

<p>Reference: 16/00275/FUL</p>	<p>Site: International Timber London Road Purfleet Essex RM19 1RE</p>
<p>Ward: West Thurrock And South Stifford</p>	<p>Proposal: Construction of warehouse development (B8) with associated access, car parking and servicing areas and installation of new footpath.</p>

Plan Number(s):		
Reference	Name	Received
01 SITE DRAINAGE	Other	29th February 2016
02 SITE DRAINAGE	Other	29th February 2016
01C SITE PLAN AS PROPOSED	Site Layout	29th February 2016
02 GROUND FLOOR PLAN AS PROPOSED	Floor Layout	29th February 2016
03A ELEVATIONS AS PROPOSED	Elevations	29th February 2016
5772 TOPOGRAPHICAL PLAN	Other	29th February 2016
031B LOCATION PLAN	Location Plan	29th February 2016
20227 SITE DRAINAGE PLAN	Existing Plans	29th February 2016

The application is also accompanied by:

- Air Quality Assessment
- Aboticultural Survey and Impact Assessment
- BREEAM Assessment
- Contaminated Land Survey
- Design and Access Statement
- Flood Risk Assessment
- Planning Statement
- Preliminary Ecological Assessment
- Topographical Survey
- Transport Assessment
- Travel Plan

<p>Applicant: Mr Les Foulger</p>	<p>Validated: 1 March 2016 Date of expiry: 31 May 2016 [EoT until 30</p>
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September 2016]

Recommendation: Approve, subject to conditions and s.106 legal agreement.

This application is scheduled for determination by the Council's Planning Committee because the application has strategic implications upon the Purfleet area in light of proposals for regeneration of the area that require careful consideration.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for the construction of a warehouse development (Class B8) with associated access, car parking and servicing areas and installation of a new footpath.
- 1.2 The warehouse building would provide 10,006 sqm of floorspace. Half of this floorspace would be occupied by a storage and distribution business who are proposing to re-locate their two existing business facilities from Woodford Green in North London and Aylesford in Kent to this site. The business operates a storage and distribution use for surface materials specialising in flooring, worktops, laminates, panel products and solid surfacing.
- 1.3 No end users have been identified for the second half of the building which would also have a storage and distribution use (Class B8).
- 1.4 The proposed warehouse building would measure 123m wide by 103m deep by 12m high and would be sited towards the north east corner of the site. In terms of the internal layout of the building the south west corner of the building would include a reception and staff facilities on the ground floor and offices on the first floor. The remaining floorspace would provide storage. The elevations of the building would be finished in grey cladding with the parapet finished in red. Strips of glazing would break up the cladding with smaller glazing proposed in the reception and office areas of the building.
- 1.5 The existing entrance to the car park area would be closed and a new car park entrance would be formed and an area to the south of the car park would be reserved for future car park expansion. The car park would be located to the west of the building. The car park would accommodate 135 spaces including 7 disabled spaces. A cycle store would also be located in this area.
- 1.6 An existing access would be used for lorries accessing the service area where loading bays would be located on the south side of the building. A sprinkler tank measuring 8m high would be sited towards the south eastern part of the site. A smoking shelter is also proposed in this location.

1.7 It is proposed to amend and reduce the size/radius of the bellmouth at Mill Road at the junction with London Road in order to prevent any lorry movements from turning left from the junction and driving into Purfleet. This means that all lorry movements to and from the site would travel east along London Road towards Stonehouse Roundabout.

1.8 Around the northern and part of the eastern perimeter of the site an area of landscaping is proposed. Outside of the site a 1.8m wide footpath is proposed alongside the existing southern carriageway. The site already has security fencing around this part of the site.

1.20 The key characteristics of the proposals are set out in the table below:

Site Area	3.15 hectares
Floorspace	Class B8 (storage & distribution) - 10,006 sqm Class B1(a) (offices) – 320 sqm TOTAL – 10,3256 sq.m.
Parking	HGV Parking: 11 no. HGV parking bays TOTAL: 11 HGV parking / waiting spaces
	Car Parking: 135 surface level spaces (including 7 no. spaces for disabled users) TOTAL: 135 car parking spaces
	Cycle Parking in purpose built cycle store
Building Height	'Main' warehouse: 12m AOD

2.0 SITE DESCRIPTION

1.1 The site measures 3.15 hectares and is located to the south of London Road and east of Mill Road. The application site and part of the wider landholding to the south was once partly occupied by a paper mill building but this was demolished in January 2012. The site is currently used for off street parking purposes for the

timber storage business on the western side of Mill Road. The site is mainly covered in hardstandings with some areas of vegetation.

- 1.2 To the north of the site there are residential properties. To the east is the Purfleet Fuels Terminal. To the south is vacant land comprising of hard standings with the railway line beyond. To the west is a timber storage and distribution centre.
- 1.3 The site falls within Flood Zone 3a which is a high risk flood zone.

3.0 RELEVANT HISTORY

- 1.4 The site and the wider landholding has extensive planning history and the most relevant applications are listed below:

Planning Reference	Description of Application	Decision
05/00001/OUT	Re-development for a mix of uses including residential (C3), community uses (including some or all of uses A1/A2/A3/D1/D2) and employment uses(B1/B2/B8) with public open space, enhanced riverside walkway, bridge over railway, landscaping, associated new highway and pedestrian/cycleway access into and within site and associated works.	Approved 28.09.2005
11/50401/TTGOUT	Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including: Residential (up to 3,000 units); retail floorspace – Use Class A1; financial & Professional Services floorspace – Use Class A2; Food & Drink facilities – Use Classes A3, A4 & A5 (6,900 sq.m.); Employment & Business Uses – Use Classes B1, B2 & B8 (31,000 sq.m.); Hotel – Use Class C1 (3,300 sq.m.); Community, School & Civic Facilities – Use Class D1 and Leisure Uses – Use Class D2 (6,500 sq.m.); Car Parking Spaces; Relocation of Existing Station Ticket Hall; Public & Private Open Space and Landscaping; Highways, Access, Engineering and Associated Works.	Approved 23.05.2013
11/50404/TTGDEM	Demolition of the former British Paper Board Paper mill	Approved 16.01.2012

13/00149/FUL	Construction of a timber storage building incorporating timber treatment plant (mix of B8 and B2 use)	Approved 24.07.2013
13/00746/FUL	Construction of a timber storage building incorporating timber treatment plan - Mix of B8 and B2 use (Revision to approved planning application 13/00149/FUL)	Approved 22.10.2013
13/01127/CV	Removal of Condition 8 (BREAAM) of approved planning application 13/00746/FUL	Approved 05.02.2014
15/01241/SCR	Request for a Screening Opinion on Saint Gobain Building Distribution Ltd	Screening Opinion Issued 06.11.2015

4.0 CONSULTATIONS AND REPRESENTATIONS

1.5 Detailed below is a summary of the consultation responses received. Full text versions are available on the Council's website at: www.thurrock.gov.uk/planning/16/00458/FUL

PUBLICITY:

1.6 The application has been publicised by the display of a site notices, a newspaper advertisement and consultation with relevant consultees and landowners.

Two letters of representation has been received from Purfleet Centre Regeneration Limited (PCRL) objecting for the following reasons:

- The development would prejudice the delivery of the regeneration of Purfleet which has been granted outline permission;
- The development of a warehouse facility of 10,000sqm is contrary to policy CSS2;
- PCRL are currently developing the Masterplan for the area with a view of submitting a planning application in late 2016/early 2017;
- The application site falls within the regeneration area and this proposal would undermine one of the key strategic aims of the Council and conflict with planning policy;
- The proposal would be premature and risks conflicting with the strategic policy aims for the area;

- The proposal would increase traffic on London Road which is heavily trafficked and therefore PCRL object to this;
- The increased traffic flows would have an adverse impact upon air quality along London Road and the application has failed to take into account the cumulative impacts of air quality in regard to compliance with EU limits and national objectives as required by policy PMD1.

ANGLIAN WATER:

No objection.

EMERGENCY PLANNER:

No objection.

ENVIRONMENTAL HEALTH:

No objection subject to conditions.

ENVIRONMENT AGENCY:

No objections.

FLOOD RISK MANAGER:

No objection subject to condition.

HEALTH AND SAFETY EXECUTIVE:

No objection.

HIGHWAYS:

No objections subject to conditions.

HIGHWAYS ENGLAND:

No objection.

LANDSCAPE AND ECOLOGY

No objections subject to conditions.

TRAVEL PLAN CO-ORDINATOR

No objections.

5.0 POLICY CONTEXT

1.7 National Planning Policy Framework

The NPPF was published on 27th March 2012. Paragraph 13 of the Framework sets out a presumption in favour of sustainable development. Paragraph 196 of the Framework confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. The following headings and content of the NPPF are relevant to the consideration of the current proposals:

- Core Planning Principles
- Building a strong, competitive economy
- Promoting sustainable transport
- Requiring good design
- Meeting the challenge of climate change, flooding and coastal change

1.8 Planning Practice Guidance

In March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. PPG contains 42 subject areas, with each area containing several subtopics. Those of particular relevance to the determination of this planning application comprise:

- Air Quality
- Climate Change
- Design
- Flood risk and coastal change
- Hazardous substances
- Land affected by contamination
- Light pollution
- Noise
- Planning obligations
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessment and statements in decision making
- The use of planning conditions

1.9 Local Planning Policy Thurrock Local Development Framework (2011)

The Council adopted the “Core Strategy and Policies for the Management of Development Plan Document” in December 2011. The following Core Strategy policies also apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 Promotion of Sustainable Growth and Regeneration in Thurrock1

SPATIAL POLICIES

- CSSP2 Sustainable Employment Growth
- CSSP3 Infrastructure

THEMATIC POLICIES

- CSTP6 Strategic Employment Provision
- CSTP14 Transport in the Thurrock Urban Area: Purfleet to Tilbury
- CSTP15 Transport in Greater Thurrock
- CSTP16 National and Regional Transport Networks
- CSTP22 Thurrock Design
- CSTP23 Thurrock Character and Distinctiveness²
- CSTP25 Addressing Climate Change²
- CSTP27 Management and Reduction of Flood Risk²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 Minimising Pollution and Impacts on Amenity²
- PMD2 Design and Layout²
- PMD7 Biodiversity, Geological Conservation and Development
- PMD8 Parking Standards³
- PMD9 Road Network Hierarchy
- PMD10 Transport Assessments and Travel Plans²
- PMD11 Freight Movement
- PMD12 Sustainable Buildings²
- PMD13 Decentralised, Renewable and Low Carbon Energy Generation
- PMD15 Flood Risk Assessment²

[Footnote: 1New Policy inserted by the Focused Review of the LDF Core Strategy. 2Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. 3Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

1.1 Focused Review of the LDF Core Strategy (2014)

This Review was commenced in late 2012 with the purpose to ensure that the Core Strategy and the process by which it was arrived at are not fundamentally at odds

with the NPPF. There are instances where policies and supporting text are recommended for revision to ensure consistency with the NPPF. The Review was submitted to the Planning Inspectorate for independent examination in August 2013. An Examination in Public took place in April 2014. The Inspector concluded that the amendments were sound subject to recommended changes. The Core Strategy and Policies for Management of Development Focused Review: Consistency with National Planning Policy Framework Focused Review was adopted by Council on the 28th February 2015.

1.2 Draft Site Specific Allocations and Policies DPD

The Consultation Draft "Issues and Options" DPD was subject to consultation commencing during 2012. The Draft Site Specific Allocations DPD 'Further Issues and Options' was the subject of a further round of consultation during 2013. The Planning Inspectorate is advising local authorities not to continue to progress their Site Allocation Plans towards examination whether their previously adopted Core Strategy is no longer in compliance with the NPPF. This is the situation for the Borough.

1.3 Thurrock Core Strategy Position Statement and Approval for the Preparation of a New Local Plan for Thurrock

The above report was considered at the February 2014 meeting of the Cabinet. The report questioned the ability of the Core Strategy Focused Review and the Core Strategy 'Broad Locations & Strategic Sites' to ensure that the Core Strategy is up to-date and consistent with Government Policy and recommended the 'parking' of these processes in favour of a more wholesale review. Members resolved that the Council undertake a full review of Core Strategy and prepare a new Local Plan.

6.0 ASSESSMENT

1.10 The principles issues to be considered with this case are:

- i. Plan designation and principle of development
- ii. Relevant planning history
- iii. Urban design and relationship of development with surroundings
- iv. Landscaping
- v. Amenity impacts
- vi. Access and parking
- vii. Flood risk and drainage
- viii. Ecology
- ix. Air quality
- x. Noise
- xi. Contamination
- xii. Sustainable Buildings and Energy Consumption

- xiii. Environmental Impact Assessment
- xiv. Infrastructure improvements (s.106 contribution)
- xv. Other material considerations
- xvi. Sustainability

i. PLAN DESIGNATION AND PRINCIPLE OF DEVELOPMENT

- 6.2 The site is allocated within a Primary Industrial and Commercial Area where LDF Core Strategy policies CSSP2 (Sustainable Employment Growth) and CSTP6 (Strategic Employment Provision) apply.
- 6.3 Policy CSSP2 sets out the strategy and promotes and supports economic development in Key Strategic Economic Hubs and one these hubs is Purfleet. The policy defines the Core Sectors of employment use to be storage and warehousing and freight transport with an indicative job growth figure of 2,800 jobs over the plan period.
- 6.4 Policy CSTP6 seeks to maintain high and stable levels of economic and employment growth by creating a network of high quality, mutually reinforcing Key Strategic Economic Hubs as identified in policy CSSP2. This site in Purfleet is allocated as a Primary Industrial and Commercial Area where point 2 of the policy permits Class B8 storage and distribution uses and point 5 of the policy encourages relocation of existing firms into Thurrock, which is applicable to this application as one storage and distribution business operating from two sites outside the Borough would move to the site and occupy half of the warehouse building. This would involve likelihood of existing employees moving with the business to this location but would also provide local employment opportunities which are beneficial to the local economy.
- 6.5 The principle of the development is therefore acceptable in policy terms. The development would also accord with chapter 1 of the NPPF which seeks to build a strong and competitive economy through securing economic growth.

ii. RELATIONSHIP WITH PURFLEET CENTRE

- 6.6 Outline planning permission was granted in May 2013 under planning reference 11/50401/TTGOUT for the large scale redevelopment of Purfleet, totalling some 58 hectares and including the site subject to this application. The permission has not been implemented but remains a live consent [because the planning permission allows a 15 time period for the submission of reserved matters].
- 6.7 The current application is submitted in advance of any future reserved matters applications being made and objection has been received on the basis that the development of this site could prejudice the wider regeneration of Purfleet.

- 6.8 However, the land subject of this application is owned by the applicant to this current application and not the applicant of 11/50401/TTGOUT. Progression of the outline permission through to reserved matters stage will require the Council or a developer to purchase this land to allow for the development subject to the outline permission to take place in the future.
- 6.9 Meanwhile the Council is duty bound to consider and determine the current planning application in accordance with the Council's current Development Plan. On direct consideration the current proposals are consistent with the requirements and objectives of adopted Core Strategy policies CSSP2 and CSTP6. Furthermore, it is not considered that a refusal based upon prematurity could be substantiated as a reason for refusal.
- 6.10 In addition, Members are reminded that planning consent was granted in October 2013 for the construction of a timber storage building incorporating timber treatment plant [Class B8 and B2 uses] on land outside of the current application site but within the wider landholding. This consent was granted after planning application reference 11/50401/TTGOUT was granted permission in May 2013 and has since been implemented. Similar to the current application, it was not considered that planning application 13/00746/FUL could be refused because that application also accorded with the Council's Development Plan policies.

iii. URBAN DESIGN AND RELATIONSHIP OF DEVELOPMENT WITH SURROUNDINGS

- 6.11 The building would be of a typical warehouse design, finished predominately in grey and red metal cladding. The elevations would be broken up by areas of floor to ceiling glazing and white rendered panels. The entrance and office elements of the building would have two rows of horizontal glazing with a canopy over the ground floor and a brise soleil above the first floor windows. An access ramp into the building would provide level threshold access for all future users.
- 6.12 In terms of layout, the warehouse building would be sited towards the north eastern corner of the site to allow vehicle to access the site from the eastern side of Mill Road. Along the northern side of the building a landscaped area would be created to soften the appearance of the northern elevation of the building. The building would be stepped in its layout, providing a buffer between the building and its boundaries. The service road and HGV loading area would be located to the south elevation of the building away from nearby residential areas.
- 6.13 The scale and massing of the building is not considered excessive when compared to other similar warehouse buildings in the area. Indeed, there are taller buildings in the area, some of which are further emphasised through the raising ground levels to the north. This site has a lower ground level than the road and properties to the northern side of the road, which helps and reduces the impact of the building.

- 6.14 The overall access, layout, design, use of materials and scale is acceptable from an urban design perspective and would generally be in keeping with the commercial nature of buildings and uses to the south side of London Road. There are no details regarding boundary details and future lighting for the site however these matters could be addressed by planning conditions imposed on any consent granted.
- 6.15 In conclusion under this heading, the proposal would comply with LDF Core Strategy policies CSTP22, CSTP23 and PMD2 along with Chapter 7 of the NPPF.

iv. LANDSCAPING

- 6.16 A tree constraints plan is included in the Arboricultural Impact Assessment which has been submitted with the application. The tree constraints plan shows there are a number of trees within the site and three group areas of vegetation. The majority of the trees within the site would be removed and these consist of mainly Common Lime trees, two Poplars, an Ash and two small areas of hedging. Some of these trees are in poor health and some are required to be removed or partially removed for the creation of the access road to the car parking area. The trees to be removed have limited value in terms of the local landscape. There are four trees that would be retained and these are located towards the northern boundary in the form of a Poplar, the eastern boundary in the form of a Leyland cypress, and towards the new vehicle access to serve the car park, which are two Common Lime trees. The Council's Landscape and Ecology Advisor has no objections to the scheme of works proposed.
- 6.17 The proposal shows a landscaped area to the north and eastern parts of the site which would help soften the impact of the development when viewed from London Road and the residential properties to the northern side of the road. Details of the future landscaping of this area would need to be agreed through the use of a planning condition.

v. AMENITY IMPACTS

- 6.18 The nearest neighbouring properties that would be affected by the development are located to the northern side of the road. These include blocks of flats fronting London Road but also those accessed via Kendal and Coniston Avenue. These flats are generally either three or four storeys in height. The ground level rises to the north side of London Road. The nearest block is located directly to the northern side of London Road and overlooks the site. This block of flats is four storeys in height and has habitable rooms facing towards the site. The proposed building to building distance is approximately 30m. It is considered that the distance between these buildings and the ground level increases are sufficient to ensure that there would be no adverse impact upon the amenities of the occupiers of these flats in terms of a loss of light or obtrusiveness. The view from the flats would change but it

is not considered that there would be a demonstrable adverse effect on the living conditions of the occupiers.

- 6.19 Other than the residential uses the neighbouring surrounding the east, south and west of the site are commercial. The proposal would not impact upon these neighbouring sites.

vi. ACCESS AND PARKING

- 6.20 As part of the existing highway network London Road is an important route through Purfleet but also linking with the wider transport network. The road is only 6.5m wide and has 30mph speed restriction outside of the site. To the west London Road leads into the town centre area, residential areas, further industrial/employment areas and Purfleet railway station. To the east London Road connects to Stonehouse Lane and the Purfleet Bypass (A1090) at the Stonehouse roundabout junction. The main route to the strategic highway network of the A13 and M25 is via the Purfleet Bypass (A1090) which connects to the Arterial Road (A1306). To the east of Stonehouse Roundabout London Road links with the Lakeside Basin, further employment/industrial areas and eastwards into Grays.
- 6.21 In terms of sustainable transport connections London Road is served by regular bus services and the railway station is only 0.3 miles to the west of the site. The site can be accessed by walking and cycling. Therefore the site is located in a sustainable location.
- 6.22 The proposal shows that the warehouse would be divided into two phases with one end user identified for the phase 1 part of the warehouse with associated offices. Phase 2 would use half of the remaining floorspace within the warehouse building. For phase 1 it is predicted that 36 two trips per day for commercial vehicles (which includes HGVs and lighter commercial vehicles) would result from the use and these vehicles would use the route leaving the site to the eastern direction along London Road via the Stonehouse Roundabout junction.
- 6.23 In addition to commercial vehicle movements, staff and visitors to the site may use a variety of transport modes including private car usage which would also use the existing highway network. The Council's Highway Officer is satisfied that when combined with existing traffic movements, the vehicle movements associated with this development would operate within the highway network capacity for London Road and would not lead to any highway safety issues.
- 6.24 The loading and unloading area would be located to the south of the building away from residential properties and served by its own access separate from the car park to the building to avoid any vehicle conflicts. Taking into account the proposed level of floorspace of 10,006 sqm the proposed development would need to provide 67 parking spaces. The development would provide 135 spaces including 7 disabled spaces but this takes into account the 70 car parking spaces that currently occupy

the site and are used by the users of the neighbouring timber storage and distribution use to the west side of Mill Road. Therefore the proposed car park meets the need of the timber business and proposed development in terms of capacity.

- 6.25 The proposal includes a cycle parking area in the car park that would provide 21 cycle spaces, which is acceptable although details of the secure and covered cycle parking area would need to be agreed through condition
- 6.26 For access, the site would use Mill Road from London Road, which currently serves the existing timber storage and distribution use. From Mill Road one vehicle access would be formed into the new car park area and a further existing access would be provided for accessing the servicing area. A secured gated pedestrian access would be created from London Road where a new wider footpath would be created. In urban design terms there are no objections to this access arrangement.
- 6.27 The Council's Highway Team raise no objections to the application subject to conditions for access arrangements, servicing details, construction environment management plan, delineation of parking spaces, visibility splays and measures to prevent left hand turns for HGVs when leaving the site, and a planning obligation requiring a contribution of £60,000 towards measures to control HGV's on inappropriate routes as identified on the Infrastructure Requirement List (IRL-0145). Following the submission of additional correspondence from Purfleet Centre Regeneration Limited the Highways Team have advised that whilst the increase in traffic is a concern, particularly with regards to HGV traffic travelling along London Road, the impact is not considered severe, as identified in the NPPF, to raise an objection; particularly with regards to agreement to limit traffic to the west of the development site. On this basis, the Highways Team have advised that it would be difficult to substantiate a refusal on traffic grounds.
- 6.28 A Travel Plan accompanies the application explaining the strategy for promoting alternative and sustainable forms of transport for journeys to and from work. The site is close to Purfleet railway station, along a bus route and within easy access of existing residential properties for walking and cycling as well as car sharing. The Travel Plan lists the following targets to:
- Reduce single car occupancy;
 - Maximize the sustainability of trips to / from the site;
 - Increase awareness of the alternative travel options;
 - Educate and raise awareness of current travel issues regarding transport and the environment.
- 6.29 The Council's Travel Plan Coordinator has raised no objection to the submitted details. For the Travel Plan to be successful it will require regular monitoring through a planning condition.

vii. FLOOD RISK AND DRAINAGE

- 6.30 The site is located within a highest risk flood zone (flood zone 3a) as identified on the Environment Agency flood maps. This means that the site is subject to a high probability of flooding and the PPG provides guidance on flood risk and vulnerability. The proposal would involve a storage and distribution use and some office use, which both fall within the 'less vulnerable' use on the PPG's Flood Risk Vulnerability Classification where development is 'appropriate' for this flood zone as identified in the PPG's Flood Risk Vulnerability and Flood Zone Compatibility' table. The Environment Agency raises no objections as the proposal is a 'less vulnerable' use for Flood Zone 3. Similarly, the Environment Agency raises no objection to the Flood Risk Assessment (FRA) submitted with the application.
- 6.31 The FRA does identify that a Flood Warning and Evacuation Plan (FWEP) will be required. The Council's Emergency Planner raises no objections to the application as the FWEP can be provided through the use of a planning condition.

viii. ECOLOGY

- 6.32 The application is accompanied by a Preliminary Ecological Assessment which identifies that the site falls outside of statutory protection areas. The nearest statutory protection areas are the Purfleet Chalk pits 350m north and designated as a Site of Scientific Interest (SSSI) and a Local Wildlife Site (LoWS). This site and other sites in the area would not be affected by the proposal.
- 6.33 The Council's Landscape and Ecology Advisor raises no objections subject to a planting scheme being proposed for the northern boundary to mitigate the loss of trees and hedging on the site and that the proposed mitigation measures stated in the Preliminary Ecological Assessment are implemented.

ix. AIR QUALITY

- 6.34 The site is within close proximity to an Air Quality Management Area (AQMA). This is known as AQMA 10 and includes 76 properties in London Road Purfleet next to the A1306. LDF CS Policy PMD1 does not permit development that would cause unacceptable effects on the amenities of the area, neighbouring and future occupants of a site. In this case the impact of the development must not worsen an existing situation in terms of poor air quality for those in the area and for the residents which live along London Road. Paragraph 124 of the NPPF requires new development in an AQMA to be consistent with the local air quality action plan.
- 6.35 An Air Quality Survey report accompanies the application and recognises that the most concern to air quality in the location arise from transport emissions. In particular these are from nitrous oxide (NO₂) and Particulate Matter (PM₁₀). The proposed development has no point source of emissions of combustion gases but

will increase traffic movements and contribute to transport related emissions. The development would involve 'peak hour' vehicle movements between 08:00 to 09:00 and 17:00 to 18:00. This would mean a predicted additional 125 vehicle movements on London Road which is an 8.8% increase on baseline 'peak hours' traffic movements each day. The majority of vehicle movements would pass through the existing AQMA as some vehicle movements from cars and light vans would travel west from the site into Purfleet. The report considers that the impact of additional vehicle movements to the east along London Road is unlikely to result in a breach of the hourly objective for nitrous oxide (NO₂) in the AQMA.

6.36 The Council's EHO has considered all the information submitted and has raised no objection subject to planning conditions.

x. NOISE

6.37 The proposed storage and distribution use of the building would give rise to noise from vehicle movements and in particular lorry movements into and out of the site along a road where there are residential properties. However, the increase in traffic movements is not significantly greater than the existing baseline traffic movements along the road. Whilst this increased traffic noise may result in some impact upon neighbouring residential amenities this area is one where there has been a long history of employment and industrial uses so residents of the newer nearby residential development would already be aware of the noise environment in this area. The Council's EHO has no objections to the application in regard to noise and therefore on this basis the proposal, whilst increasing traffic movements in the area, would not adversely impact upon on health and quality of life.

xi. CONTAMINATION

6.38 The application includes a 'Contaminated Land Preliminary Risk Assessment' which has assessed the land and identified from the previous land uses that there is a risk of contamination below ground level.

6.39 The site also overlies a secondary aquifer within the chalk below the ground surface. The 'Contaminated Land Preliminary Risk Assessment' makes recommendation for mitigation measures such as a Construction Environmental Management Plan and using best practice measures. Both the Environment Agency and the Council's EHO have no objections subject to the recommendations of the 'Contaminated Land Preliminary Risk Assessment' being implemented.

xii. SUSTAINABLE BUILDINGS AND ENERGY CONSUMPTION

6.40 A BREEAM assessment has been submitted with the application which demonstrates that the development can achieve the 'excellent' standard and this should be secured via planning condition on any consent granted. By achieving the 'excellent' standard the proposal complies with the requirements of policy PMD12.

In terms of renewable and low carbon energy the Planning Statement refers to the proposed warehouse building maximising its south roofslope with opportunity to include photovoltaic panels to ensure the development achieves 15% of its energy use from decentralised, renewable and low carbon sources to meet the requirements of policy PMD13. The details of such installations are not known at this stage and therefore would need to be agreed through planning condition.

xiii. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 6.41 The proposed development falls within “Schedule 2” as identified in the Regulations. An application to request a ‘Screening Opinion’ from the authority was received on 16 October 2015 to assess whether the effects of the development would be so significant as to warrant the submission of an Environmental Impact Assessment. The proposed development falls within Schedule 2 of the EIA Regulations. On 6 November 2015 the authority determined that the impact of the development would not be sufficient to warrant the submission of an Environmental Impact Assessment and that the material considerations of the development can be dealt with through the planning application process.

xiv. INFRASTRUCTURE IMPROVEMENTS (S.106 CONTRIBUTION)

- 6.42 Policy PMD16 of the Core Strategy indicates that where needs would arise as a result of development the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and any other relevant guidance. The Policy states that the Council will seek to ensure that development contribute to proposals to deliver strategic infrastructure to enable the cumulative impact of development to be managed and to meet the reasonable cost of new infrastructure made necessary by the proposal.
- 6.43 Following changes in legislation (Community Infrastructure Levy Regulations), in April 2015 the Council produced its Infrastructure Requirement List (IRL) which changed the way in which planning obligations through section 106 agreements can be sought. The changes brought in pooling limitations to a maximum of 5 contributions towards a type or item of infrastructure. The IRL therefore provides an up to date list of physical, social and green infrastructure to support new development in Thurrock. This list is bi-annually reviewed to ensure it is up to date. The IRL applies a number of different development scenarios.
- 6.44 From the IRL the Highways Team have identified the need for a planning obligation requiring a contribution of £60,000 towards measures to control HGV’s on inappropriate routes as identified on the Infrastructure Requirement List (IRL-0145). Through correspondence with the agent has confirmed that they are willing to meet this contribution.

xv. OTHER MATERIAL CONSIDERATIONS

6.45 Approximately half of the site falls within the 250m blast zone of the neighbouring petro-chemical terminal (Purfleet Fuel Terminals). The HSE have provided a consultation response which raises no objections based on the application being a warehouse and office building which will contain less than 100 occupants located within the inner and middle zones of the HSE consultation distance around the Esso Petroleum site.

xvi. SUSTAINABILITY

6.46 It is necessary to assess whether the proposed development is 'sustainable development' with regard to the three dimensions to sustainable development as defined in the NPPF, which are the economic, social and environmental roles.

6.47 Economically the proposal would provide employment for the construction phase of the development and for the operational phase of the development in accordance with the sites employment land allocated within the LDF Core Strategy. The businesses would contribute to the local economy and provide business rates.

6.48 Socially the proposal would provide employment opportunities for local people and provide social benefits to the new employees and customers to the store.

6.49 Environmentally the proposal would lead to a slight increase in traffic and air quality issues but through the consultation process both these aspects can be mitigated through the use of planning conditions/obligations. Other environmental considerations including design and relationship to surroundings, landscaping, flood risk, ecology, noise, contamination and sustainable building construction are considered acceptable.

6.50 For all three dimensions of sustainable development the location of the site is considered to be sustainable and the development complies with the adopted Development Plan for the Borough, which is the LDF Core Strategy and Policies for the Management of Development, and for these reasons the 'presumption in favour of sustainable development' to apply.

1.11 Conclusions and reason for approval

The proposal would provide a commercial development which accords with the land use designation of the site as expressed by the LDF Core Strategy and the proposal would allow for the relocation of businesses into the Borough increasing employment levels in the area which is beneficial to local people and the local economy. Having regard to the analysis contained in this report, the application shows adherence to a range of relevant development plan policies and it is not considered that a refusal based on impact on the wider Purfleet regeneration scheme could be substantiated.

In conclusion, it is considered that the proposed development is acceptable, subject to compliance with planning conditions and the completion of a s.106 legal agreement.

8.0 RECOMMENDATION

Approve, subject to the following:

- i) the completion and signing of an obligation under s.106 of the Town and Country Planning Act 1990 relating to the following heads of terms:
 - A financial contribution of towards measures to control HGV's on inappropriate routes as identified on the Infrastructure Requirement List
- ii) planning conditions:

Standard Time

1. The development hereby permitted must be begun not later than the expiration of 3 years from the date of this permission.

Reason: In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Number(s):		
Reference	Name	Received
01 SITE DRAINAGE	Other	29th February 2016
02 SITE DRAINAGE	Other	29th February 2016
01C SITE PLAN AS PROPOSED	Site Layout	29th February 2016
02 GROUND FLOOR PLAN AS PROPOSED	Floor Layout	29th February 2016
03A ELEVATIONS AS PROPOSED	Elevations	29th February 2016
5772 TOPOGRAPHICAL PLAN	Other	29th February 2016
031B LOCATION PLAN	Location Plan	29th February 2016
20227 SITE DRAINAGE PLAN	Existing Plans	29th February 2016

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

Use of Building

3. The building shall only be used for uses falling with Classes B1, B2 and B8 of the Town and Country Planning [Use Classes] Order 1987 (as amended).

Reason: To ensure that the use of the site accords with the Employment Land policies of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Ancillary Offices restriction

4. The offices hereby permitted shall only be used for purposes in conjunction with and ancillary to the main use of the site and shall not be occupied separately unless approved through a separate consent by the Local Planning Authority.

Reason: To ensure that the use of the site accords with the Employment Land policies of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

No further subdivision

5. Other than as shown on floor plan drawing number 02 Rev A there shall be no further subdivision of the building unless approved through a separate consent by the Local Planning Authority.

Reason: To ensure that the use of the site accords with the Employment Land policies of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Mezzanine Floor Restriction

6. Notwithstanding the provision of the Town and Country Planning [General Permitted Development] Order 1995 [or any order revoking or re-enacting that Order with or without modification], no mezzanine floor[s] or other additional floorspace shall be formed within the building hereby permitted without the grant of additional planning permission by the Local Planning Authority.

Reason: To ensure that the use of the site accords with the Employment Land policies of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Materials

7. The development shall be constructed and finished in accordance with the materials specified on drawing number 03 Rev A as hereby permitted.

Reason: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings in accordance with

Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Boundary Details

8. No development shall take place until details of the locations, heights, designs, materials and types of all boundary treatments to be erected on site have been submitted to and approved by the Local Planning Authority. The boundary treatments shall be erected/installed in accordance with the approved details and retained as such thereafter.

Reason: In the interests of visual amenity, privacy and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings as required by policies CSTP22 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Lighting strategy

9. No development shall commence until details of the external lighting strategy for the site including the luminance and spread of light and the design and specification of the light fittings have been submitted to and approved in writing by the Local Planning Authority. All illumination shall be implemented and retained as such in accordance with the details as approved. There shall be no other lighting of the external areas of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: To minimise light pollution upon nearby property including residential properties in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Landscape Protection

10. No development shall commence until the details contained in the Arboricultural Impact Assessment and the plan showing the 'Draft Tree Protection Measures', all trees, shrubs and hedgerows to be retained on the site shall be protected by chestnut paling fencing for the duration of the construction period at a distance equivalent to not less than the spread from the trunk. Such fencing shall be erected prior to the commencement of any works on the site. No materials, vehicles, fuel or any other ancillary items shall be stored or buildings erected inside this fencing; no changes in ground level may be made or underground services installed within the spread of any tree or shrub without the previous written consent of the Local Planning Authority.

Reason: To ensure that all existing trees are properly protected, in the interests of visual amenity and to accord with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Landscaping Scheme

11. No development shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority a detailed scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any trees and hedgerows to be retained, together with measures for their protection in the course of development, and a programme of maintenance. All planting, seeding or turfing comprised in the approved scheme shall be carried out in the first planting and seeding season following commencement of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the proposed development is satisfactorily integrated with its immediate surroundings and provides for landscaping as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Highway Access

12. Prior to first occupation/usage of the site details showing the layout, dimensions and construction specification of the proposed access to the highway shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented as approved.

Reason: In the interests of highway safety and efficiency in accordance with policies CSTP14 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Visibility Splays

13. Sight splays of 2.4 metres x 60m metres shall be provided at the proposed access and shall be maintained thereafter at all times with no obstruction within the sight play area above the level of the adjoining highway carriageway.

Reason: In the interests of highway safety and efficiency in accordance with policies CSTP14 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Restrictions on HGV Movements

14. No development shall commence until details of the access onto London Road detailing measures to prevent left-turn out HGV movements have been submitted to and approved in writing by the Local Planning Authority. The details shall only be implemented as approved and before first occupation of the site.

Reason: To reinforce the requirement for HGV movement to the west of the site access to be restricted, in the interests of highways safety and residential amenity, efficiency; in accordance with the aims of Policies PMD1 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Construction of highway works

15. Prior to first occupation/usage of the site the service road(s), footway(s), loading, parking and turning areas shown on the approved plans shall be constructed and surface finished.

Reason: In the interests of road safety and amenity in accordance with policies CSTP14 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Parking provision

16. The development hereby permitted shall not be first occupied/provided with connection to utility services until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area(s) shall be retained in this form at all times. The vehicle parking area(s) shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Cycle Provision

17. Prior to first occupation/usage of the site details of the number, location and design of bicycle parking facilities/powerful two wheelers shall be submitted to and agreed in writing by the Local Planning Authority and shall be provided in accordance with the approved scheme before any part of the development hereby approved is occupied and retained as such thereafter.

Reason: To ensure appropriate parking facilities for bicycles/powered two wheelers are provided in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Travel Plan

18. Upon first occupation/usage of the building the measures contained within the Framework Travel Plan accompanying the planning application shall be implemented and maintained thereafter, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the promotion of sustainable modes of transport for all users of the development in accordance with policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Levels

19. No development shall commence until details showing the proposed finished ground and finished floor levels of the development in relation to the levels of the surrounding area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the scheme as approved.

Reason: In order to protect the visual amenity of the area in accordance with policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Surface and Foul Water Drainage

20. The surface and foul water drainage of the site and connection to the drainage systems shall be constructed and implemented in accordance with drawing numbers 20227 SITE DRAINAGE PLAN, 01 SITE DRAINAGE and 02 SITE DRAINAGE and shall be maintained as such at all times thereafter.

Reason: To ensure that appropriate drainage is installed to prevent the site from flooding and environmental harm in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Flood Warning and Evacuation Plan

21. Prior to first occupation/usage of the site a Flood Warning and Evacuation Plan shall be submitted and approved by the Local Planning Authority. The Flood

Warning and Evacuation Plan as approved shall be implemented and be made available for inspection by all users of the site and shall be displayed in a visible location all times thereafter.

Reason: To ensure that maximum flood protection for future users of the development hereby permitted in accordance with Policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Ecological Measures – Before Development Commence

22. No development shall commence until the recommendation measures requiring pre-commencement surveys as stated within the Preliminary Ecological Assessment shall be implemented in accordance with the details as stated.

Reason: To ensure minimum disruption to biodiversity and to promote ecological enhancements in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Ecological Measures – After Building Occupation

23. Within a period of 12 months following first occupation/usage of the building the recommendation measures requiring biodiversity enhancement contained within the Preliminary Ecological Assessment shall be implemented in accordance with the details as stated and retained as such thereafter.

Reason: To ensure minimum disruption to biodiversity and to promote ecological enhancements in accordance with Policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Hours of Use

24. Prior to first occupation/usage of the site details of the proposed hours of use for the site shall be submitted to and approved in writing by the Local Planning Authority. The site shall be operated in accordance with the approved hours of use at all times thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of occupiers of nearby residential properties in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Delivery Hours

25. Prior to first occupation/usage of the site details of the proposed delivery hours for the commercial vehicles entering and leaving site shall be submitted to and approved in writing by the Local Planning Authority. The site shall be operated in accordance with the approved delivery hours at all times thereafter, unless otherwise agreed in writing by the Local Planning Authority through a variation of condition application. There shall be no stopping or waiting of commercial vehicles on the public highway outside of the site.

Reason: To protect the amenities of occupiers of nearby residential properties in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

No External storage

26. Unless otherwise agreed in writing by the Local Planning Authority there shall be no external storage of goods, machinery, plant or other materials on the site.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

No External Industrial Processes

27. Unless otherwise agreed in writing by the Local Planning Authority no manufacturing, fabrication or other industrial processes shall take place outside the building on the site.

Reason: In the interests of amenity and to ensure that the proposed development is integrated within its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Refuse Storage

28. No development shall commence until details of the means of refuse and recycling storage including details of any bin stores to be provided shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and provided prior to the first occupation/usage of the development and retained for such purposes at all times thereafter.

Reason: To prevent any environmental harm in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Air Quality

29. Prior to occupation/usage of the site details of air quality mitigation measures including the installation electronic vehicle charging points, measures to achieve 20% of Euro VI class HGVs usage within the HGV fleet of the users of the site within a 10 year period from the date of discharging this condition, and measures detailing an eco-driver accredited fleet recognition scheme training programme for drivers of HGV's using the site have all been submitted to and approved by the Local Planning Authority. The air quality mitigation measures shall be implemented as approved.

Reason: Because the site is located in an Air Quality Management Area (AQMA) so that air quality in this location is not worsened as a result of this development in the interests of amenity, human health and quality of life in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Contamination

30. Notwithstanding the details submitted with this application, no development shall commence until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - Human health,
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Ground waters and surface waters,
 - Ecological systems
 - Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and

other offsite receptors in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2011].

31. No development shall commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The development hereby permitted shall not commence until the measures set out in the approved scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2011].

Remediation scheme

32. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2011].

Contamination

33. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition [30], and where remediation is necessary a remediation scheme must

be prepared in accordance with the requirements of condition [31], which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition [32].

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PMD1 of the Thurrock Core Strategy and Policies for the Management of Development DPD [2011].

BREEAM

34. Unless otherwise agreed in writing by the Local Planning Authority, the commercial development hereby permitted shall be built to the following minimum standards under the Building Research Establishment Environmental Assessment Method [BREEAM]:

- BREEAM Excellent for those buildings completed, or substantially completed up to and including the year 2018;
- BREEAM Outstanding for buildings constructed from 2019.

Prior to first use of each commercial building hereby permitted a copy of the Post Construction Completion Certificate for the building verifying that the relevant BREEAM rating has been achieved shall be submitted to the Local Planning Authority.

Reason: In order to reduce carbon dioxide emissions in the interests of sustainable development, as required by policy PMD12 of the Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Renewable energy installation

35. No development shall commence until details of measures to demonstrate that the development will achieve the generation of at least 15% of its energy needs through the use of decentralised, renewable or low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and operational upon the first use or occupation of the buildings hereby permitted and shall thereafter be retained in the agreed form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that development takes place in an environmentally sensitive way in accordance with Policy PMD13 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD [2011].

Construction Environmental Management Plan

36. No construction works shall commence until a Construction Environmental Management Plan [CEMP] has been submitted to and approved in writing by the Local Planning Authority in writing. The CEMP should contain or address the following matters:

- (a) Hours of use for the construction of the development
- (b) Hours and duration of any piling operations,
- (c) Vehicle haul routing in connection with construction, remediation and engineering operations,
- (d) Wheel washing and sheeting of vehicles transporting loose aggregates or similar materials on or off site,
- (e) Details of construction access;
- (f) Location and size of on-site compounds [including the design layout of any proposed temporary artificial lighting systems]
- (g) Details of any temporary hardstandings;
- (h) Details of temporary hoarding;
- (i) Method for the control of noise with reference to BS5228 together with a monitoring regime
- (j) Measures to reduce vibration and mitigate the impacts on sensitive receptors together with a monitoring regime
- (k) Dust and air quality mitigation and monitoring,
- (l) Water management including waste water and surface water discharge,
- (m) Method statement for the prevention of contamination of soil and groundwater and air pollution, including the storage of fuel and chemicals,
- (n) A Site Waste Management Plan,
- (o) Ecology and environmental protection and mitigation,
- [o] Community liaison including a method for handling and monitoring complaints, contact details for site managers.
- [p] details of security lighting layout and design;
- [q] a procedure to deal with any unforeseen contamination, should it be encountered during development.

Works on site shall only take place in accordance with the approved CEMP.

Reason: In order to minimise any adverse impacts arising from the construction of the development in accordance with Policy PMD1 of the Adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development DPD [2011].

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to

the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. Furthermore, Members of the planning committee took the decision to grant planning permission as the proposal has been considered acceptable.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

www.thurrock.gov.uk/planning

