LONDON BOROUGH OF NEWHAM

LOCAL DEVELOPMENT COMMITTEE

9th March 2026

Application for Planning Permission

Case Officer:	Liam McFadden	**Valid Date:**	02.10.2025
Officer Recommendation:	**Approve**	**Expiry Date:**	01.01.2026
Application Number:	25/02255/FUL	**Date Extension:**	13.03.2026
Applicant:	Powerday PLC	**Developer:**	N/A
Ward:	Canning Town North	**Ownership:**	London Borough of Newham and Powerday PLC
Address:	Oasis Park, Stephenson Street, Canning Town, London, E16 4SA		
Proposal:	Retention and refurbishment of the existing waste enclosure, demolition of ancillary office, and erection of two enclosed buildings, works to the external yard, external storage and associated works for use as a waste transfer facility (Class B2) for the processing and recycling of commercial waste.		

The purpose of this report is to set out the Officer recommendations to Local Development Committee regarding an application for planning permission relating to the proposal outlined above.

Officer Recommendations:

The Local Development Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and

2. delegate authority to the Director of Place Making to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 10 of this report and the Conditions listed in Appendix 9 of this report.

Conditions Summary:

Mandatory conditions
1. Statutory Time Limit
2. Approved Drawings and Documents

Prior to all works/commencement Conditions
3. Construction Logistics Plan
4. Construction and Demolition Environmental Management Plan
5. Contaminated Land
6. Detailed Design and Method Statements (Transport for London Infrastructure Protection)
7. Sustainable Drainage

Prior to above ground works Conditions
8. Material Samples
9. Cycle Parking
10. Community Safety – Secured by Design
11. Photovoltaic Panels – Glint and Glare Assessment (City of London Airport)

Prior to first occupation and/or use Conditions
12. Landscaping Maintenance Scheme
13. Travel Plan

14. Delivery and Servicing Plan
15. Energy Verification Statement

Monitoring & Management Conditions
16. Hours of Operation
17. Wastes to be Handled
18. Doors to New Buildings

S106 – Summary of Heads of Terms:

Administrative:

1. The Council's reasonable legal fees in relation to the completion of the deed whether or not the matter goes to completion.

2. Payment of the Council's reasonable fees (£TBC) in monitoring the performance and discharge the S106 obligations payable on completion of the legal agreement.

3. Indexing – All contributions and payments to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using RPI index.

Transport:

4. Car parking permit-free development:
   - Waive all and any rights and entitlements to be granted a business parking permit to the business/commercial units: unless they are the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
   - Payment of administration and monitoring fee with respect to the parking permit restrictions above at £2,000.00 payable prior to first occupation of the development.

5. £5,265 towards Travel Plan Monitoring Fee, payable prior to the implementation of the development.

6. £5,265 towards Travel Plan Measures Contribution, payable prior to the implementation of the development.

7. Highway improvement works – Entry into a Section 278 Highway Agreement to cover highways works including but not limited to rationalising width of existing cross-overs and widening of footpaths fronting development site for improved pedestrian facilities.

Employment:

8. 35% local employment during the construction period to include:
   - Target of one new start Newham resident apprentice per £5m of total construction contract value, targeting 18-30 year olds who are currently under-represented in the construction industry.
   - Paid London Living Wage internship target of one per £10 of total construction contract value, targeting 18-30 year olds who are currently underrepresented.
   - Recruitment of workers from ethnically diverse communities, women and persons with declared disabilities.

9. To pay directly employed staff the minimum of London Living Wage.

10. To pay an Employment and Skills contribution of £75,912; payable prior to implementation of the development.

Sustainability:

1. Zero Carbon Offset Formula – Following submission of an Energy Verification Statement by the applicant, contribution payable at a rate of £95 per tonne of carbon for the 30 years + RPI should the development verify that it is not able to meet zero carbon. The amount will be payable prior to

occupation of the development; occupation shall not occur until the payment has been received by the Council.	
Name of Lead Officer:	**Darren Mackin**
Position:	**Director of Place Making**

OFFICER REPORT

Relevant Planning Constraints:

Local Plan allocations/designations:

- Employment Hub E08 – Canning Town
- Local Mixed Use Area LMUA12 – Bidder Street

Local Plan cumulative impact considerations:

- Licencing Saturation Policy Zones
- Town Centre 400m Buffer
- Canning Town Controlled Parking Zone 8am – 6:30pm (Mon-Sat)
- Contaminated Land – Depot 1960s
- District Parks Deficiency

Other:

- Flood Zone 3
- Archaeological Priority Areas Tier 3
- London City Airport Height Constraint – 15m

Site, Situation and relevant background information:

The site currently consists of a two-storey former office building to the east, an open sided waste enclosure in the south and an office building to the west. The open sided enclosure comprises a large part of the site, with the remainder comprising hardstanding which is used for the open storage of separate recyclable materials, skip storage, car parking, weigh-bridges and circulation space. A pylon operated by National Grid is located on the north western corner ofthe Site with associated overhead cables. The site is bound by Bidder Street to the west, an industrial building to the north, Stephenson Street to the east and a 2-storey industrial building to the south.

Currently the site is operated by Powerday for acceptance and treatment of waste collected by their skip hire business and third-party customers. The submitted Planning Statement outlines that the waste consists of mixed construction, demolition, and commercial wastes. The current treatment of waste on Site by Powerday consists of sorting and separation of material for recycling such as timber, metal and hardcore. The site has an Environmental Permit (ref: EPR/KP3597NZ) which permits the acceptance and treatment of no more than 350,000 tonnes of waste per year. Treatment is described as manual sorting, separation, screening, bailing, shredding and crushing or compaction of non-hazardous waste into different components. It also states that treatment must be carried out within a building or on an impermeable surface with sealed drainage. At present the site is typically processing 60,000-66,000 tonnes of waste per annum.

The site is accessed on Bidder Street. The surrounding area is characterised by industrial and commercial uses. The nearest residential properties are located approximately 60m to the east beyond Stephenson Street, the rail tracks and Manor Road.

Planning permission (ref: 95/0596) was granted for the change of use to waste transfer station in 1995. In 2018, Local Development Committee granted planning permission (ref: 17/01737/FUL) for the extension of the existing facility including a creation of an enclosed waste recycling building. This permission has been implemented but not completed. In 2023, the Local Development Committee granted planning permission (ref. 23/00760/FUL) for the demolition of the existing open-sided waste enclosure and ancillary office, and the erection of two buildings (GIA 2,825sqm), works to the external yard, external storage and associated works for use as a waste transfer facility (Class B2) for the processing and recycling of commercial waste. This permission was never implemented.

Since the 2023 permission was granted, Powerday has acquired land at the northeast of the site, which was identified as being a ‘storage area’ within the approved plans under application reference

23/00760/FUL (“the 2023 permission”). The Planning Statement submitted with the current application notes that the applicants are now seeking to optimise the site layout following the additional land acquisition.

Proposal:

The proposal seeks to amend the design and layout of the 2023 permission through retaining and refurbishing the existing enclosure. The retained and refurbished enclosure would have a similar footprint to the existing enclosure.

In addition, the proposals seek to erect Building 1 in the north-eastern area of the site within land now acquired by the applicants. Building 2 would constructed to the east of the site fronting Stephenson Street.

Building 1 would have a shed roof, as would the retained portion of Building 2. The extended portion of Building 2 would have a pitched roof. The maximum height of Building 1 would be 16.255m while the maximum height of Building 2 would be 15.8m. Both buildings would be enclosed by concrete push walls that would extend up to 5m high with profiled sheet cladding extending from 4.4m above ground level to roof level. The wall cladding would incorporate variated colour from the bottom to the top of the façades.

An area of green roof is proposed to part of Building 2. The remainder of the Building 2 roof and all of the Building 1 roof would accommodate solar PV panels. A green wall system is proposed to the Bidder Street boundary and part of the Stephenson Street boundary.

Existing/Proposed		
Existing Use(s)	Existing Use(s) / Operator	General industrial
	Existing Use Class(es) sqm	B2
	Existing gross internal floor area	1694.41sqm
	Qualifies for vacant building credit?	N/A
Proposed Use(s)	Proposed Use(s) / Operator	General industrial
	Proposed Use Class(es) sqm	B2 – 3.012
Employment	Existing number of jobs	18
	Proposed number of jobs	34

Planning Assessment:

Key issues:

- Principle of the development
- Urban design and place making
- Impacts to neighbouring amenity
- Sustainable Transport
- Delivering Sustainable Development
- Archaeology
- Employment

Principle of the development:

1.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

1.2 London Plan Policy E4 requires that a sufficient supply of land and premises be provided in

different parts of London to meet current and future demands for industrial and related functions. The policy notes that this should make provision for the varied operational requirements of light and general industry and secondary materials, waste management and aggregates. London Plan Policy E7 encourages development plans and proposals to be proactive and encourage the intensification of industrial and business uses, notably through more efficient use of land through higher plot ratios.

1.3 London Plan Policy SI 8 states that existing waste management sites should be safeguarded and provides the following criteria for proposals that increases in capacity of existing sites:

1) Job creation and social value benefits, including skills, training and apprenticeship opportunities.
2) Local need.
3) Accessibility of services for local communities and businesses.

1.4 Local Plan Policy J2 outlines that Local Mixed Use Areas (LMUAs) are allocated for employment-led mixed-use that:

(i) Protects and promotes Class B1 uses and other employment generating uses compatible with residential, subject to town centre and other infrastructure policies; and/or
(ii) Allows for Managed Transition and redevelopment to focus on the ongoing viable operation of such uses and design incorporating or compatible with residential uses, whilst addressing any other site-specific issues.

1.5 The site is located on an Employment Hub (E08 – Canning Town) and a Local Mixed Use Area (LMUA12 – Bidder Street) which seeks to protect and promote employment uses that are compatible with residential use. Whilst a waste management facility is not considered to be a use typically compatible with residential, in this instance the use is established under a previous planning permission (ref: 95/0596) with a new facility also approved in 2023 (ref. 23/00760/FUL), although the latter was never implemented. While the 2023 permission was fully enclosed and offered improved compatibility with neighbouring land uses, the partially enclosed current proposals would also provide an improved level of environmental protection with respect to air emissions, dust and noise, which will deliver a more neighbourly operation and would make the facility more appropriate in terms of the transition of the area to employment-led mixed use development.

1.6 In addition, the submitted Planning Statement outlines that the proposals will result in a projected increase of 16 staff, totalling 34 and confirmed commitment to engage with Newham Works to promote local access to the economic benefits arising from the proposed development. The proposal therefore is considered to accord with the objectives of the London Plan regarding the protection of existing transfer facilities.

1.7 In light of the above, the principle of development is considered acceptable.

Urban design and place making:

1.8 The NPPF through Chapter 12 recognises that good design is a key aspect of sustainable development in helping to create better places in which to live and work. Further it outlines that developments should function well and add to the overall quality of an area not just for the short term, but over the lifetime of the development. It additionally expects that development is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities), maintain a strong sense of place, and optimise the potential of the site. It reiterates that design quality should be considered throughout the evolution and assessment of individual proposals and that planning permission should be refused for development of poor design.

1.9 London Plan Policy D1 states that London Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Policy D3 states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. It also states that Development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Development proposals should also respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character. Policy D4 has regard to the delivery of good design emphasising the need for quality submissions including sufficient detail at application stage to ensure clarity and assurance over what design is to be approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality. Policy D8 has specific regard to the public realm seeking that the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. It emphasises the need to ensure buildings are of a design that activates and defines the public realm, and provides natural surveillance and seeks to avoid and remove unnecessary street clutter. Policy D11 emphasises the importance of maintaining a safe and secure environment and reducing the fear of crime in new development.

1.10 Newham Local Plan Policies S4, SP1, SP2, SP3 and SP8 all echo the same principles in requiring a high quality of design and a development which responds well to local character and the established pattern of development yet does not detrimentally effect neighbouring amenity. Policy SP3 like London Plan Policy D4 emphasises the importance on providing sufficient detail at application stage to demonstrate satisfactory design quality. Local Plan Policy SP4 states that a tall building in the context of Newham is an excess of 17.05 metres.

1.11 The submitted Design and Access Statement outlines that the design form and layout of the proposal is informed by function, site constraints and industrial environment of the location. The function of the proposed buildings is to enclose the recycling plant and to provide visual screening. The height of the proposed buildings is dictated by the scale of the recycling plant. The existing access and egress locations will be retained given the proximity to the existing weighbridges and the retained site accommodation building. A pylon located to the northwest of the site is a dominant feature on the site and impacts on the site layout, as minimum safe distances must be maintained between the base of the pylon and the proposed enclosures. An additional site constraint is the location of a 7m wide underground high voltage cable route which traverse's the site from east to west, for which maintenance access must be facilitated. This constraint divides the site necessitating two enclosures to accommodate the plant. Separating the enclosure into two buildings also contributes to breaking down the overall mass and visual impact. Building 2 will be utilised for the reception of waste materials and initial processing prior to being transferred via conveyors to Building 1.

1.12 The new building would have coloured cladding with the retained and upgraded building clad in matching material. The maximum height of Building 1 would be 16.255m while the maximum height of Building 2 would be 15.8m, with both buildings below the tall building threshold within Newham of 17.05m. The ground floor footprint would be reduced although a first-floor level would be introduced in Building 1 to increase the total floor area from 2,825sqm (GIA) within the previously approved scheme to 3,012sqm (GIA). The buildings would both have pitched roofs.

1.13 The boundary treatment would involve the retention of the existing walls with Biotechure green walls which would be remotely irrigated and subject to maintenance and inspections from the supplier.

1.14 The following assessment is made in line with comments received from LBN Design and Conservation Officers. The proposed buildings, with a ridge height of 16.255m and 15.8m are not

considered tall buildings and the proposed massing and height on the site are considered acceptable. The applicant provided axonometric renders upon request and LBN Design and Conservation Officers confirmed that they satisfied with the proposed materials subject to a material sample condition. LBN Design and Conservation Officers confirmed that previous comments have been addressed.

1.15 The massing and scale is considered appropriate to the context of the wider area and is considered acceptable in appearance. To ensure the quality of materials is maintained, a condition on material sample is recommended.

Landscaping

1.16 London Plan Policy G5 requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

1.17 The submitted Planning Statement outlines that the UGF has been maximised on site given environmental and operational constraints. With the introduction of green walls fronting Bidder Street and Stephenson Street and a green roof on part of the roof at Building 2, the proposals achieve a UGF score of 0.02. The submitted landscape design response outlines that the proposals include green wall treatment for the site boundary. Following a query from LBN Design and Conservation Officers that applicant confirmed that the green walls would be supplied by Biotechure and would be remotely irrigated and subject to maintenance and inspections from the supplier. The only lengths of the boundary that do not include green wall treatment are to allow for access, service easements, or do not face onto the adjacent streetscene.

1.18 Given that the site is in use under Class B2 and the proposed development demonstrates that the UGF has been maximised, the landscaping is considered acceptable subject to a landscaping maintenance scheme condition.

Impacts to neighbouring amenity:

1.19 The NPPF, London Plan Policies D1, D3 and D14 and Newham's Local Plan Policies S4, SP1, SP2, SP3 and SP8 all have relevance to the importance of addressing neighbouring amenity and avoiding unacceptable impacts. In particular Policy SP8 relates specifically to 'ensuring neighbourly development' specifying various potential impacts that development proposals shall take into account and avoid or minimise.

Daylight, Sunlight and Overshadowing

1.20 The nearest residential properties are located approximately 60m to the east beyond Stephenson Street, the rail tracks and Manor Road. Given its separation to nearby residential properties, there is no foreseen adverse impact on the neighbouring amenity in terms of loss of light and outlook, sense of enclosure and overshadowing. In addition no surrounding commercial or industrial uses are considered to be sensitive to changes to daylight, sunlight or overshadowing.

Overlooking and Privacy

1.21 As noted above, given its separation to nearby residential properties, Officers consider that there would not be a detrimental impact on privacy or increased overlooking to neighbouring residents. In addition no surrounding commercial or industrial uses are considered to be sensitive to changes in form or mass on the site.

Noise and Disturbance

1.22 The application is accompanied with a Noise Technical Note prepared by Noise Consultants Ltd (NCL) which summarises an updated noise assessment against the noise assessment approved under planning reference 23/00760/FUL (Ref. 13881A-20-R01-02) with reference to the repositioning of the buildings, changes to openings in the building facades and changes to the externally located fixed and mobile plant, and HGV routes as well as planning and technical requirement updates since the previous application.

1.23 The Noise Technical Note includes updated results of a baseline sound survey and noise levels of the proposed development generated by a computational noise modelling software. The report concludes that a comparison of the calculated specific sound levels for the existing and proposed scenarios shows a significant reduction in the contribution of noise from the proposed development compared with the existing use, based on worst-case assumptions. The BS 4142 assessments indicate low impacts at all Noise Sensitive Receptors (NSRs) during both the daytime and night-time periods. Specific sound levels generated by the proposed Development would be lower than the existing Site as a result of enclosing some of the noise sources and screening of external yard areas by the proposed buildings. A change in noise level assessment shows that there will be a negligible and imperceptible change in ambient noise level at the nearest NSRs.

1.24 LBN Environmental Health Officers reviewed the submitted Noise Assessment and raised no objections. Conditions are recommended in relation to details of demolition and construction management plan and hours of operation.

Air Quality

1.25 London Plan Policy SI1 and Local Plan Policy SC5 states that development proposals should not lead to further deterioration of existing poor air quality which requires development proposals to be Air Quality Neutral.

1.26 The application is accompanied by an Air Quality Technical Note. The Technical Note considers the effect of the proposed development compared to the development approved under planning reference 23/00760/FUL. The Air Quality Assessment (AQA) submitted with the 2023 application, prepared by Air Quality Consultants) considered the operational impacts of road traffic generated by the proposed development on the local area, assuming an opening year of 2025. In accordance with the Greater London Authority's (GLA's) London Plan (GLA, 2021), the assessment also included consideration of the impacts during the construction phase and identified whether the development was 'air quality neutral'. The assessment included a construction dust risk assessment, which identified the site as being Medium Risk of leading to effects on existing receptors (without mitigation) during earthworks and construction, and Low Risk during demolition and for trackout. Appropriate mitigation measures commensurate with the risk levels were set out to minimise the effects and ensure that the residual effect would be 'not significant'. The assessment concluded that, once operational, the proposed development would lead to negligible impacts on air quality, and the overall effect would be 'not significant'. The assessment also demonstrated that with a Travel Plan in place, the scheme would be 'air quality neutral'.

1.27 The submitted Technical Note considers whether the changes to the proposed development alter the conclusions of the operational assessment. In addition, this technical note reports on updated local air quality monitoring data that have become available, and changes to policy and guidance that have been introduced, since the assessment was submitted.

1.28 The Technical Note concludes that the previous AQA's conclusions remain valid with no significant air quality effects as a result of the scheme amendments and that the air quality neutral compliance remains valid. The Technical Note also states that the operational air quality effects of the development would remain as 'not significant'.

1.29 LBN Environmental Health Officers reviewed the proposals from an air quality perspective and noted the requirements of Local Plan Policy INF3 that all waste management buildings should be enclosed or provide an equivalent level of environment protection with respect to emissions.

1.30 The applicants responded to state that while the proposals would not fully enclose the site and would therefore not fully meet the requirements of Local Plan Policy INF3, the proposals would represent an improvement compared to the existing site layout. The applicants further confirmed that the buildings would be fully extended to the rear which would be fully enclosed, with side access managed via a fast-acting roller shutter door. Additionally, the proposals involve installing a façade to the existing open side, with vehicles granted access through two fast-acting roller shutter doors. The applicants have stated that this represents an improvement to the existing building design and would serve to contain the potential for dust/odour releases. External storage bays for plasterboard would be covered with a roof while would be installed with rotating sprinkler heads to supress dust with a spray curtain on plasterboard bays.

1.31 On balance, while the previously consented scheme (planning reference 23/00760/FUL) provided a significant air quality betterment compared to the existing site, the updated proposals would still provide for enhanced operational air quality although not fully enclosed. LBN Environmental Health and Planning Officers therefore conclude that the proposals are acceptable from an air quality perspective, subject to the inclusion of conditions requested by LBN Environmental Health.

Contaminated Land

1.32 The application is accompanied by the Ground Investigation Report previously submitted with the consented scheme (planning reference 23/00760/FUL). The report concluded a negligible to low risk to Human Health and Controlled Water receptors. The report has been reviewed by LBN Environmental Health Officers and is considered to be adequate subject to a condition to secure details of remediation measures on gas protection.

Summary

1.33 Subject to conditions, Officers consider the proposed development does not cause adverse impact in relation to daylight and sunlight, overlooking, noise, air quality and contaminated land.

Sustainable transport:		
Car Parking	No. Existing Car Parking spaces	10
	Total Number Parking Spaces	10
	No. of Car Parking Spaces	9
	No. of Motorcycle Parking Spaces	0
	No. of Blue Badge (Disabled) Parking Spaces	1
	No. of Car Club Parking Spaces	0
	Type of electric vehicle charging points (Rapid, Fast, Slow)	N/A
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking Spaces	12
Public Transport	PTAL	5
	Closest Rail Station(s) / Distance (m)	Star Lane DLR Station / 350m Canning Town DLR and Underground Station / 570m
	Bus Routes	108, 115, 309, N15, N550, N551, 323
Parking Controls	Residents Parking Zone?	Canning Town Controlled Parking Zone
	RPZ Hours	8am - 6:30pm (Mon-Sat)
	Other on-street parking controls	N/A

1.34 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular, it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and

the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.

1.35 London Plan Policy T1 requires proposals to facilitate the delivery of the Mayor's strategic target of 80% of trips are made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T5 expects proposals to secure an appropriate level of secure cycle parking with minimum standards set out.

1.36 Policy INF2 of the Newham Local Plan aims to secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the Borough's transport network on foot, cycle and public transport in order to reduce congestion, enable development, improve the health, fitness and wellbeing of residents and make necessary car journeys easier.

1.37 The site has a Public Transport Accessibility Level (PTAL) of 5, on a scale from 1a to 6b where 6b represents an excellent level of accessibility. The closest bus stop to the site is located on the A13 Newham Way off-slip. The bus stop is located circa 380m south of the site and can be accessed via Bidder Street. Star Lane DLR Station is a 350m walk to the north of the site on Stephenson Street and Canning Town DLR and Underground Station is located circa 570m to the south of the site.

1.38 The application is accompanied by a Transport Technical Note. The Technical Note confirms that updated proposals would not represent any material transport changes when compared to the scheme approved under planning permission reference 23/00760/FUL. The assessment of transport impacts with regard to car parking, cycle parking, trip generation, delivery and servicing and construction logistics is summarised below.

Car Parking

1.39 London Plan Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy. London Plan Policy T6.2 states that car parking provision at Use Classes Order B2 (general industrial) employment uses should have regard to office parking standards and take account of the significantly lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip-generating characteristics.

1.40 The application site benefits from 10 existing car parking spaces. The proposed development seeks to remove one standard car parking space and provide a disabled parking bay. While Officers would expect development proposals to be car free with the exception of blue badge parking. The Transport Note submitted with the 2023 application stated that due to the 24 hour operational requirements of the site and the shortfall in public transport during the early morning hours, it was considered reasonable to retain the existing parking provision to enable the existing operation of the site. The Transport Note also pointed out that the Travel Plan would encourage car-sharing to facilitate early hour travel to the site and through the monitoring of the Travel Plan, car parking demand can be reviewed and car-sharing spaces can be dedicated to incentivise car sharing.

1.41 As the proposals would provide the same level of car parking as the approved 2023 scheme, Officer consider that this is acceptable on balance. It is proposed that a Section 106 Head of Term to restrict parking permits for occupants and staff of the site would be provided to restrict parking permits for occupants and staff of the site and to negate any potential overspill car parking. Officers consider the Head of Term be included where the developer agrees to a reduced car parking policy whereby no further car parking permits are issued to owner/occupiers and staff of the proposed development and to pay a financial contribution of £2,000 with respect

to administration charges for the upkeep of records informing statutory bodies not to issue parking permits as above.

Cycle Parking

1.42 Policy T5 of the London Plan states that for Class B2, 1 space per 500sqm long stay and 1 space per 1,000 sqm short stay cycle parking space should be provided. Therefore, the proposed development should provide at least 6 long stay and 3 short stay cycle parking space.

1.43 12 cycle parking spaces in the form of six Sheffield Stands will be provided within a sheltered cycle store. This arrangement is supported by Officers. Details of cycle parking space will be secured by condition.

Travel Plan

1.44 The Transport Technical Note confirms that the findings and conclusions of the Workspace Travel Plan (WTP) submitted with the previous have not changed. As with the 2023 scheme, Officers recommend that an updated travel plan be submitted and secured. A S106 Head of Term is also recommended to secure support and monitoring of the travel plan. Should permission be granted, the condition and Head of Term will be included.

Delivery and Servicing

1.45 All servicing and refuse collection will be undertaken within the site. A swept path analysis has been provided which shows an 8-wheel skip wagon and a 10m rigid vehicle entering and exiting the site in forward gear. All refuse generated by the operations on-site will be processed by the operator internally and will not require external refuse collection vehicles to service the site. A condition is recommended for a delivery and servicing plan to secure these details.

Construction Logistics Plan

1.46 Given the size of the development and its location adjacent to the public highway and other development sites, a detailed Construction Logistics Plan will be required to detail how the development will be built whilst minimising the impacts on the highway and adjacent neighbours.

1.47 It is recommended that a Construction Logistics Plan (CLP) be provided prior to commencement of works on site to indicate the likely volume of construction trips and any mitigation measures proposed, booking systems, vehicular routes and scope for load consolidation to reduce generated road trips. A condition requiring further detail is recommended to ensure a CLP is submitted.

Active Travel Zone Assessment

1.48 The previously submitted Transport Assessment includes an Active Travel Zone (ATZ) Assessment which examined how people of all abilities will make key journeys within from the proposed development's ATZ. The key journeys and key destinations identified are:

- Route 1: Route to Canning Town Rail/Bus Station
- Route 2: Route to Star Lane DLR Station & Cody Road Bus Stops
- Route 3: Route to Stephenson Street (Bus Stop H)
- Route 4: Route to Residential Areas off Barking Road

1.49 As per the ATZ guidance, a site visit was undertaken to assess each of the key routes identified as part of the ATZ assessment. These routes have been inspected to understand the quality of the active travel routes from the site. The site visit took place on 20 January 2023.

1.50 Highways improvement/repair works would be expected to be secured through a S278 agreement via the recommended S106 agreement.

Trip Generation and Impact

1.51 The previously submitted trip generation assessment is summarised within the submitted Transport Technical Note. The previous assessment indicated that the proposals would generate 12 and 8 additional two-way vehicle movements in the AM and PM peak periods respectively. It is considered that the proposals would be unlikely to have a significant impact on the TfL Road Network.

Summary

1.52 In summarising the matters contained herein, Officers conclude that through the imposition of appropriate planning conditions and S106 obligations, the proposals are in accordance with the requirements of relevant transport policies within the development plan.

Delivering sustainable development:	
BREEAM Rating	Excellent
Renewable Energy Source / %	Solar Energy
Details of onsite energy/heat generation	Roof mounted PV
Area of Green Roof proposed (m2)	70
Urban Greening Factor Score	0.02
Biodiversity Net Gain applicable?	Yes
Loss, gain or change of use of any open space, including private amenity space	N/A
Loss, gain or change of use of a site protected with a nature designation	N/A

1.53 **Biodiversity including Biodiversity Net Gain:**

1.54 An assessment against the legislative provisions for Biodiversity Net Gain is outlined in the Appendices of this report. Separate to the legislative provisions for Biodiversity Net Gain are the Development Plan policy expectations in respect of biodiversity gain for new development. An assessment of this is outlined below.

1.55 Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure biodiversity net gain.

1.56 The application is supported by an updated ecological walkover survey, conducted by FPCR, to confirm the validity of the ecological baseline as reported in the 2023 Ecological Appraisal submitted with the 2023 application.

1.57 Biodiversity Net Gain calculations show the enhancements to the site result in a net gain of 0.07 units which equates to a 100% net gain due to the lack of existing habitats on-site. This is considered to sufficiently demonstrate a biodiversity net gain in line with the above policy and would exceed the 10% Biodiversity Net Gain (BNG) required by the current legislation.

1.58 **Energy:**

1.59 The NPPF requires that development be planned in ways that can help reduce greenhouse gas emissions.

1.60 The London Plan through Policy SI2 sets out that Major development should be net zero-carbon, reducing greenhouse gas emissions in accordance with the following energy hierarchy:

- Be Lean: Use less energy and manage demand during operation

- Be Clean: Exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- Be Green: Maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- Be Seen: Monitor, verify and report on energy performance.

1.61 Major proposals are required to include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 percent beyond Building Regulations is required for Major development. Non-residential development should achieve 15% through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved onsite any shortfall should be provided in agreement with the borough through either a cash in lieu contribution to the borough's carbon offset fund, or off-site provided that an alternative proposal is identified and delivery is certain.

1.62 London Plan Policy SI 4 additionally requires that development proposals demonstrate through an energy strategy how they will reduce potential overheating and reliance of air conditioning systems in accordance with the following cooling hierarchy: 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure 2) minimise internal heat generation through energy efficient design; 3) manage heat within the building through exposed internal thermal mass and high ceilings; 4) passive ventilation; 5) mechanical ventilation; and 6) active cooling systems.

1.63 Policy SC1 of the Newham Local Plan sets out mitigation and adaptation measures that development should employ in achieving environmental resilience. The policy reiterates the requirements of the London Plan. Policy SC1 specifies requirements for compliance with BREEAM (non-residential and mixed use) or London Zero Carbon (for residential). Policy SC2 which has specific regard to Energy and Zero Carbon echoes the London Plan in respect of seeking that all development minimises and reduce carbon emissions by following the lean, clean and green energy hierarchy with all major development expected to meet the London Plan zero carbon targets.

1.64 The application is accompanied by an Energy and Sustainability Technical Note. The following table details the site energy hierarchy results, formatted to the requirements of the adopted London Plan 2021.

1.65 The applicant's energy strategy notes that the proposal would include 488 solar panels providing approx. 195.2 kWp which would offset up to 22.57 tonnes of CO2 per annum. It notes that due to the nature of the proposal the basis on which carbon savings are measured is not applicable to the scheme due to the nature of the buildings which are subject of the application.

1.66 In such circumstances there would not be a requirement for a carbon offset payment.

1.67 As per the previous application, a condition has been attached requiring an Energy Verification Statement. Should this demonstrate that the proposal was not able to achieve zero carbon, a payment shall be made at that time, as secured in the s106 obligation.

Sustainability:

1.68 The NPPF, London Plan Policies SI 1, SI 2, SI 4 and SI 7, Polices SC1 and SC2 of the Local Plan detail the aim of mitigating and adapting to climate change by transforming the Borough into a more sustainable place. It must be noted that it outlines how major not solely non-residential developments will be required to be assessed against the Building Research Environmental Assessment Method (BREEAM) and will be expected to achieve a rating of 'Excellent' as a minimum.

1.69 The applicants are proposing to remove the BREEAM condition from the new application. The applicants have submitted an updated Energy & Sustainability Technical Note which indicates

that BREEAM is intended to assess the environmental performance of buildings which are designed in whole or in part for human occupation.

1.70 The applicant has indicated that the buildings which are subject to the application are unheated, with large openings and are used for material processing without human occupation. As such BREEAM criteria would not apply to these structures.

1.71 It is noted that the main buildings which were approved as part of the previous application were subject to BREEAM requirements.

1.72 In these specific circumstances, officers are in agreement with the applicant that the imposition of a BREEAM condition would not offer any benefits in terms of sustainability and is therefore not necessary in this instance.

Flood Risk Management

1.73 Chapter 14 of the NPPF has specific regard to flood risk in planning stating that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. When determining planning applications, local planning authorities should only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that: within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

1.74 London Plan Policy SI 12 states that Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. Policy SI 13 outlines expectations in respect of Sustainable Urban Drainage noting developments should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. It also outlines that impermeable surfacing should be resisted.

1.75 Policy SC3 of the Newham Local Plan states that developments must be shown to be flood resistant and reiterates a presumption against impermeable hard-standing on domestic gardens and public open space. It also states that developments should aim to reduce surface water run-off through the maximisation of the use of SUDS.

1.76 The application is accompanied with a Flood Risk & Sustainable Drainage Technical Note. The site is located in Flood Zone 3 but benefits from flood defences. The submitted Technical Note concludes that the site is at a low risk of flooding from fluvial, tidal, groundwater, sewer, flood risk, risk of flooding from reservoirs and risk of flooding from the Royal Docks.

Sustainable urban Drainage Systems (SuDS)

1.77 The submitted Technical Note demonstrates that the Mean Annual Flood Greenfield runoff for the site of was calculated at 1.09 l/sec, a similar brownfield event the runoff rate from the site is over 60 l/sec. A hydro-brake flow control device has been selected to limit discharge of all events to an agreed discharge rate of 2 l/sec which will provide significant betterment of flows and volumes to the adopted Thames Water sewers. The proposed development includes approximately 760m3 of storage up to the 1 in 100-year + 40% event with storage distributed throughout the site, with treatment and flow control before discharge into the combined sewer on Bidder Street.

1.78 LBN Local Lead Flood Authority (LLFA) reviewed the submitted documents and raised no objection subject to a condition to secure further details of the drainage strategy. As such, it is

concluded that subject to conditions, the proposals are acceptable in terms of flood risk and sustainable drainage

Archaeology:

1.79 The NPPF outlines that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. This is to ensure that any items of significance are protected or at least appropriately recorded.

1.80 Policy HC1 of the London Plan outlines that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Policy SP5 of the Newham Local Plan identifies Archaeological Priority Areas within the borough and reiterates that the relevant consultation and investigation expectations that accompany an Archaeological Priority Area designation set out by Historic England Greater London Archaeology Advisory Service (GLAAS) should be complied with.

1.81 The application site is located within Archaeological Priority Areas Tier 3. Historic England Greater London Archaeology Advisory Service (GLAAS) previously reviewed the 2023 application proposals and confirmed that they have no comments. As the current proposals would involve the refurbishment of the existing building and the construction of one new building only in a similar position and scale, it is concluded that the proposals are acceptable in terms of archaeology.

Employment:

1.82 At a regional level the London Plan Policy E11 sets out that development proposals should support employment, skills development, apprenticeships and other education and training opportunities both during construction and end-use phases. Policy E11 anticipates these will be secured in Section 106 agreements where appropriate.

1.83 Newham's Local Plan Policy J3 requires all major development to help ensure that Newham residents have access to work and share in the increasing wealth associated with the expanding local and London-wide economy. To this end, the proposal would be expected to demonstrate a commitment to improvements to education, skills and training provision and removal of barriers to work for Newham residents. It is expected by Policy J3 that local labour is promoted, both through the construction and operational phase of the developments. As stipulated within Policy J3 the Council seeks that Newham residents occupy 35% of construction phase jobs and 50% of all end user jobs typically through a tarrif-based contribution and an Employment Strategy. Obligations to this effect, as well as apprenticeships targets are recommended to be incorporated into a Section 106 legal agreement.

Construction Phase

Build Cost £2.8m approx (as stated in Barbour Abi: Oasis Park - Warehouse & Office (barbour-abi.com))

16 jobs per £1m build cost = 45 jobs
35% = 16 jobs
16 jobs x £3,163 = ***£50,608***

End Use Phase

8 jobs x £3,163 = £25,304

Total Construction & End Use Phase Contributions: ***£75,912***

1.84 Subject to the applicant entering into the legal agreement to secure the aforementioned obligation, the proposal is considered to meet the relevant policy criteria set out above in relation to maximising local job opportunities and economic benefits of the development. Officers are therefore in a position to support the scheme in terms of employment.

Habitat Regulation Assessment (HRA): Epping Forest Special Area of Conservation (SAC)

HRA Stage 1: Screening Assessment

1.85 Officers have considered the development type and proximity to the Epping Forest Special Area of Conservation (SAC) and conclude that the application is outside of the scope of the Epping Forest Mitigation Strategy. Given the nature of the use of the site the application will generate no likely significant effect to the Epping Forest Special Area of Conservation in terms of increased recreational pressure. No further Stage 2 Appropriate Assessment or mitigation measures are required in this instance.

Conclusions:

The proposed use is already established on site. While Officers consider that the consented 2023 offered a preferable design solution with enclosed buildings, the current proposals are still considered to make the operation of the site more neighbourly as the wider area transitions to a more residential (albeit mixed use) setting.

The design of the scheme has evolved positively through engagement with Design and Conservation Officers, subject to further detail on materiality.

It is considered that through the imposition of planning conditions, the neighbouring amenities will be protected. Additional controls to safeguard amenity are suggested in the form of construction logistics plan, construction operational hours, and to deal with plant noise and emissions.

The proposed development, subject to conditions, is not considered to prejudice pedestrians or road users using the adjacent streets or wider highway network. Contributions will be secured towards the provision of local employment.

Subject to compliance with recommended conditions and s106 Heads of Terms the application is considered acceptable in relation to adopted planning policies, including the National Planning Policy Framework (December, 2024), The London Plan (March 2021) and The London Borough of Newham Local Plan (2018).

Officers recommend that the Local Development Committee grant planning permission subject to the completion of a legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) outlined at Appendix 9 and based on the Conditions listed in Appendix 8.

Appendix 1:

The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:	
National Planning Policy Framework (MHCLG, December 2024)	
The London Plan (GLA, March 2021)	Policy GG3 – Creating a healthy city Policy GG5 – Growing a good economy Policy D1 – London's form, character and capacity for growth Policy D3 – Optimising site capacity through the design_led approach Policy D4 – Delivering good design Policy D8 – Public realm Policy D11 – Safety, security and resilience to emergency Policy D14 – Noise Policy E4 – Land for industry, logistics and services to support London's economic function Policy E7 – Industrial intensification, co-location and substitution Policy E11 – Skills and opportunities for all Policy G5 – Urban greening Policy SI1 – Improving air quality Policy SI2 – Minimising greenhouse gas emissions Policy SI4 – Managing heat risk Policy SI7 – Reducing waste and supporting the circular economy Policy SI8 – Waste capacity and net waste self sufficiency Policy SI12 – Flood risk management Policy SI13 – Sustainable drainage Policy T1 – Strategic approach to transport Policy T2 – Healthy Streets Policy T4 – Assessing and mitigating transport impacts Policy T5 – Cycling Policy T6 – Car parking Policy T7 – Deliveries, servicing and construction Policy DF1 – Delivery of the Plan and Planning Obligations
Joint Waste Development Plan for the East London Waste Authority Boroughs (adopted February 2012)	
Newham Local Plan (December 2018)	Policy S4 – Canning Town and Custom House Policy SP1 – Borough-wide Place-making Policy SP2 – Healthy Neighbourhoods Policy SP3 – Quality Urban Design within Places Policy SP8 – Ensuring Neighbourly Development Policy J1 – Business and Jobs Growth Policy J2 – Providing for Efficient Use of Employment Land Policy J3 – Skills and Access to Employment Policy SC1 – Environmental Resilience Policy SC2 – Energy and Zero Carbon Policy SC3 – Flood Risk and Drainage Policy SC5 – Air Quality Policy INF2 – Sustainable Transport Policy INF3 – Waste and Recycling
Newham Local Plan Policies Map (2018)	

Additional Guidance:	Energy Assessment Guidance (GLA, June 2022)

Draft Newham Local Plan

On Monday 28th April Newham Full Council agreed to authorise officers to proceed under Regulation 22 to submit the Submission Newham Local Plan (appendix 1, the Draft Submission Local Plan approved by Cabinet in June 2024, as amended by the minor modifications provided in appendix 2) and associated documents (as set out in paragraph 5.2) to the Secretary of State for Housing, Communities and Local Government, for independent public examination.

The weight which should be accorded to draft policies is guided by paragraph 49 of the National Planning Policy Framework (NPPF 2024) and paragraph 049 of the Planning Practice Guidance (Local Plans). These state that a new Local Plan may be given weight according to the stage of preparation of the emerging local plan, the extent to which there are unresolved objections to the relevant policies, and the degree of consistency between the relevant policies in the draft plan and the policies in the NPPF. An assessment of the policies in the Plan has now been made against the criteria in NPPF paragraph 49, including consideration of the representations received during the regulation 19 consultation, to determine the weight which can be placed on individual policies in the draft Local Plan. This assessment has been used to inform the determination of this application, alongside the adopted Development Plan documents: The Newham Local Plan 2018 or the London Legacy Development Corporation Local Plan 2020, and the London Plan 2021.

Additional Reference:

Human Rights Act
The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities
In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).
For the purposes of this application there are no adverse equalities issues.

Local Government (Access to Information) Act 1985
Background papers used in preparing this report:

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

Appendix 2:

Relevant Planning Applications History:			
Application Number:	95/0596	*Status:*	Approved
Description:	Change Of Use To Waste Transfer Station.		
Application Number:	99/0757	*Status:*	Approved
Description:	Alterations To Waste Transfer Station Permitted On Appeal By The Secretary Of State And Variation Of Condition No. 10 Of Planning Permission Reference T/app/g5750/a/98/1011619/p5 (lb Newham Ref. P/98/0486) Granted 10/02/99 To Read: "this Permission Shall Not Extend To The Handling Of Special Or Household Wastes."		
Application Number:	17/01737/FUL	*Status:*	Approved
Description:	Proposed extension to existing waste management facility.		

Application:	22/02742/SCREEN	*Status:*	Issued – EIA not required
Description:	Request for a Screening Opinion - Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the proposed demolition all of the existing buildings with the exception of a small office building in the south-west of the Site, and construction of two new buildings which will house the new waste operations on the Site.		
Application:	23/00760/FUL	*Status:*	Approved
Description:	Demolition of the existing open-sided waste enclosure and ancillary office, and erection of two enclosed buildings (GIA 2,825sqm), works to the external yard, external storage and associated works for use as a waste transfer facility (Class B2) for the processing and recycling of commercial waste.		
Relevant Planning Enforcement Investigations History:			
A search revealed there is no enforcement history relevant to the application site.			
Relevant Planning Appeals History:			
A search revealed there is no appeal history relevant to the application site.			

Appendix 3:

Consultees

The following consultations have been undertaken:

- LBN Environmental Health - Pollution General
- Highways Team
- LBN Transportation
- Building Control Service
- LBN Landscape Architects
- LBN Regeneration
- Christine Celejewski
- LBN Waste Management
- UK Power Networks
- National Grid Plant Protection
- Thames Water Authority
- Designing Out Crime Officer, Metropolitan Police Service
- London Fire And Emergency Planning Authority
- Transport For London - London Underground
- Transport For London - Major Strategic Only
- Network Rail
- London Underground Ltd
- Crossrail Ltd
- LBN Airport Monitoring Officer
- London City Airport
- Natural England
- LBN Urban Design & Conservation
- LBN Cycle Officer
- Lead Local Flood Authority
- Environment Agency
- Cllr Shaban Mohammed

Consultation Comments

The following consultation responses were received:

Consultee:	UK Power Networks (UKPN)
Date Received:	23 October 2025
Summary of Consultation response: No objections, noted that there are HV underground cables nearby. Informative recommended to direct applicant to contact UKPN for further information.	
Officer comments on consultation response: The above is proposed to be included as an informative, should permission be granted.	

Consultee:	Thames Water
Date Received:	23 October 2025
Summary of Consultation response: No objections to the proposal based on information submitted. Informatives are recommended to advise the applicant of the need for a Groundwater Risk Management Permit to be sought from Thames Water; and to indicate the intended minimum water pressure to the development.	

Officer comments on consultation response: Noted, the recommended informatives are to be attached should permission be granted.

Consultee:	Transport for London Crossrail Safeguarding
Date Received:	23 October 2023
Summary of Consultation response: No comments.	
Officer comments on consultation response: Noted.	

Consultee:	London City Airport
Date Received:	24 October 2025
Summary of Consultation response: No objection subject to condition on a glint and glare assessment for photovoltaic panels and informative on cranes.	
Officer comments on consultation response: Noted, the recommended condition and informative are to be attached should permission be granted.	

Consultee:	Newham Lead Local Flood Authority (LLFA)
Date Received:	24 October 2024
Summary of Consultation response: No objection subject to pre-commencement condition on surface water drainage detail.	
Officer comments on consultation response: Noted, the recommended condition is to be attached should permission be granted.	

Consultee:	Environment Agency
Date Received:	11 November 2025
Summary of Consultation response: No objection.	
Officer comments on consultation response: Noted	

Consultee:	TfL Infrastructure Protection
Date Received:	11 November 2025
Summary of Consultation response: No objection in principle subject to a condition requesting detailed design and method statements to assess the potential impact on TfL infrastructure.	
Officer comments on consultation response: Noted, the recommended condition is to be attached should permission be granted.	

Consultee:	LBN Environmental Health
Date Received:	13 November 2025
Summary of Consultation response: Noted that the proposals are contrary to Local Plan Policy SC5 as the site envisages continuing open air storage of waste. Conditions related to the following are recommended should approval be given: - Contaminated Land - Hours of Operation - Waste to be Handled - Doors to New Buildings	
Officer comments on consultation response:	

Noted, the required conditions are to be secured should permission be granted.

Consultee:	TfL Spatial Planning
Date Received:	13 November 2025
Summary of Consultation response: No objection.	
Officer comments on consultation response: Noted.	

Consultee:	LBN Conservation and Urban Design
Date Received:	17 November 2025
Summary of Consultation response: LBN Conservation and Urban Design Officers confirmed no objection subject to the inclusion of a material samples and landscape maintenance condition.	
Officer comments on consultation response: Noted, the recommended conditions are to be attached should permission be granted.	

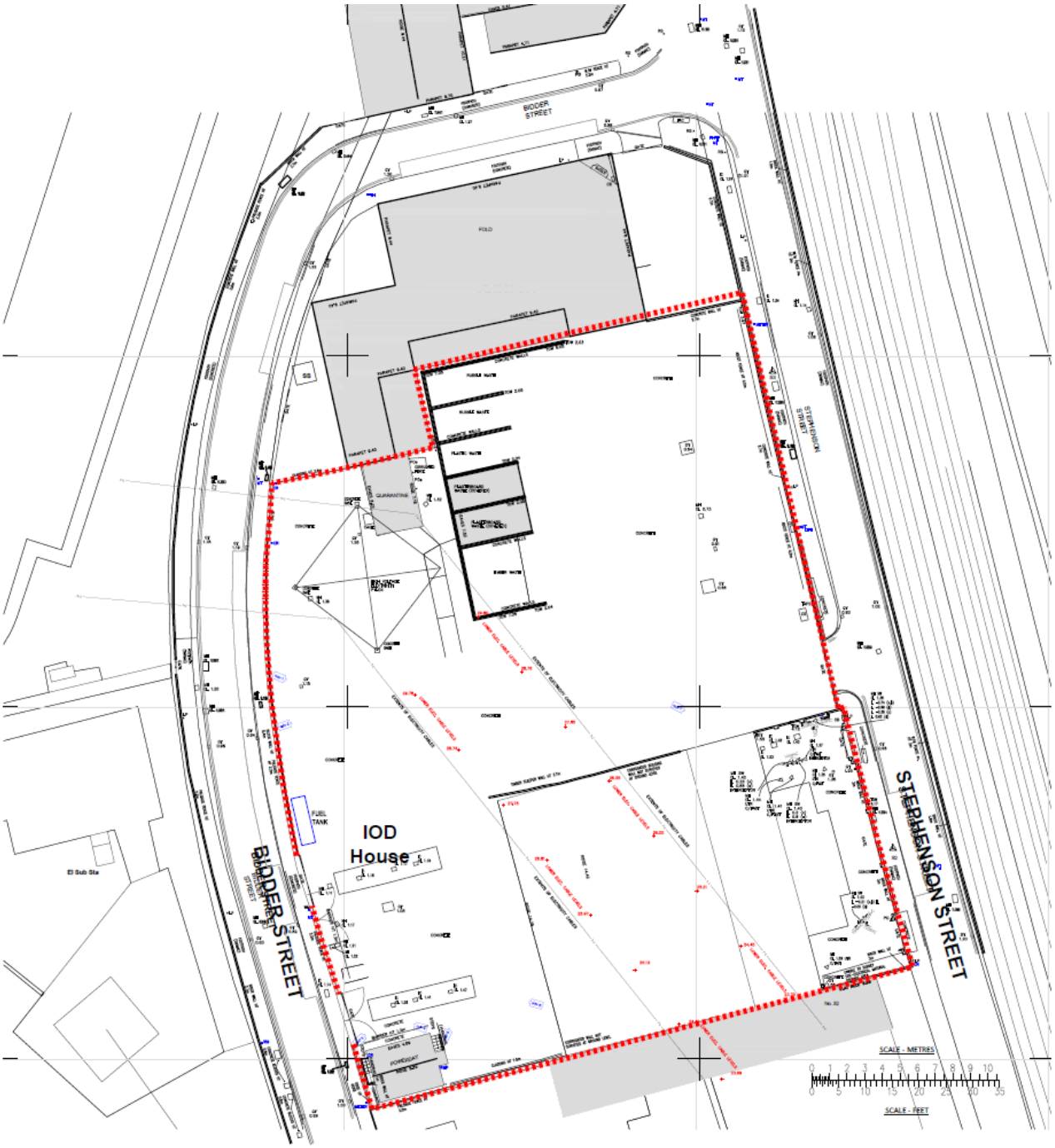
Consultee:	LBN Economic Regeneration
Date Received:	17 November 2025
Summary of Consultation response: Clarification was requested on the total number of construction phase jobs to be created. Section 5.58 LBN Economic Regeneration noted that page 24 of the Planning Statement states: *5.58 The CiTB and LFT forecasts the labour demand on a month-by-month basis. These figures can then be used to calculate the average level of employment on the project. The modelling results show there will be an average of 40 construction jobs over the 21-month period. Labour will vary over the duration of the project and at peak it is estimated to increase to c. 60 construction jobs*. The total number of jobs during the construction phase was requested to be clarified. Clarification was also requested on the number of end user jobs. The applicants confirmed that the number of employees during construction would fluctuate and so would be required to be based on an average. For operational phase, there would be 16 employees.	
Officer comments on consultation response: Noted and the obligations have been drafted based on the above.	

Appendix 4:

Public consultation	
Date Site Notice erected:	30.10.2025
Date of Press advertisement:	29.10.2025
Number of properties consulted:	56
Expiry of overall consultation	22.11.2025
Number of responses:	0
Number in support:	0
Number of objections:	0
Number of other representations (neither objecting or supporting):	0

Appendix 5:

Site Plan:



Appendix 6:

Site Photographs:





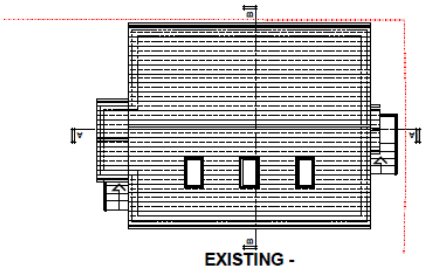



CAT
Powerday
020 8960 4646

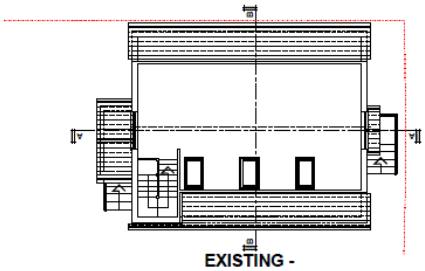


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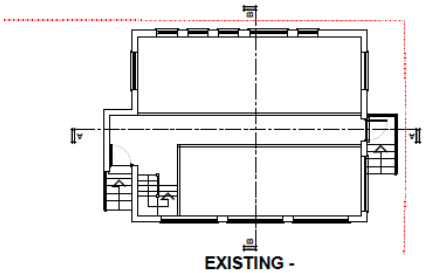
Key Plans and Elevations:



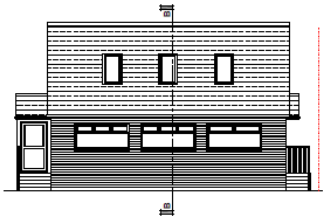
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ROOF PLAN



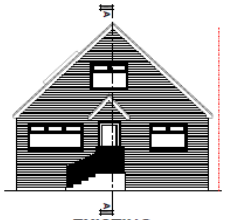
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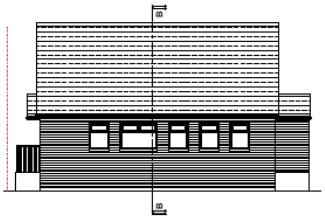
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GROUND FLOOR PLAN



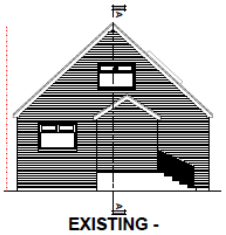
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NORTH FACING
SIDE ELEVATION



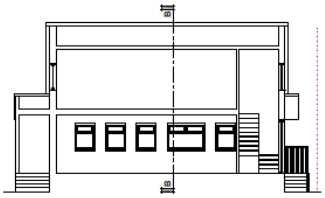
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FRONT ELEVATION



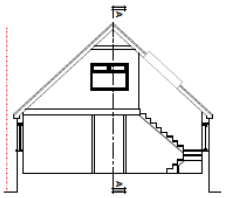
EXISTING -
SOUTH FACING
SIDE ELEVATION



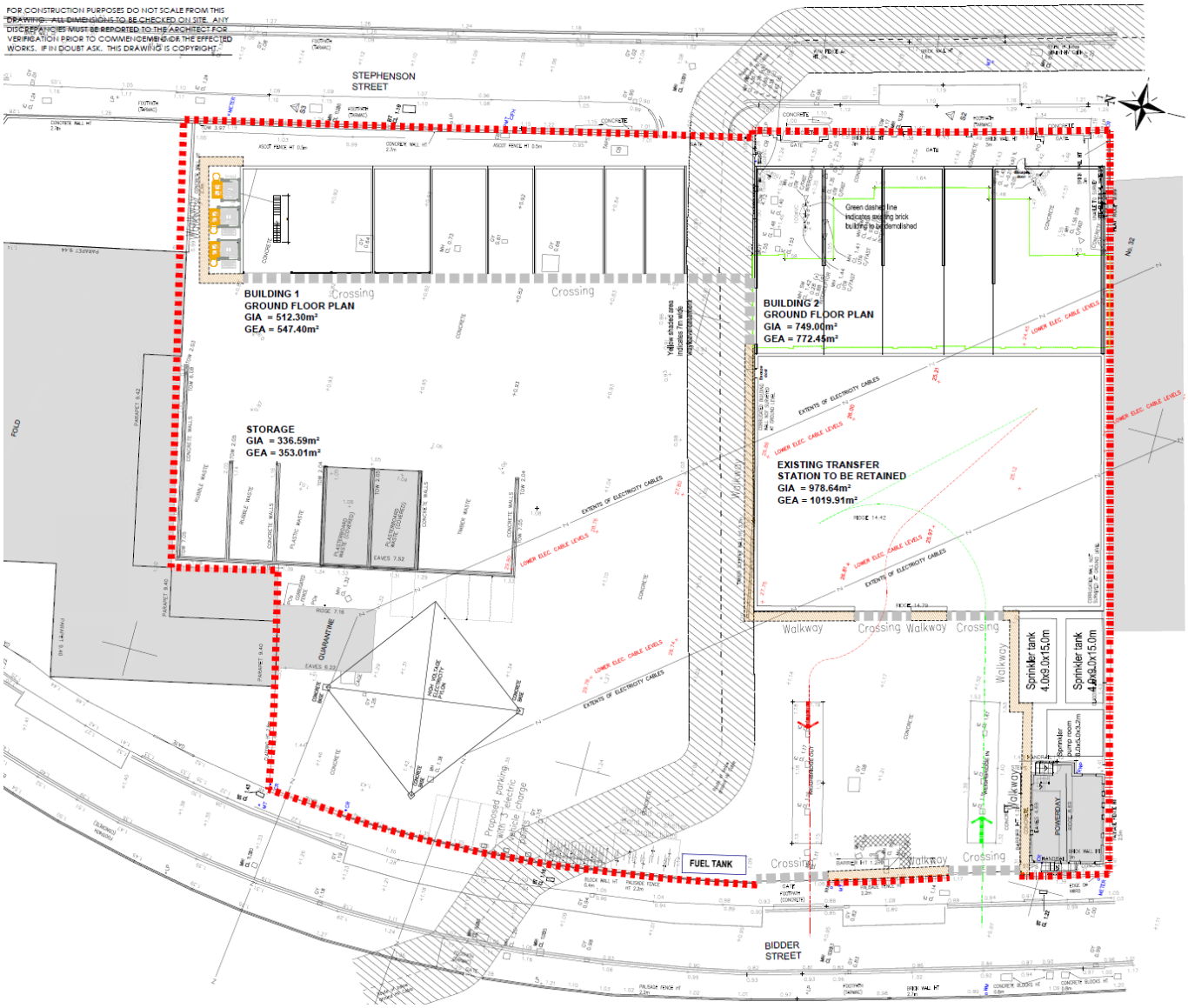
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REAR ELEVATION



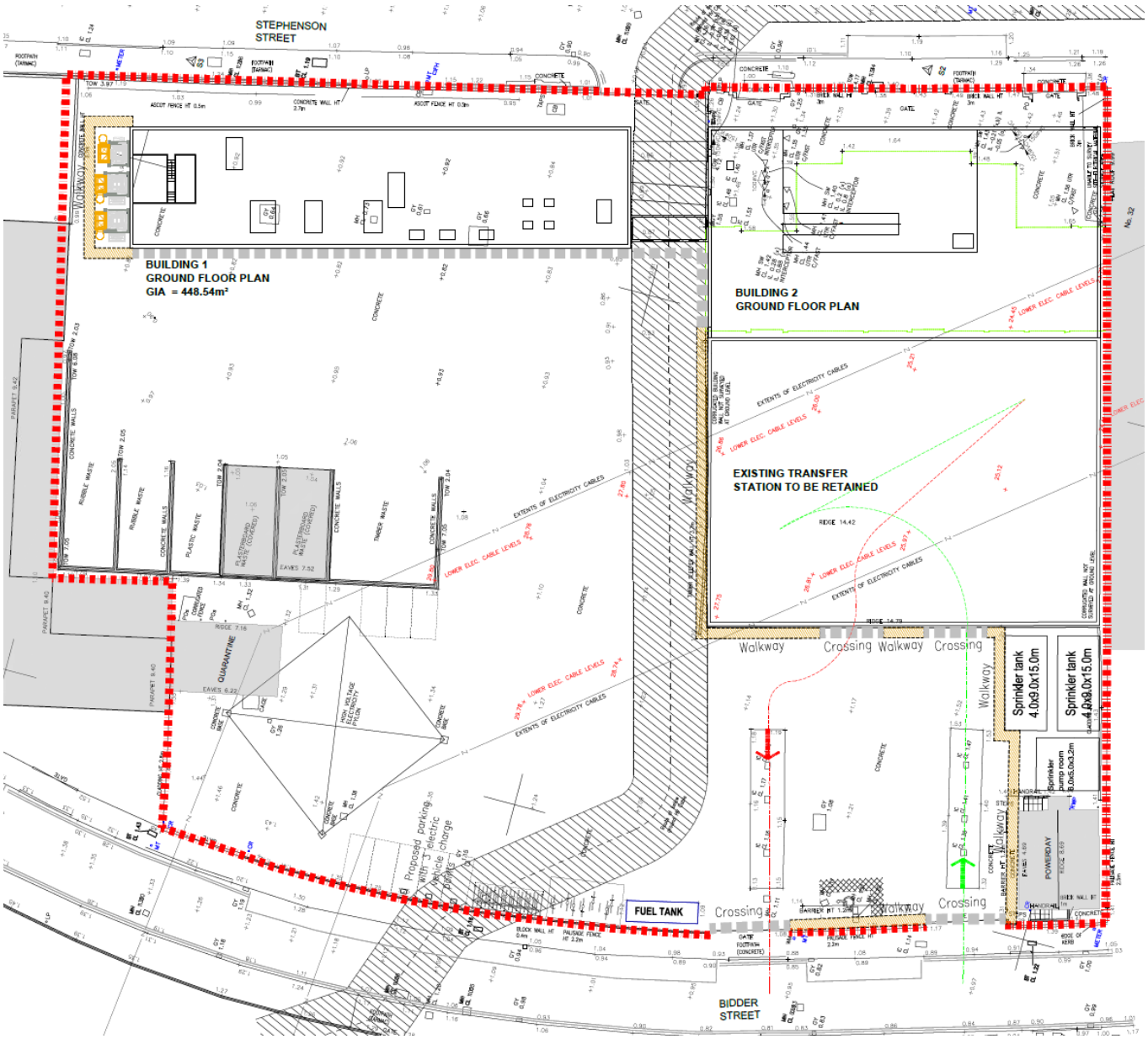
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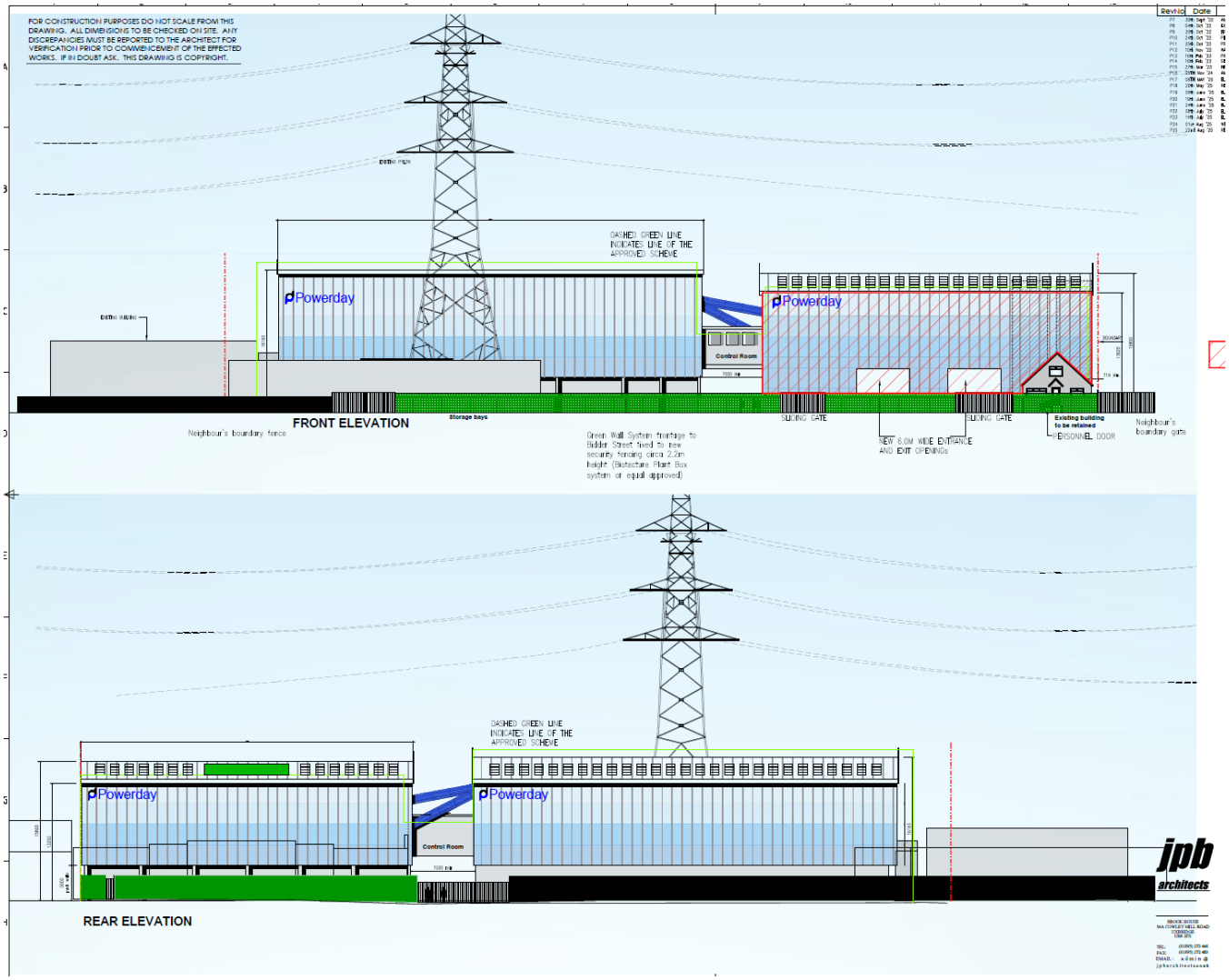
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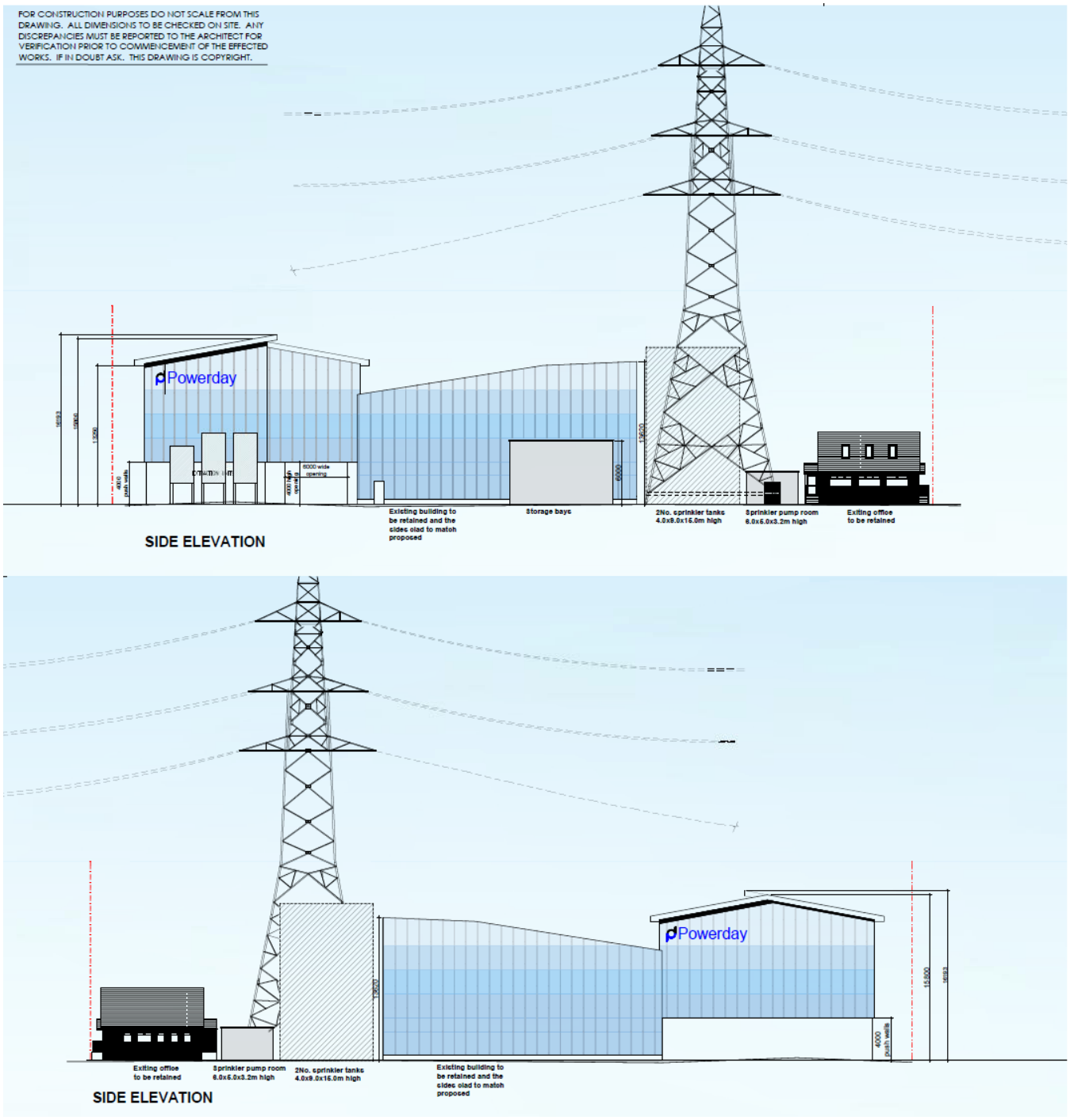
Proposed Ground Floor Plan



Proposed Upper floor plan



Proposed front and rear elevation



Proposed side elevations

Appendix 8:

Biodiversity Net Gain

Legislative context:

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. The relevant exemptions are listed below.

Relevant Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The permission which has been granted is for development which is exempt being:
    I. Development which **is 'major development'** (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where;
        a) The application for planning permission was made before 12 February 2024
        b) The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
        c) The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
            i. the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
            ii. the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

2. The permission which has been granted is for development which is exempt being:
    I. Development which **is not 'major development'** (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
        a) the application for planning permission was made before 2 April 2024;
        b) planning permission is granted which has effect before 2 April 2024; or
        c) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (a) or (b).
        d) The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. Development below the de minimis threshold, meaning development which:
    I. does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
    II. impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4. Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

5. Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies

in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

6. Self and Custom Build Development, meaning development which:
    I. consists of no more than 9 dwellings;
    II. is carried out on a site which has an area no larger than 0.5 hectares; and
    III. consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

7. Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

8. If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted. Those circumstances are that the conditions subject to which the section 73 permission is granted:

    I. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
    II. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

** "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.*

Officer Assessment:

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements in the list below is/are considered to apply.

Development below the de minimis threshold, meaning development which:
III. does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
IV. impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

Appendix 9:

Conditions & Informatives:

Conditions:

1. Statutory Time Limit - Planning Permission

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

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

2. Approved Drawings and Documents

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

Drawings:

- Drawing Title: SITE LOCATION PLAN - 101 P6 – Dated August 2022
- Drawing Title: EXISTING SITE PLAN - 103 P7 – Dated September 2022
- Drawing Title: BLOCK PLAN - 105 P25 – Dated September 2022
- Drawing Title: SERVICING PLAN - 106 P7 – Dated October 2022
- Drawing Title: DETAILED PLANTING PLAN - 11408-FPCR-XX-ZZ-DR-L-0001 REV P03 – Dated 14 August 2025
- Drawing Title: URBAN GREENING FACTOR PLAN - 11408-FPCR-XX-ZZ-DR-L-0002 REV P02 – Dated 14 August 2025
- Drawing Title: EXISTING SMALL BRICK BUILDING - 170 P1 – Dated August 2022
- Drawing Title: EXISTING IOD TRANSFER STATION - 180 P1 – Dated August 2022
- Drawing Title: EXISTING IOD SKIP HIRE PLANS - 190 P1 – Dated August 2022
- Drawing Title: EXISTING IOD SKIP HIRE ELEVATIONS - 191 P1 – Dated August 2022
- Drawing Title: PROPOSED GROUND FLOOR PLAN - 210 P6 – Dated September 2022
- Drawing Title: PROPOSED UPPER LEVEL PLAN - 211 P8 – Dated September 2022
- Drawing Title: PROPOSED ROOF PLAN - 212 P7 - Dated September 2022
- Drawing Title: PROPOSED FRONT REAR ELEVATIONS - 216 P25 - Dated August 2022
- Drawing Title: PROPOSED SIDE ELEVATIONS - 217 P19 - Dated August 2022
- Drawing Title: APPROVED AND PROPOSED GROUND FLOOR PLAN - 219 P6 - Dated September 2022
- Drawing Title: APPROVED AND PROPOSED ROOF PLAN - 220 P7 - Dated September 2022
- Drawing Title: APPROVED AND PROPOSED FRONT ELEVATIONS - 225 P23 - Dated August 2022
- Drawing Title: APPROVED AND PROPOSED REAR ELEVATIONS - 226 P24 - Dated August 2022
- Drawing Title: DRAINAGE LAYOUT - S1466-08 H – Dated 21 October 2022
- Drawing Title: EXTERNAL WORKS & LEVELS- S1466-09 F – Dated 21 October 2022
- Drawing Title: FLOOD EXCEEDANCE PLAN - S1466-10 C – Dated 21 October 2022

Documents:

- Document Title: Air Quality Technical Note – Dated 15 July 2025
- Document Title: Circular Economy & Waste Management Strategy – Dated August 2025
- Document Title: Design and Access Statement – Dated August 2025
- Document Title: Ecology Technical Note – Dated 02 September 2025
- Document Title: Energy & Sustainability Technical Note – Dated 06 August 2025
- Document Title: Technical Note Flood Risk & Sustainable Drainage – Dated 22 July 2025

- Document Title: Report on Ground Investigation ad Powerday Depot, Canning Down, London – Dated October 2022
- Document Title: Noise Technical Note – Dated 15 July 2025
- Document Title: Planning Statement – Dated September 2025
- Document Title: SuDS Maintenance and Management Plan – Dated July 2025
- Transport Technical Note – Dated 4 August 2025
- Whole Life-cycle Carbon Assessment – Dated 05 August 2025

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

Prior to all works/commencement Conditions

3. Construction Logistics Plan (CLP)

No works shall commence unless and until a Construction Logistics Plan has been submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall include:

- A survey of the existing conditions of adjacent public highways
- An assessment of the cumulative impacts of demolition and construction traffic;
- Details of the likely volume of demolition and construction trips and any mitigation measures;
- Site access and exit arrangements including wheel washing facilities and sweep-paths where required;
- Vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
- Proposed temporary access and parking suspensions and any temporary access and parking solutions required.
- Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements
- Methods for of protection of adjacent highway infrastructure
- An assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site.
- Works shall be carried out in accordance with the approved Construction Logistics Plan.

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and to ensure that works shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians or other road users shall be unduly prejudiced. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met.

4. Construction and Demolition Environmental Management Plan

The development hereby permitted shall not commence unless and until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include details of:

- air pollution control measures complaint with the GLA SPG on 'The Control of Dust and Emissions During Construction and Demolition'. Specifically:
    - an air quality and dust risk assessment
    - an 'air quality and dust management plan'
    - monitoring proposals
    - Non-road mobile machinery emissions including registration of the site at the GLA web site: https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

- An assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, vibration, dust, smoke, odour control) accompanied by mitigation measures addressing all matters relevant to the site.
- No burning shall be carried out on site.
- For the control of noise and vibration, reference shall be had to BS 5228 'Code of practice for noise and vibration control on construction and open sites'
- Hours of work on the site shall be 06:30-18:00 Monday to Friday; 06:30-13:00 Saturday and at no time on Sundays or Public Holidays.
- Community liaison to give clear information to residents and others in advance in writing about potential disturbances/disruptions from i.e. noise, dust, or disruption of traffic, incidents, etc.

The development shall be undertaken at all times in accordance with the approved Construction Management Plan.

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and to ensure that works shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians or other road users shall be unduly prejudiced. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to decision to grant planning permission.

5. Contaminated Land

The application was accompanied by a contaminated land report from Applied Geology reference AG3372-22AP09. Section 7.3 of the report identified issued with ground gas and recommended protection to characteristic situation 2.

No works shall commence unless and until a remediation report on gas protection measures has been submitted to and approved by the Local Planning Authority. The works specified in the remediation report shall be completed in full. At the conclusion of the remediation, a validation report shall be provided to the Council showing that the agreed works of remediation have been completed.

In providing the above reports, the applicant shall have regard to government guidance: Land Contamination Risk Management. See https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm

The validation report shall be completed in accordance with the recommendations in CIRIA report C735 - Good practice on the testing and verification of protection systems.

Reason: To safeguard the public, the environment and surface/groundwater as this site is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans, or the environment.

6. Detailed Design and Method Statements (Transport for London Infrastructure Protection)

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection) have been submitted to and approved in writing by the local planning authority which:

a. Provide Ground Movement Assessment (GMA) report that considers the impact of all relevant stages of demolition, excavation and construction.
b. Provide demolition details
c. Provide details on the use of scaffolding, tall plant, lifting equipment
d. Provide a base-line radio impact survey. This is to assess the impact of the development on the DLR Radio System signal levels. No development shall take place until a scheme of mitigation has been agreed in writing with TfL infrastructure Protection and implemented. During development, regular radio impact survey reports shall be undertaken to assess the potential impact. Should the development be found to have caused degradation to the radio

signal levels, the developer must fund for the changes required known as "infills". A radio survey shall also be undertaken once the development is completed.

e. Provide glare and glint assessment. No glare or glint to be shed onto the railway during the construction phase, after the structure has been built and throughout its occupation, or site lighting throughout
f. Accommodate the location of the existing London Underground structures

Reason: To ensure that the development does not impact on existing DLR transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met.

7. Sustainable Drainage

a) No part of the development hereby permitted shall be commenced until a fully detailed surface water management scheme for the development, consistent with the approved 'Flood Risk & Sustainable Drainage, Technical Note' document (Doc. Ref. BJH-POWERDAY-FRA-V6, Issue 6, dated 22.07.25) has been submitted to and approved in writing by the Local Planning Authority.
b) Post development peak runoff, shall be restricted to a maximum of 2 l/s for all storm events up to and including the 1 in 100 year critical rainstorm even with an additional 40% allowance for future climate change
c) The development shall only be implemented in accordance with the approved detail
d) Detail of drainage scheme ownership, management and maintenance arrangements shall be submitted to the Local Planning Authority for approval before site occupation
e) A verification report demonstrating what works were undertaken and that the drainage scheme was completed in accordance with the approved surface water management scheme shall be submitted and approved by the Local Planning Authority in writing before site occupation/first occupation. This report shall include:

I. As built drawings of the sustainable drainage systems including level information (if appropriate)
II. Photographs of the completed sustainable drainage system
III. Any relevant certificates from manufacturers/suppliers of any drainage features
IV. A confirmation statement of the above signed by the site manager or similar

Reason: to safeguard the public from surface water flood risk, protect the environment and respond to climate change.

Prior to above ground works Conditions

8. Material Samples

Above ground works to the development hereby permitted shall not commence unless and until samples of all external surfaces have been submitted to the Local Planning Authority for approval in writing. The development shall only be constructed in accordance with the approved material details.

Reason: To ensure a satisfactory standard of external appearance of the development.

9. Cycle Parking

No above ground works shall commence unless and until details of the proposed cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The proposed cycle parking shall be designed in accordance with TfL's London Cycle Design Guidance. The details should show the cycle parking for future occupants and visitors across the site, including the number and location of proposed spaces and the manufacturer's installation requirements, and dimensioned drawings showing the area, manoeuvring spaces and headroom to the cycle stores, plus details of how the cycle parking will be secure.

The approved cycle parking shall be implemented prior to first occupation of the development and retained as such thereafter.

Reason: To ensure reasonable provision of cycle spaces is made within the site for the parking of bicycles, thereby encouraging sustainable modes of transport.

10. Community Safety – Secured by Design

a. Prior to above ground works, details of the measures to be incorporated into the development demonstrating how the development can achieve Secure by Design Certification, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the agreed details and maintained thereafter.

b. Prior to occupation, each Phase of the development shall achieve a Certificate of Compliance to the relevant Secure by Design Guide(s) submitted to and approved in writing by the Local Planning Authority in conjunction with the Metropolitan Police. The development shall be carried out in accordance with the approved details and thereafter shall be fully retained and maintained as such for the lifetime of the development.

Reason: In the interest of creating safer and sustainable communities, safeguarding staff and visitors and the prevention of crime.

11. Photovoltaic Panels- Glint and Glare Assessment (London City Airport)

No solar photovoltaic panels shall be fixed in place until the developer has completed a "Glint and Glare Assessment" which has been submitted to and approved in writing by the LPA in consultation with the London City Airport. Installation, operation, and maintenance of the solar photovoltaic panels shall thereafter be in accordance with the approved "Glint and Glare Assessment", which is approved by London City Airport.

Reason: Airport requires a glint and glare assessment to determine full impact on pilots approaching the airport.

Prior to first occupation and/or use Conditions

12. Landscaping Maintenance Scheme

Prior to the first occupation of the development hereby permitted, full details of a Landscape Management and Maintenance Scheme shall be submitted to and approved in writing by the Council. The Landscape Management and Maintenance Scheme shall set out how the landscaped areas are to be maintained and managed. These shall include specific details of the proposed quantum of area; location; specification; long term design objectives; management responsibilities; and maintenance schedules for all approved landscape areas, including green roof.

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

13. Travel Plan

Prior to first occupation of the development hereby approved, a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be prepared in line with the latest Council and TfL guidance and must include:

- appointment and contact details of the 'Travel Plan Coordinator' and/or 'Sustainable Travel Manager';
- a site audit of the existing and future transport context, including any key Active Travel Zone assessment outputs included within Healthy Streets Transport Assessments;

- details on the baseline travel patterns and mode share for the site;
- targets for the use of sustainable travel modes and reduced reliance on private cars, with proposed measures to support these;
- an action plan for implementing the measures, initiatives and actions of the Travel Plan; and
- a methodology, management strategy and programme for monitoring, reviewing, maintaining and developing the Travel Plan in accordance with the targets set and TfL's iTRACE monitoring practices.

The approved Travel Plan shall then be adhered to at all times to the satisfaction of the Local Planning Authority, with the results of monitoring and review reported to the Local Planning Authority in accordance with the agreed Travel Plan.

Reason: To promote uptake of active, sustainable and inclusive transport modes, thereby contributing to Council objectives for air quality, healthy lifestyles, emissions reductions, and improved highway functioning.

14. Delivery and Servicing Plan

The development hereby permitted shall not be first occupied unless and until a fully detailed Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved details.

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

15. Energy Verification Statement

Prior to the occupation of the development an energy statement shall be submitted to the Local Planning Authority for approval in writing. The energy statement shall demonstrate that the development has been able to meet (or exceed) and sustain net zero carbon. The statement shall include a calculation of the carbon savings and any carbon offset payment calculation. The identified installed measures shall be operational and maintained for the lifetime of the development.

Reason: In the interests of achieving and sustaining net zero carbon development on site.

Monitoring & Management Conditions

16. Hours of Operation

The use of the premises hereby permitted shall operate within the following times:

- 06:00 hrs to 17:00 hrs full waste sorting activities plus arrival/departure of materials via Heavy Goods Vehicle/wagon/skip lorry;
- 17:00 hrs to 20:00 hrs daily shut down for cleaning and routine maintenance;
- 20:00 hrs to 06:00 hrs waste processing activities only

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties.

17. Wastes to be Handled

Only mixed construction, demolition, and commercial wastes are to be handled on site.

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties.

18. Doors to New Buildings

The vehicle doors to the new waste buildings shall be fast acting roller shutter doors. They shall be used for the entry and departure of vehicles only and shall be kept shut at all other times. Pedestrians shall enter the buildings by the pedestrian doors provided.

Reason: To ensure that works do not prejudice safety of or impede general access to the pedestrian environment

Informatives:

1. Working with the Applicant

In dealing with this application, the Local Planning Authority (LPA) has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to work with the Applicant in a positive and proactive manner. As with all applicants, the LPA has made available detailed advice in the form of our statutory policies in the relevant constituent parts of the Local Plan and London Plan, Supplementary Planning documents, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure that the Applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2. Community Infrastructure Levy (CIL)

The development approved may be liable to pay the Community Infrastructure Levy (CIL) in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) (the 'CIL Regulations'). Within the London Borough of Newham, CIL liability may arise under three charging schedules:

- The Mayor of London's charging schedule (MCIL2); and
- The London Borough of Newham's charging schedule; or
- The London Legacy Development Corporation (LLDC) charging schedule

Where a development is CIL liable, the collecting authority will issue a CIL Liability Notice setting out the chargeable amount. Applicants and/or landowners must submit the required statutory forms, including the Assumption of Liability Notice and Commencement Notice, prior to the commencement of development. Failure to do so may result in surcharges, the loss of reliefs or exemptions, and the imposition of enforcement action in accordance with the CIL Regulations. www.newham.gov.uk/cil

3. Cranes

Due to the site being within the safeguarded area of London City Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

4. Groundwater Risk

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailingtrade.effluent@thameswater.co.uk . Application forms should be completed on line viawww.thameswater.co.uk. Please refer to the Wholesale; Business customers; Ground water discharges section.

Thames Water will aim to provide customers with a minimum pressure of10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

5. UKPN

Prior to the commencement of work, accurate records should be obtained from the UKPN Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

Works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 (Avoiding Danger from Underground services). This document is available from local HSE office.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

6. Groundwater – Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section

7. Water Pressure – Thames Water

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Appendix 10:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Administrative:

1. The Council's reasonable legal fees in relation to the completion of the deed whether or not the matter goes to completion.

2. Payment of the Council's reasonable fees (£TBC) in monitoring the performance and discharge the S106 obligations payable on completion of the legal agreement.

3. Indexing – All contributions and payments to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using RPI index.

Transport:

4. Car parking permit-free development:
   - Waive all and any rights and entitlements to be granted a business parking permit to the business/commercial units: unless they are the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
   - Payment of administration and monitoring fee with respect to the parking permit restrictions above at £2,000.00 payable prior to first occupation of the development.

5. £5,265 towards Travel Plan Monitoring Fee, payable prior to the implementation of the development.

6. £5,265 towards Travel Plan Measures Contribution, payable prior to the implementation of the development.

7. Highway improvement works – Entry into a Section 278 Highway Agreement to cover highways works including but not limited to rationalising width of existing cross-overs and widening of footpaths fronting development site for improved pedestrian facilities.

Employment:

8. 35% local employment during the construction period to include:
   - Target of one new start Newham resident apprentice per £5m of total construction contract value, targeting 18-30 year olds who are currently under-represented in the construction industry.
   - Paid London Living Wage internship target of one per £10 of total construction contract value, targeting 18-30 year olds who are currently underrepresented.
   - Recruitment of workers from ethnically diverse communities, women and persons with declared disabilities.

9. To pay directly employed staff the minimum of London Living Wage.

10. To pay an Employment and Skills contribution of £75,912; payable prior to implementation of the development.

Sustainability:

11. Zero Carbon Offset Formula – Following submission of an Energy Verification Statement by the applicant, contribution payable at a rate of £95 per tonne of carbon for the 30 years + RPI should the development verify that it is not able to meet zero carbon. The amount will be payable prior to occupation of the development; occupation shall not occur until the payment has been received by the Council.