of the Planning Committee meeting will be reported within an Addendum report. In the event that EH submit representations before the expiration of the consultation period on 11 October 2010, and raise material considerations not addressed within this report, it is recommended that the application be reported back to Planning Committee. In the event that EH submit representations raising no new material considerations, it is recommended that delegated powers be given to the Planning Development Manager to determine the application.

5.8 It is recommended that a standard condition be attached to any planning permission requiring a scheme of archaeological work to be submitted to and approved by the Local Planning Authority.

6. APPLICATION PUBLICITY

6.1 The application was submitted on 24th August 2010.

6.2 LBBB, on behalf of the Corporation, advised that it commenced internal consultation on 26th August 2010 and external consultation (Environment Agency and English Heritage only) on 1st September 2010.

6.3 On the 10 September 2010 LBBB notified the Corporation that the application had not been published as a departure from the development plan under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 (as

amended). The Corporation instructed LBBB to advertise the application as a departure from the development plan and a site notice was displayed at the application site on 15 September 2010 requesting comments within 21 days. LBBB advise that the press notice will be placed in the local newspaper on 27 September 2010 requesting comments within 14 days.

6.4 The site notice will expire on 5 October 2010 and the press notice will expire on 11 October 2010

6.4 On 16 September 2010 LBBB notified the Corporation that surrounding occupiers had not been consulted by letter until the 15 September 2010 requesting comments within 21 days.

6.5 The consultation period will expire fully on the 11 October 2010. Any letters of support or objection received in advance of the Planning Committee meeting will be reported within an Addendum Report.

6.6 In accordance with the Town and Country Planning (General Development Procedure) Order 1995 (as amended) the application cannot be determined until the consultation period has expired.

6.7 In the event that representations are submitted after the Planning Committee meeting, it is recommended that, where they do not raise any new material considerations assessed within the Committee Report, delegated power be given to the Planning Development Manager to determine the application in accordance with the Committee's views. In the event that new material considerations are raised, it is recommended that they be reported to the Planning Committee for their consideration.

7. REPRESENTATIONS

7.1 Two emails of support has been received from local businesses (Hunters Contracts Ltd. (OYO) and TDG), citing the improvements to Hindmans Way as benefiting their operations.

8. RELEVANT PLANNING POLICY

8.1 Planning Policy Guidance

PPS1 Delivering Sustainable Development
PPS4 Planning for Sustainable Economic Growth
PPS5 Planning for the Historic Environment
PPS9 Biodiversity and Geological Conservation
PPG13 Transport
PPS22 Renewable Energy
PPS25 Development and Flood Risk

8.2 London Plan (2008, Consolidated with Alteration since 2004)

Policy 2A.1 Sustainability Criteria
Policy 2A.2 The Spatial strategy for development
Policy 2A.5 Opportunity Areas
Policy 2A.7 Areas for Regeneration
Policy 2A.10 Strategic Industrial Locations
Policy 3B.1 Developing London's economy

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Policy 3B.4 Strategic Industrial Locations
Policy 3B.11 Improving employment opportunities for Londoners
Policy 3C.1 Integrating transport and development
Policy 3C.3 Sustainable transport in London
Policy 3C.16 Road scheme proposals
Policy 3C.17 Tackling congestion and reducing traffic
Policy 3C.18 Allocation of street space
Policy 3C.21 Improving conditions for walking
Policy 3C.22 Improving conditions for cycling
Policy 3C.23 Parking Strategy
Policy 3C.25 Freight strategy
Policy 3D.14 Biodiversity and nature conservation
Policy 4A.3 Sustainable design and construction
Policy 4A.4 Energy assessment
Policy 4A.12 Flooding
Policy 4A.13 Flood risk management
Policy 4A.14 Sustainable drainage
Policy 4A.16 Water supplies and resources
Policy 4A.18 Water and sewerage infrastructure
Policy 4A.33 Bringing contaminated land back into beneficial use
Policy 4B.1 Design principles for a compact city
Policy 4B.3 Enhancing the quality of the public realm
Policy 5C.3 Opportunity Areas in North East London

8.2 London Borough of Barking and Dagenham Unitary Development Plan (2006,
saved from 18th September 2007 by direction from the Secretary of State)

Strategic Policy E

Strategic Policy F

Strategic Policy Y

Policy E1 Employment Development within Employment Areas
Policy E6 Employment Promotion
Policy G28 Contaminated Land
Policy G29 Waste
Policy G31 Waste Re-use and Recycling
Policy G33 Flooding
Policy G34 Flooding
Policy G36 Noise and Vibration
Policy G37 Light and Dust Pollution
Policy G39 Air Pollution
Policy DE1 Urban Design
Policy DE3 Nature Conservation and the Built Environment
Policy DE6 Safety and Security
Policy DE9 Energy Conservation
Policy DE16 Hard Landscape
Policy DE17 Soft Landscape
Policy DE36 Development on Sites of Archaeological Significance
Policy DE37 Protection of Archaeological Sites
Policy C17 Planning Obligations/Community Benefit
Policy T10 Land Use and Public Transport
Policy T12 Pedestrian Accessibility
Policy T19 Provision for Cycling
Policy T21 Road Hierarchy
Policy T23 Road Improvements
Policy T24 New Road Layout

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Policy T25 Alterations to the Road Network
Policy T26 Minor Roads
Policy T27 New Vehicle Accesses
Policy T32 Service Areas

8.3 LBBD Local Development Framework Core Strategy (2010)

Policy CM1 General Principles for Development
Policy CR1 Climate Change and Environmental Management
Policy CR2 Preserving and Enhancing the Natural Environment
Policy CR4 Flood Management
Policy CE3 Safeguarding and Release of Employment Land
Policy CE4 Mix and Balance of Uses within Designated Employment Areas
Policy CP2 Protecting and Promoting our Historic Environment
Policy CP3 High Quality Built Environment

8.4 LBBD Local Development Framework Borough Wide Development Policies Pre-Submission Report (2008)

Policy BR1 Environmental Building Standards
Policy BR2 Energy and On-Site Renewables
Policy BR3 Greening the Urban Environment
Policy BR4 Water Resource Management
Policy BR5 Contaminated Land
Policy BR9 Parking
Policy BR10 Sustainable Transport
Policy BR11 Walking and Cycling
Policy BR13 Noise Mitigation
Policy BR14 Air Quality
Policy BR15 Sustainable Waste Management
Policy BC7 Crime Prevention
Policy BP3 Archaeology
Policy BP11 Urban Design

8.5 Other Relevant Planning Policies & SPG's

Dagenham Dock Interim Planning Guidance for a Sustainable Industrial Park (2003)

DD1 Dagenham Dock Sustainable Industrial Park
DD2 Green Collar Zone
DD11 Planning Obligations for Dagenham Dock

The Interim Planning Guidance sets out the planning policy context for the regeneration of Dagenham Dock as a Sustainable Industrial Park. Policies DD1 and DD2 (1) encourage manufacturing industries in the environmental business sector, (2) support proposals that establish recycling and reprocessing activities (3) and promote high standards of design and environmental management.

The application site is located within the Green Collar Zone, which supports land uses within the environmental business sector and particularly within the waste management and material reprocessing sector. The Policy states that storage and distribution uses (B8) will be resisted.

Policy DD11 states that contributions will be sought towards the upgrading and adoption of roads and drainage in Dagenham Dock

9. ASSESSMENT OF MAIN ISSUES

Background

9.1 Tesco Stores Ltd. has submitted the application to establish the acceptability of redeveloping the site to accommodate a land use that falls within Class B8 (Storage and Distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended). The application site is owned by the Corporation and forms part of a 25 hectare landholding. The application site has been identified as a potential relocation site for Trad Scaffolding Ltd. Trad Scaffolding Ltd. currently occupy land at Bromley by Bow in the London Borough of Tower Hamlets. They employ approximately 300 people at Bromley by Bow with between 50 and 95 based on site.

9.2 The land at Bromley by Bow is the subject of a Compulsory Purchase Order (CPO) made by the Corporation, in its capacity as regeneration agency. The CPO inquiry is scheduled to close on 30 September 2010. An Extraordinary Planning Committee meeting is being held to enable the views of the Planning Committee to be reported to the inquiry before its closes.

Land Use

9.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the development plan unless material considerations indicate otherwise. The development plan in force comprises the London Plan, the saved policies of the Unitary Development Plan (UDP) and the Local Development Framework Core Strategy.

9.4 Policies 2A.10 and 3B.4 of the London Plan require Councils to identify Strategic Industrial Locations (SILs) and develop local policies that promote, manage and protect their industrial capacity, efficiency and access. Policy 5C.3 of the London Plan locates the site within the London Riverside Opportunity Area, where core employment areas are specifically identified as having the potential to be developed for industries that serve London. Policy CM1 of the adopted Local Development Framework Core Strategy (LDF CS) outlines the broad locations for future development and advises that employment growth will be focussed at Dagenham Dock.

9.5 The application site is located within the Dagenham Dock SIL as designated by the London Plan (Policy 2A.10, 3B.4 and Table A2.1) and LDF CS (Policy CE3). The site is also allocated with the Dagenham Dock Employment Area by the saved policies of the UDP (Policy BR4).

9.6 Policy CE3 of the LDF CS states that the Council will safeguard, promote and manage the Dagenham Dock SIL. Policy CE4 states that *"the Dagenham Dock employment area will be developed and promoted as a Sustainable Industries Park, with an increased emphasis on high technology manufacturing and processing industries (B2 and to a lesser extent B1b/c (research and development)) and a consequent control over the development of further warehouse and distribution uses.* The same policy identifies the employment land south of the A13 (except Dagenham Dock) as the most appropriate location for additional B8 uses.

9.7 Policy 3B.11 of the London Plan states that the Mayor will improve employment opportunities for Londoners. Policies CM1 of the LDF CS and Policy E6 of the UDP

promote employment growth and the provision of infrastructure that supports growth.

9.8 To deliver the policy objectives of the London Plan and the Council's Core Strategy, the Corporation, in its capacity as regeneration agency, has acquired and assembled 25 hectares (60 acres) and appointed a development manager partner to support the development, marketing and management of the London Sustainable Industries Park (LSIP). To date, the Corporation has disposed of 3.3 hectares of land to the north of Choats Road for redevelopment to provide a waste to energy gasification plant which was granted planning permission by the Corporation, in its capacity as Local Planning Authority, on 5 July 2010. Planning applications have also been submitted for significant infrastructure works, including new highways, sustainable drainage systems and landscaping, on land to the north and south of Choats Road, to facilitate the redevelopment of plots that will comprise the LSIP.

9.9 The Corporation, in its capacity as regeneration agency, is also negotiating terms to locate a waste to energy anaerobic digestion plant; relocate and expand a local paper recycling facility; and expand the existing Closed Loop London (plastics recycling) facility on land within the LSIP. Pre-application discussions have commenced with the operators of the paper recycling and anaerobic digestion facilities.

9.10 The application site adopts a peripheral location within the Corporation's landholding. The application site is located on land surrounded by TDG chemical storage tanks farms to the north and east and open storage and vacant land to the south and west. Significantly, the application site (1.54 hectares) represents only 6% of the Corporation's overall LSIP landholding, is on land identified as forming a final phase of redevelopment. The viability of this phase depends on the consolidation of land interest and the delivery of wider infrastructure within the southern part of Dagenham Dock, and is geographically separated from the main body of LSIP land given its access via Hindmans Way. These factors suggest that the site's redevelopment for storage and distribution use would not materially harm the prospects of creating a successful LSIP on the significant remaining land. As a result of its land assembly, marketing and management strategies, the Corporation is well placed to ensure development of the remaining 23.46 hectares achieves the objectives of Policy CE4 of the LDF CS.

9.11 While Policy CE4 of the LDF CS seeks to safeguard undeveloped land for high technology manufacturing and processing industries (B2 and B1b/c) and apply a consequent control over further warehouse and distribution uses (B8), the loss of 1.54 hectares to storage and distribution is not considered to sufficiently prejudice the policy objective to justify a refusal of planning permission. Furthermore, the policy reference to "*a consequent control over the development of further warehouse and distribution uses*" may be interpreted as not necessarily implying a blanket restriction on any additional B8 use. In any event Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the determination of planning applications to be made in accordance with the development plan unless material considerations indicate otherwise.

9.12 There are a number of such material considerations that are relevant to the determination of the application. Firstly, the application will facilitate the relocation of an existing business from a site located within the Lower Lea Valley and identified as appropriate for industrial land release to a SIL where vacant land exists. The relocation of an existing industrial use from a former strategic employment location to an existing SIL complies with the objectives of Policies 3B.4 and 3B.11 of the London Plan, CM1 of the LDF CS and saved Policies E1 and E6 of the Unitary Development Plan to promote employment growth in industrial areas.

9.13 Secondly, the application site will support the preservation of approximately 300 jobs, of which between 50 and 95 jobs will be located at the site on a daily basis. Part of the reason for the policy preference for B2/B1b/B1c uses over B8 uses is that, typically, B1/B2 uses generate significantly more jobs than B8 uses. Trad Scaffolding Ltd. has an unusually high number of jobs for a B8 use and probably higher than many B1/B2 uses. As such, Trad Scaffolding Ltd's use of the site would meet at least part of the relevant plan policy objective. It is also important to note that given the proximity of the site to the TDG chemical storage tank farm, the HSE would seek to resist development that accommodates more than 100 people on site. As such, the proposed use of the site represents an efficient use of the site in employment terms. It is noted that the Trad Scaffolding Ltd. site at Bromley by Bow is intensively used and would not exacerbate the impacts of some open storage uses located within Dagenham Dock. The creation of between 50 and 95 jobs based at Dagenham Dock, and up to 300 working from the site, complies with the objective of Policies 3B.11 of the London Plan and Policy CM1 of the LDF CS and saved Policies E1 and E6 of the Unitary Development Plan to promote employment growth in industrial areas.

9.14 Thirdly, and particularly significant to the sustainable regeneration of Dagenham Dock, the application proposes to upgrade Hindmans Way to adoptable highway standards. From a point 130m south of the Hindmans Way junction with Choats Road, Hindmans Way is substandard. Hindmans Way provides vehicular only access to the industrial sites located on Hindmans Way and Thunderer Road, including the River Thames (including the jetty serving the safeguard TDG Pinnacle Terminal wharf). The roadway is not currently designed to an adoptable standard because the road surface is substandard; there are no kerbs, pavements, road markings drainage infrastructure or lighting; and the roadway is too narrow to enable two Heavy Goods Vehicles to safely pass or turnaround at its southern end. As the site is identified as forming the final phase of the LSIP, the application will facilitate the early delivery of significant infrastructure improvements to Hindmans Way.

9.15 The access improvements to the application site and the TDG, OYO Developments and LDA sites to the north and east represent a significant benefit of the application that complies with planning policies designed to promote improved accessibility for vehicles, pedestrians and cyclists, environmental improvements and regeneration and employment growth within the area.

9.16 While the proposed development does not comprise a high technology manufacturing or processing industry, it will deliver a number of planning benefits. The application will secure the redevelopment of vacant industrial land; the relocation of an existing industrial use from a de-designated SIL to a protected SIL; the preservation of approximately 300 jobs, of which 50 and 95 jobs will be based on site, and their relocation to Dagenham Dock; the highway improvements to Hindmans Way and their associated regeneration benefits. To enable the application site to revert to the type of preferred uses identified in Policy CE4 of the LDF CS, it is recommended that any planning permission is made personal to Trad Scaffolding Ltd.

9.17 The material considerations referred to above are considered to outweigh any harm to the objectives of Policy CE4 of the LDF CS and prevent establishing a precedent for future proposed storage and distribution proposals at Dagenham Dock.

Highways, Access and Servicing

9.18 The application is submitted in outline with means of access submitted for determination. The application site is accessed via Hindmans Way. Hindmans Way provides local access, via Choats Road and Choats Manor Way, to the Strategic Road

Network (A13) at Goresbrook Interchange. The A13 provides a direct arterial route to East and Central London.

9.19 At its northern end, Hindmans Way is a 9.0m wide road designed to adoptable standards. This section of road was not adopted because it does not have a turning head enabling vehicles to safely turn around at its southern end. Approximately 130m south of the junction with Choats Road, Hindmans Way narrows and deteriorates with no kerbs, pavements, road markings, drainage infrastructure or lighting and a substandard width for Heavy Good Vehicles. Furthermore, the application site and adjacent TDG and LDA sites are not served by water, gas, electricity or communications services. The principle of undertaking highway works to Hindmans Way is established by the planning permission granted by the Corporation on 4 September 2008 for the construction of a new road link and the partial realignment of Hindmans Way. The London Development Agency did not secure the funding necessary for the implementation of these works and the Corporation, in its role as regeneration agency, has since acquired the land from the LDA and assumed responsibility for their delivery.

9.20 The application proposes upgrading a 130m section of Hindmans Way to provide new or improved access and utilities connections to the application site and the adjacent TDG, LDA and OYO sites. The highway design comprises a 9.0m wide carriageway; 2.0m wide footpaths on either side of the road and a 1.5m wide cyclepath on the western side of the road; upgraded bell mouth accesses to the application site and OYO Developments, TDG and LDA sites; and a roundabout at the southern end of the upgraded section to satisfy adoptable standards for turning traffic. The upgraded roadway will also provide drainage infrastructure, lighting and water, electricity, gas and communications services. LBBDD has raised no objection to the proposed highway works. It is recommended that a planning condition be attached to any planning permission requiring the detailed highway design, including a Road Safety Audit, to be submitted to and approved by the Local Planning Authority.

9.21 The proposed development will benefit existing occupiers and facilitate the redevelopment of existing vacant land on either side of Hindmans Way and Thunderer Road in accordance with Policies 2A.1, 3B.4, 3C.1, 3C.3, 3C.16, 3C.18, 3C.21, 3C.22 and 3C.25 of the London Plan, CM1 and CM4 of the Local Development Framework Core Strategy and saved Policies E1, E6, T12, T16, T19, T24, T25, T26 and T27 of the Unitary Development Plan. The LBBDD support the proposed highway works.

9.22 The layout of the proposed scaffolding yard, and the implication for servicing and vehicle tracking, is reserved for future determination.

9.23 The application indicatively proposes 20 car parking spaces. Annex 4 of the London Plan recommends that between 1 and 9 non-operational car parking spaces per 100-600m² be provided for B1 employment-generating land uses. Development that benefits from higher PTALs is expected to limit the amount of non-operational car parking. Annex 4 acknowledges that flexibility may be applied to B8 development to reflect different trip generating characteristics. As the application proposes a maximum of 929m² of built floorspace, Annex 4 would support up to 9 car parking spaces. The application seeks 20 car parking spaces in order to meet the staff requirements of Trad Scaffolding Ltd. While this constitutes a departure from strategic planning policy, it does not justify a refusal of planning permission when taking into account the overall trip generation impacts, the preservation of employment and the highway improvement works delivered by the scheme. It is recommended that a condition be imposed on any planning permission that caps the number of non-operational car parking spaces to 20. The application is considered to be in accordance with Policy 3C.23 and Annex 4 of the

London Plan subject to the applicant making a financial contribution towards improving bus services between Dagenham Heathway and the Dagenham Dock and the implementing a Workplace Travel Plan.

9.24 The application states that provision will be made for 6 cycle parking spaces. It is recommended that a condition be imposed on any planning permission that requires the applicant to provide a minimum of 6 cycle parking spaces within a safe, secured and covered location.

9.25 The application assesses the trip generation impact of relocating Trad Scaffolding to the site. The assessment concludes that during the AM peak (0800-0900) 15 vehicles will enter and 9 will exit the site and during the PM peak (17-00-18-00) 0 vehicles will enter and 29 vehicles will exit the site. The applicant concludes that given the scale of the proposed development, it will not have an adverse impact on the safe and efficient operation of the local and strategic road network. Given the scale of development, and associated trip generation impact, the application is considered to be in accordance with Policy 3C.17 of the London Plan.

Design and Appearance

9.26 The application reserves appearance, landscaping, layout and scale for future determination. As the site is expected to accommodate an existing scaffolding yard with ancillary office accommodation, an indicative site layout and building parameters has been submitted in support of the application. The detailed site layout and building design will be submitted in due course. It is noted that, following a visit to Trad Scaffolding Ltd's site at Bromley by Bow, the use of the site is well organised and will not therefore result in any significant visual harm.

9.27 The ancillary office accommodation is proposed to comprise a building that provides a maximum of 929m² of gross internal floorspace and a maximum height of 7.5m AOD. The indicative site plan locates the office accommodation fronting Hindmans Way with non-operational car parking to the rear. The remainder of the site is allocated for the storage and maintenance of scaffolding equipment.

9.28 Subject to the submission of satisfactory reserved matters, the application is considered to be in accordance with Policies CP3 of the Local Development Core Strategy, saved Policy DE1 of the Unitary Development Plan and Policy 4B.1 of the London Plan.

Flood Risk

9.29 The applicant has submitted a Flood Risk Assessment in support of the application. While the Environment Agency (EA) has not commented on the application, they issued correspondence on the 10 September 2010 following a review of information submitted by the applicant at pre-application stage. The EA provided advice on matters relating to flood risk, biodiversity, land contamination and the LSIP.

9.30 The applicant has submitted further information in response to the EA's comments and the EA expect to comment formally in advance of the Planning Committee meeting. It is recommended that standard conditions be attached to any planning permission requiring a land contamination and remediation assessment and details of surface water drainage and biodiversity to be submitted to and approved by the Local Planning Authority.

9.31 Subject to the submission of satisfactory details pursuant to the recommended

planning conditions, the application is considered to be in accordance with Policy CR4 of the Local Development Framework Core Strategy, saved Policies G33 and G34 of the Unitary Development Plan and Policies 4A.12 and 4A.13 of the London Plan.

Sustainability

9.32 The application reserves appearance, landscaping, layout and scale for future determination. As no detailed design work has been undertaken for the layout and landscaping of the scaffolding yard, or the ancillary office accommodation, it is recommended that a condition be attached to any planning permission requiring a sustainable design and construction strategy to be submitted to and approved by the Local Planning Authority. The strategy will be required to demonstrate compliance with Policy 4A.3 of the London Plan and the LSIP vision by incorporating reclaimed and recycled construction materials; minimising energy use, using renewable energy; introducing living roofs; recycling rainwater; enhancing biodiversity; and seeking to achieve BREEAM “Excellent” building performance.

Heritage

9.33 The application site accommodates a disused concrete hopper. The concrete hopper is the equivalent of approximately three storeys in height and is locally listed, being identified on LBBD List of Buildings of Special Architectural or Historic Interest. Policy CP2 of the LDF Core Strategy seeks to

- Protect and wherever possible enhance the historic environment.
- Promote understanding of and respect for local context.
- Reinforce local distinctiveness.
- Require development proposals and regeneration initiatives to be of a high quality that respects and reflects historic context and assets.

This approach is consistent with Policy HE8 of Planning Policy Statement 5 (PPS5) which states that the effect of an application on the significance of a heritage asset or its setting is a material consideration in determining the application. The hopper is considered to comprise a heritage asset as defined in PPS5.

9.34 The indicative site layout plan submitted in support of the application indicates that the hopper is to be removed. The information submitted in support of the application does not identify the hopper as being on the Council’s List of Buildings of Special Architectural or Historic Interest or provide any justification for its removal. As the layout of the site is a matter reserved for future determination, the extent to which the proposed storage and distribution use can operate without removing the hopper, or will impact on its setting, cannot be assessed.

9.35 It is recommended that a planning condition is attached to any planning permission that requires the retention or relocation of the hopper unless otherwise agreed in writing by the Local Planning Authority in accordance with PPS5 and Policy CP2 of the LDF CS.

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The application proposes the redevelopment of land at Hindmans Way for open storage and distribution use, with ancillary office accommodation and the formation of a new vehicular access, and highway improvement works to Hindmans Way. The application reserves appearance, landscaping, layout and scale for future

determination. The proposed land use, means of access, and height and footprint parameters of the office accommodation are submitted for determination.

10.2 While the proposed development does not comprise a high technology manufacturing or processing industry, it will deliver a number of planning benefits. The application will secure the redevelopment of vacant industrial land; the relocation of an existing scaffolding yard from a de-designated SIL to a protected SIL; the preservation of approximately 300 jobs, of which 50 and 95 jobs will be based on site, and their relocation to Dagenham Dock; the highway improvements to Hindmans Way and the associated redevelopment and regeneration benefits for Dagenham Dock in accordance with Policy CM1 of the Local Development Framework Core Strategy saved Policies E1 and E6 of the Unitary Development Plan and Policies 3B.4 and 3B.11 of the London Plan.

10.3 The proposed highway improvements works to Hindmans Way will benefit existing occupiers, facilitate the redevelopment of existing vacant land on either side of Hindmans Way and Thunderer Road and improve conditions for vehicles, pedestrians and cyclists in accordance with Policies 2A.1, 3B.4, 3C.1, 3C.3, 3C.16, 3C.18, 3C.21, 3C.22 and 3C.25 of the London Plan, CM1 and CM4 of the Local Development Framework Core Strategy and saved Policies E1, E6, T12, T16, T19, T24, T25, T26 and T27 of the Unitary Development Plan.

10.4 The proposed storage and distribution use will incorporate a level of non-operational car parking that reflects the site's Public Transport Accessibility Level (PTAL) and will not result in an adverse impact on the safe and efficient operation of the local highway network in accordance with Policy 3C.17, 3C.23 and Annex 4 of the London Plan.

10.5 The proposed development raises no objections in relation to design, flood risk, sustainability, health and safety and heritage subject to the submission of further information at reserved matters stage and pursuant to planning conditions in accordance with Policies CR1, CR4 and CP3 of the Local Development Framework Core Strategy, saved Policies G33, G34, DE1 and DE9 of the Unitary Development Plan and Policies 4A.3, 4A.12, 4A.13 and 4B.1 of the London Plan.

11. RECOMMENDATION

11.1 It is recommended that the Planning Committee give delegated authority to the Planning Development Manager to **GRANT PLANNING PERMISSION**, including any such changes that fall within the scheme of delegation, subject to:

1. Advising the Planning Committee of any objections received before the 11 October 2010 which raise new material considerations not assessed within the Committee Report;
2. The planning conditions set out at section 12. of the Committee Report;
3. The completion of a S106 Agreement securing the following heads of terms:
 - a) implement a local labour, goods and contractors scheme;
 - b) provide a financial contribution towards local bus improvements to be agreed by the Corporation in consultation with Transport for London;
 - c) enter into a Section 278 Agreement to undertake the works to Hindmans Way;

12. CONDITIONS AND REASONS

1. The development permitted shall be begun before the expiration of THREE years from the date of this permission.

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

2. Save as these conditions provide otherwise, or any matter is reserved for the later approval of the Local Planning Authority, all works are to be completed in accordance with drawings PO-0-101_REV02 and PO-0-102_REV05 prepared by Collado Collins and drawing 2629-13_P3 prepared by T.R. Collier & Associates unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development is constructed in accordance with the approved plans and other details submitted in accordance with Policy CP3 of the London Borough of Barking and Dagenham Local Development Framework Core Strategy (2010), Policy DE1 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) and Policies 4A.3, 4B.1, 4B.2 and 4B.3 of the London Plan (2008, Consolidated with Alterations Since 2004).

3. The B8 storage and distribution use hereby approved shall be carried on only by Trad Scaffolding Ltd and shall not enure for the benefit of any other party. When the land ceases to be occupied by Trad Scaffolding Ltd., the use hereby permitted shall cease and unless otherwise agreed in writing by the Local Planning Authority all materials and equipment brought on to the premises in connection with the use shall be removed.

Reason: To enable the land to revert to the preferred land uses identified in Policy CE4 of the London Borough of Barking and Dagenham Local Development Framework Core Strategy (2010).

4. The locally listed hopper shall unless otherwise agreed in writing by the Local Planning Authority either be retained or relocated within the site to a position reasonably acceptable to the Local Planning Authority. The B8 storage and distribution use hereby approved shall not commence until a detailed site layout plan showing the retention or relocation of the locally listed hopper, and if the hopper is to be relocated a method statement for its relocation, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect and promote local heritage assets in accordance with Policy CP2 of the London Borough of Barking and Dagenham Local Development Framework Core Strategy (2010).

5. The development hereby approved shall not be occupied until the highway improvements to Hindmans Way have been completed and made available for use by vehicles, pedestrians and cyclists.

Reason: To ensure safe access to the site for vehicles, pedestrians and cyclists in accordance with Policies T12, T16, T19, T24, T25, T26 and T27 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from the 27th of September 2007 by direction from the Secretary of State) and Policies 3C.1, 3C.3, 3C.16, 3C.18, 3C.21, 3C.22 and 3C.25 of the London Plan (2008, Consolidated with Alterations Since 2004).

6. The development hereby approved shall not commence until detailed plans, sections and elevation showing the following Reserved Matters have been submitted to and approved in writing by the Local Planning Authority:

- a) Layout
- b) Appearance
- c) Landscaping
- d) Scale

Reason: To ensure a satisfactory standard of design and external appearance in accordance with Policy CP3 of the London Borough of Barking and Dagenham Local Development Framework Core Strategy (2010), Policy DE1 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from the 27th of September 2007 by direction from the Secretary of State) and Policy 4B.1 of the London Plan (2008, Consolidated with Alterations Since 2004).

7. No development hereby approved shall commence until details and/or samples of the highway works to Hindmans Way have been submitted and approved in writing by the Local Planning Authority. The highway works shall include details of the following:

- a) Highway design and layout;
- b) Surface materials;
- c) Boundary treatment;
- d) Tree and planting species;
- e) External lighting;
- f) Stage 1 and 2 Road Safety Audit;

The highway works shall be implemented only in accordance with the approved details and thereafter permanently maintained to the satisfaction of the Local Planning Authority.

The soft landscaping details shall be accompanied by adequate information to demonstrate:

- a. the use of suitable native and locally appropriate marginal and aquatic planting species, which where practical shall be locally sourced;
- b. that planting shall be selected and designed to maximise the habitat available to locally important and protected species.
- c. that all landscaping that is intended to be accessible shall be fully accessible and useable by disabled people, including wheelchair users, people with sight impairment and people with prams or pushchairs

The soft landscaping scheme shall be implemented in the first planning season following first occupation. Any plants or trees required as part of the implementation of the condition that die or are removed, damaged or diseased within a period of FIVE years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent for a variation.

Any trees, shrubs or grassed areas become diseased, damaged or die within the first five years from the date of planting within any part of the development shall be replaced within the next planting season, to the satisfaction of the Local Planning Authority.

Reason: In the interests of visual amenity and road safety in accordance within Policies DE1, DE17 and T24 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from the 27th of September 2007 by direction from the Secretary of State) and Policies 3C.21 and 3C.22 of the London Plan (2008, Consolidated with Alterations Since 2004).

8. The development hereby approved shall not commence until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction and Environmental Management Plan shall provide details of all methods of site preparation and construction of the development and include:

- a) traffic management;
- b) demolition and clearance;
- c) site remediation and ground works;
- d) waste management;
- e) surface water pollution control;
- f) sourcing of materials;
- g) location and type of stored materials
- h) smoke and odour control;
- i) avoidance of fires;
- j) wheel washing;
- k) noise and vibration;
- l) hours of operation and deliveries;
- m) implementation and monitoring.

The Construction and Environmental Management Plan shall be implemented for the entire period of the works at the site to the satisfaction of the Local Planning Authority.

Reason: In the interest of pollution and amenity in accordance with Policies G31, G36, G37, G38, G39, T24 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) and Policies 4A.3, 4A.19, 4A.20 and 4B.1 of the London Plan (2008, Consolidated with Alterations Since 2004).

9. The development hereby approved shall not commence until an accessibility statement is submitted to and approved in writing by the Local Planning Authority. The detailed access statement shall contain full particulars and detailed drawings showing the means of building and public realm access and egress for people with disabilities. The access statement shall be implemented before the first occupation of the development in accordance with the approved details and thereafter permanently maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure an inclusive environment in accordance with Policy 4B.5 of the London Plan (2008, Consolidated with Alterations Since 2004).

10. The development hereby approved shall not commence until a contaminated land assessment and remediation strategy, together with a timetable of works, has been submitted to and approved in writing by the Local Planning Authority. The contaminated land assessment and remediation strategy shall include:

- a) A desk top study of the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study;

b) A site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.

d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

e) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy G28 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (2008, Consolidated with Alterations Since 2004).

11. The development hereby approved shall not commence until details of foul and surface water drainage and pollution prevention measures have been submitted to and approved in writing by the Local Planning Authority. Details of foul and surface water infrastructure required pursuant to this condition shall include:

- a. Specification of all pollution prevention measures;
- b. Flow estimates and calculations for all drainage infrastructure and details of sizing of pipes;
- c. Details of discharge points and discharge rates (including relevant calculations);
- d. Details of any proposed measures of surface water attenuation.

Where possible, all surface water drainage systems shall be designed using the principles of Sustainable Urban Drainage.

The approved drainage works and pollution prevention measures shall be implemented prior to the first occupation of the development and thereafter permanently maintained to the satisfaction of the Local Planning Authority.

Reason: To prevent pollution of the water environment, in accordance with Policy G38 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) and Policies 4A.3, 4A.14, 4A.16 and 4B.1 of the London Plan (2008, Consolidated with Alterations Since 2004).

12. The development hereby approved shall maintain a minimum 5.0m buffer zone adjacent to the ditch located along part of the southern boundary of the site. The buffer zone shall be measured from the top of the bank where it meets normal land levels and shall not contain structures, hard standing, lighting, footpaths or fences.

Reason: In the interest of biodiversity in accordance with Policy 3D.14 of the London Plan (2008, Consolidated with Alterations Since 2004).

13. The development hereby approved shall not commence until a programme of archaeological work in accordance with a written scheme for investigation has been submitted to and approved in writing by the Local Planning Authority. The submission shall also include a detailed design and method statement for the foundation design and all new grounds works. Plot 1 of the development shall only take place in accordance with the approved scheme. The archaeological works shall only be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: As important archaeological remains may exist on site the Local Planning Authority wishes to secure the provision of an archaeological investigation and the recording of any remains prior to commencement of development, in accordance with Policy DE36 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) and Policy 4B.15 of the London Plan (2008, Consolidated with Alterations Since 2004).

14. The storage and distribution use hereby approved shall not commence until a sustainable design and construction strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented only in accordance with the approved sustainable design and construction strategy and the thereafter permanently maintained to the satisfaction of the Local Planning Authority

Reason: To ensure the sustainable design and construction of the development in accordance with Policy 4A.3 of the London Plan (2008, Consolidated with Alterations Since 2004).

15. The storage and distribution use hereby approved shall provide a maximum of 20 car parking spaces and a minimum of 6 cycle parking spaces. The cycle parking spaces shall be provided in a safe, secure and covered location.

Reason: To promote sustainable travel patterns in accordance with Policies T10 and T19 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) Policies 3C.1, 3C.3 and 3C.22 of the London Plan (2008, Consolidated with Alterations Since 2004).

15. The storage and distribution use hereby approved shall only be occupied in accordance with the Framework Travel Plan prepared by Colin Buchanan and Partners dated August 2010 unless otherwise agreed by the Local Planning Authority.

Reason: To promote sustainable travel patterns in accordance with Policies T10 and

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T19 of the London Borough of Barking and Dagenham Unitary Development Plan (1996, saved from 18th September 2007 by direction from the Secretary of State) Policies 3C.1, 3C.3 and 3C.22 of the London Plan (2008, Consolidated with Alterations Since 2004).

CASE OFFICER: Will Steadman

Appendix 1: LTGDC Landownership
Appendix 2: Site Location Plan: Aerial Photographs
Appendix 3: Red Line Application Boundary Plan
Appendix 4: Site Layout Plan
Appendix 5: Highways Plan
Appendix 6: Site Photographs