

<p>Reference: 19/00271/FUL</p>	<p>Site: Land Adj A13 A1306 and to front of 191-235 Purfleet Road Aveley Essex</p>
<p>Ward: Aveley And Uplands</p>	<p>Proposal: Proposed new Distribution Centre consisting of - Erection of Warehouse and Distribution building (B8 Use Class), with ancillary Offices, Technical Service Block, Tote Wash, Vehicle Maintenance Building; Vehicle Inspection Hut, Gatehouse; creation of new access point from Purfleet Road and 'left-in' access from London Road; cycle, motorcycle, car, van and HGV parking (including construction of multi-storey car parking facility); fuel refill; hardstanding and circulation areas; sprinkler tanks; pump house; vehicle wash; and all other ancillary and enabling works including landscaping, drainage, engineering, ground stability works and boundary treatment.</p>

Plan Number(s):		
Reference	Name	Received
0200B	Proposed Plans	22nd February 2019
0201B	Proposed Plans	22nd February 2019
0202	Proposed Plans	22nd February 2019
0203	Proposed Plans	22nd February 2019
0204	Proposed Plans	22nd February 2019
1448B 01	Proposed Plans	3rd April 2019
1448B 02	Proposed Plans	3rd April 2019
1448B 02 SHT 1	Proposed Plans	3rd April 2019
1448B 02 SHT 2	Proposed Plans	3rd April 2019
1448B 02 SHT 3	Proposed Plans	3rd April 2019
1448B 02 SHT 4	Proposed Plans	3rd April 2019
1448B 02 SHT 5	Proposed Plans	3rd April 2019
18113 - P01A	Existing Site Layout	22nd February 2019
18113 - P02D	Proposed Site Layout	22nd February 2019
18113 - P03B	Proposed Floor Plans	22nd February 2019
18113 - P05A	Sections	22nd February 2019
18113 - P06C	Proposed Plans	22nd February 2019
18113 - P07C	Proposed Elevations	22nd February 2019
18113 - P08C	Sections	22nd February 2019

18113 - P09B	Proposed Floor Plans	22nd February 2019
18113 - P10C	Proposed Elevations	22nd February 2019
18113 - P11A	Sections	22nd February 2019
18113 - P12A	Roof Plans	22nd February 2019
18113 - P13D	Other	22nd February 2019
18113 - P14B	Proposed Plans	22nd February 2019
18113 - P15B	Proposed Elevations	22nd February 2019
18113 - P16A	Proposed Plans	22nd February 2019
18113 - P17D	Proposed Plans	22nd February 2019
18113 - P18B	Other	22nd February 2019
18113 - P20	Sections	22nd February 2019
18113 - P21	Other	22nd February 2019
130158/0205	Proposed Plans	22nd February 2019
EX001 T3	Other	22nd February 2019

The application is also accompanied by:

- Planning Statement
- Design and Access Statement
- Air Quality Report
- Archaeology Report
- BREEAM Pre-Assessment Report and Energy Strategy
- Drainage Statement
- Ecological Statement
- Environmental Noise Assessment
- Landscape and Visual Impact Assessment
- Landscape Design Statement
- Lighting Assessment
- Transport Assessment
- Travel Plan

Applicant:

c/o Agent

Validated:

27 February 2019

Date of expiry:

29 May 2019

Recommendation: Approve subject to conditions and obligations

This application is scheduled for determination by the Planning Committee because the proposed development is similar to a recent application considered by the Planning Committee on 13 September 2018.

1.0 BACKGROUND AND DESCRIPTION OF PROPOSAL

1.1 The key elements of the proposals are set out in the table below:

Site Area (Gross)	7.9 ha
Access	Two access points: 1 from London Road left only from south-eastbound carriageway 1 from the new bellmouth junction onto Purfleet Road
Use	Warehouse and Distribution Centre (Class B8) with Offices (Class B1 and ancillary buildings (Class B8) 24 hour use
Height	15.75m
Total Floorspace	28,296 sqm, split as follows Warehouse (B8) - 23,424 sqm Offices (B1) – 3,056 sqm Ancillary buildings – 1,816 sqm
Employment	Up to 1500 staff per shift over 5 shift periods over a 24 hour operational use. Peak staff on a shift of 476 employees
Total Loading Bays	35 HGV and Commercial Vehicle docking points
Parking	Commercial Vehicle Parking: 209 spaces Car Parking: 308 Cycle Parking: 60

1.2 Full planning permission is sought for the erection of a new warehouse and distribution centre (B8 Use Class), with ancillary offices, technical service block, wash area, vehicle maintenance building; vehicle inspection hut, gatehouse; the creation of new access point from Purfleet Road and 'left-in' access from London Road; cycle, motorcycle, car, van and HGV parking (including construction of multi-storey car parking facility); fuel refill area; hardstanding and circulation areas; sprinkler tanks; pump house; vehicle wash; and all other ancillary and enabling works including landscaping, drainage, engineering, ground stability works and boundary treatment.

Access

- 1.3 The proposal would result in the use of the recently completed new access point from Purfleet Road and would use an existing 'left-in' access from London Road. The 'left in' access would be widened to be used for HGV's accessing the site for parking and loading purposes. An internal HGV circulation route would pass around the north elevation of the building with HGV's exiting the site at the new bellmouth junction onto Purfleet Road.

Layout

- 1.4 The proposed warehouse building would be centrally located within the site with positioned bays located on two sides of the building [east and west elevations]. HGV parking would be located to the west and east elevations of the building along with a fuel refill area. An area of loading bays to the west elevation of the building would be dedicated for van loading with 135 van parking spaces located in this location.
- 1.5 To the south of the warehouse building a 3 storey detached office block building, including welfare facilities, and a 3 storey multi-storey car park would be developed with 308 parking spaces. A separate cycle area for 60 cycles would also be located to the south of the warehouse building. The multi storey car park and cycle area would be accessed from a roundabout located within the site to the north of the access from Purfleet Road.
- 1.6 A number of ancillary buildings would be located throughout the site including a gatehouse at the access from London Road, a technical service block building and wash area, sprinkler tanks, transformer compounds and a vehicle maintenance hut.
- 1.7 Around the building a hardstanding area would be created with access to the north and south side of the buildings.

Scale and Design

- 1.8 The proposed warehouse would be the tallest building on site at 15.75m high and would be of a typical modern warehouse design with vertical light green coloured metal cladding proposed to the elevations, including the multi-storey car park. All ancillary buildings would have grey and dark coloured finishes. The office building would have a mono-pitched roof sloping south wards and the west and south elevations would have large areas of glazing with less glazing in the north and east elevations which face the warehouse building and multi-storey car park. An internal link to the warehouse building would be positioned at first and second floor levels.

Landscaping

- 1.9 Around the site boundaries, and within the site, landscaping is proposed including attenuation ponds towards the south boundary for surface water drainage. A 7m high landscaping bund with a 2m high noise barrier fence would be created adjacent to the eastern site boundary. The depth of the landscape bund varies from 47m deep tapering to 13m deep at its narrowest point nearest the junction entrance to the site from Purfleet Road.

Planning Obligations

- 1.10 The following planning obligations are offered:

- Travel Plan – submission for approval, implementation and review of a Travel Plan. Payment of the Council's Travel Plan review fees of £500;
- Vehicle Monitoring Scheme – submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;
- Bus Services Contribution – financial contribution of £150,000 [indexed] three months prior to occupation and a further contribution of £150,000 [indexed] on occupation of 50% of the floorspace.

- 1.11 It should be noted that the recent permission [18/00830/FUL] is subject to the same planning obligations as offered with this application.

- 1.12 The previous, but still live, extant permission [12/00862/OUT and 17/00587/REM] were subject to the same planning obligations as offered above but also included additional highway works as detailed below. The additional highway works have been implemented and details of these works are listed below:

- realignment of the Purfleet Road and closure of part of Purfleet Road as a result of the realignment works;
- installation of a new bellmouth access from Purfleet Road into the site;
- provision of a refuse storage collection area from Purfleet Road;
- installation of a new road traffic junction with traffic lights between Purfleet Road and London Road;
- installation of a 'left-in' access for HGV's from London Road;
- widening of London Road; and
- various access and footpath and cycleway improvements.

2.0 SITE DESCRIPTION

- 2.1 The site is a triangular-shaped plot of land totalling 7.9 hectares in size. The site is located on the north-western side of Purfleet Road, with the A13 trunk road and the A1306 London Road forming the other boundaries of the site. The A13, which

forms the northern boundary of the site, is within a cutting and, therefore, is below ground levels on the site. The site has a frontage to Purfleet Road of some 160m and a frontage to London Road of approximately 360m.

- 2.2 The site is not currently used and comprises rough, open grassland with small shrubs, isolated trees and other vegetation forming the boundaries of the site. A drainage ditch is located within the site adjacent to the majority of the London Road frontage. Levels across the site are generally flat, albeit with a gentle fall from the A13 boundary towards the Purfleet Road / London Road junction. Parts of the site closest to London Road and Purfleet Road are located within flood zones 2 and 3 (medium and high probability). In the immediate post-war period, the northern part of the site was used as a sand and ballast pit. During the 1960's this part of the site was infilled with household refuse, inert waste and non-hazardous commercial waste. Infilling ceased at the end of the 1960's.
- 2.3 To the south-east of the site, on the opposite side of Purfleet Road, are mainly residential properties comprising semi-detached bungalows and two-storey family housing. At the junction of London Road and Purfleet Road, and immediately adjacent to the site, is the Tunnel Garage site which originally operated as a petrol filling station and is now used for the storage and repair of commercial vehicles. To the south-west of the site on London Road is the Purfleet Industrial Park which includes a range of large warehouse buildings, small business and light industrial uses and open storage uses. The A13 trunk road lies adjacent to the northern boundary of the site and the off-slip from the trunk road joins the A1306 London Road at a roundabout junction [Wennington Interchange] immediately to the north-west of the site.
- 2.4 In the wider area surrounding the application site, a sports ground and clubhouse is located to the south-east to the rear of the dwellings along Purfleet Road. On the northern side of the A13 to the west of Purfleet Road is open land. To the south of the Purfleet Industrial Park is the RSPB nature reserve and visitor centre at Aveley Marshes.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The following table provides the relevant planning history:

Reference	Description	Decision
08/00858/TTGOUT	Outline planning application for the redevelopment of the site for employment use totalling 38,686sqm with means of access and quantum of development to be approved. All other	Approved 20.06.2011

	matters to be reserved.	
12/00862/OUT	Outline planning application for the redevelopment of the site for employment use total 38,686sqm (41,541 sq ft) with means of access and quantum of development to be approved. All other matters to be reserved.	Approved 07.05.2014
17/00587/REM	Application for approval of reserved matters (appearance, landscaping, layout and scale) following outline planning permission ref. 12/00862/OUT (Redevelopment of the site for employment use total 38,686sq.m. with means of access and quantum of development to be approved. All other matters to be reserved).	Approved 22.08.2017
18/00847/SCR	EIA Screening Opinion in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the proposed development of 19,410 square metres (sqm) gross external area (GEA) of storage and distribution uses (Use Class B8) with 2,650sqm (GEA) of ancillary offices (Use Class B1), 695sqm (GEA) of welfare units (Use Class B8), 70sqm (GEA) of gatehouses (Use Class B8), a 100sqm (GEA) pump house and a 6,550sqm (GEA) car park, access, drainage, landscaping, plant and other associated works	No EIA required 05.07.2018
18/00830/FUL	Proposed new Distribution Centre consisting of - Erection of Warehouse and Distribution building (B8 Use Class), with ancillary Offices (B1 Use Class), two associated Gate House buildings (B8 Use Class), and two Welfare Hubs (B8 Use Class); creation of new access point from Purfleet Road and 'left-in' access from London Road; cycle, motorcycle, car and HGV parking (including construction of multi-storey car parking facility); bus stop;	Pending determination with s106 agreement nearing completion

	hardstanding and circulation areas; electricity sub-station; sprinkler tanks; and all other ancillary and enabling works including landscaping (including creation of new landscaped bund), drainage, engineering, ground stability works and boundary treatment.	
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- 3.2 In 2008 an outline planning application was submitted to the former Thurrock Development Corporation proposing the development of the site with a mix of employment generating uses [08/00858/TTGOUT]. Following referral of the application to the Secretary of State, and the completion of a S.106 legal agreement, conditional planning permission was granted in June 2011. No reserved matters applications were submitted and the planning permission lapsed.
- 3.3 The outline permission in 2014 [12/00862/OUT] was followed by the reserved matters permission [17/00857/REM] which permitted two warehouse buildings on the site and this still remains a live consent until 22 August 2019. This represents the first fall-back position for the applicant.
- 3.4 More recently, application reference 18/00830/FUL was considered at the planning committee in September 2018 where Members resolved to grant planning permission subject to conditions and obligations, for a similar sized warehouse and distribution centre with ancillary associated development. This application represents the second fall-back position for the applicant.
- 3.5 To assist in comparing the extant permissions and the current application the table below illustrates the differences as follows:

	12/00862/OUT & 17/00587/REM	18/00830/FUL	Current Application
Floor space	34,145m ²	29,475m ²	28,296m ²
Height	Unit 1 – 18m Unit 2 – 17.2	16.7m	15.75
HGV/Commercial Vehicle Parking	100	84	209
Car Parking	332	327	308
Cycle Parking	160	50	60
Distance from properties on Purfleet Road	39m	68m	70m

4.0 CONSULTATION AND REPRESENTATIONS

4.1 Detailed below is a summary of the consultation responses received. The full version of each consultation response can be viewed on the Council's website via public access at the following link: www.thurrock.gov.uk/planning

4.2 PUBLICITY:

This application has been advertised by way of individual neighbour notification letters, press advert and public site notice which has been displayed nearby.

At the time of drafting the report 7 objections have been received raising the following concerns:

- Not in keeping with the residential area
- Access to the site
- Additional traffic
- Environmental pollution
- Litter/smells
- Out of character
- Overlooking property
- Possible excessive noise and from traffic
- Air quality from roads and industry
- Traffic emissions and pollution increase
- Increase in traffic
- Location of HGV to near residential properties
- No traffic should turn left into Purfleet Road
- Concerns over 24 hour movement on site and use upon residents
- Bus services in area is changing and will result in reduced services
- Purfleet station is too distant from the site
- No flood risk assessment
- Construction too close to houses
- Over development of previous open land
- Landscape screening will take 15 years to establish
- Planting would not replace the open views enjoyed by residents
- No study for traffic movements out of peak time
- Should be a s106 in relation to health
- No declared community funds for this application to go ahead

4.3 ANGLIAN WATER:

No objection subject to a condition requiring details of a surface water strategy and a foul drainage strategy.

4.4 CADENT GAS:

No objection.

4.5 EMERGENCY PLANNER:

No objection subject to a condition requiring a Flood Warning and Evacuation Plan [FWEP].

4.6 ENVIRONMENT AGENCY:

No objection subject to conditions surface water infiltration, contamination and remediation, and piling and borehole details.

4.7 ENVIRONMENTAL HEALTH:

No objection subject to the air quality and noise mitigation measures proposed being implemented through planning conditions. There is a need for a Construction Environmental Management Plan and contaminated land conditions.

4.8 ESSEX COUNTY COUNCIL ARCHAEOLOGY:

No objections as the necessary archaeological work has already been carried out on site following earlier grant of planning permission and therefore no conditions are required.

4.9 ESSEX FIELD CLUB:

Object on the basis of inadequate information within the application on ecology.

4.10 FLOOD RISK ADVISOR:

No objection subject to a condition requiring the surface water drainage scheme being implemented.

4.11 HIGHWAYS:

No objection subject to conditions and planning obligations through a s106 agreement.

4.12 HIGHWAYS ENGLAND:

No objection subject to a planning obligation to secure vehicle monitoring strategy and a condition for a work place travel plan.

4.13 LANDSCAPE AND ECOLOGY ADVISOR:

No objection.

4.14 LONDON BOROUGH OF HAVERING:

No response.

4.15 NATURAL ENGLAND:

No objection.

4.16 TRANSPORT FOR LONDON:

No objection.

4.17 TRAVEL PLAN CO-ORDINATOR:

No objections as the travel plan is accepted as a framework travel plan, however a more detailed travel plan will need to be submitted by the occupier and agreed by the Planning Authority prior to bringing the development into use. The occupier travel plan will last for a minimum of five years, and a monitoring fee of £512 per annum will be made payable to the Council

5.0 POLICY CONTEXT

5.1 National Planning Policy Framework

The revised NPPF was published on 19 February 2019 and sets out the government's planning policies. Paragraph 14 of the Framework sets out a presumption in favour of sustainable development. Paragraph 2 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 11 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:

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy

- 9. Promoting sustainable transport
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

5.2 Planning Policy 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 a range of 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
- Determining a planning application
- Flood Risk and Coastal Change
- Land affected by contamination
- Land Stability
- Light pollution
- Natural Environment
- Noise
- Planning obligations
- Renewable and low carbon energy
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

5.3 Local Planning Policy Thurrock Local Development Framework (2015)

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. The following policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

SPATIAL POLICIES

- CSSP2 (Sustainable Employment Growth)
- CSSP3 (Infrastructure)

THEMATIC POLICIES

- CSTP6 (Strategic Employment Provision)
- CSTP14 (Transport in the Thurrock Urban Area)³
- CSTP15 (Transport in Greater Thurrock)³
- CSTP16 (National and Regional Transport Networks)
- CSTP17 (Strategic Freight Movement and Access to Ports)
- CSTP19 (Biodiversity)
- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)²
- CSTP25 (Addressing Climate Change)²
- CSTP26 (Renewable or Low-Carbon Energy Generation)²
- CSTP27 (Management and Reduction of Flood Risk)²

POLICIES FOR MANAGEMENT OF DEVELOPMENT

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD7 (Biodiversity, Geological Conservation and Development)²
- PMD8 (Parking Standards)³
- PMD9 (Road Network Hierarchy)
- PMD10 (Transport Assessments and Travel Plans)²
- PMD11 (Freight Movement)
- PMD12 (Sustainable Buildings)²
- PMD13 (Decentralised, Renewable and Low Carbon Energy Generation)
- PMD15 (Flood Risk Assessment)²
- PMD16 (Developer Contributions)²

[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].

5.4 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options [Stage 1] document and simultaneously undertook a 'Call for Sites' exercise. In December 2018 the Council began consultation on an Issues and Options [Stage 2 Spatial Options and Sites] document.

5.5 Thurrock Design Strategy

In March 2017 the Council launched the Thurrock Design Strategy. The Design Strategy sets out the main design principles to be used by applicants for all new development in Thurrock. The Design Strategy is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

6.0 **ASSESSMENT**

6.1 The main issues for consideration in this case are:

- I. Principle of the development
- II. Design and Layout and Impact upon the Area
- III. Traffic Impact, Access and Car Parking
- IV. Flood Risk and Drainage
- V. Ecology
- VI. Air Quality and Noise
- VII. Effect on Neighbouring Properties
- VIII. Land Contamination and Ground Works
- IX. Energy and Sustainable Buildings
- X. Viability and Planning Obligations
- XI. Sustainability
- XII. Other Matters

I. PRINCIPLE OF THE DEVELOPMENT

6.2 The site does not form part of any land use allocation within the LDF Proposals Map but grant o planning permission [under references 08/00858/TTGOUT, 12/00862/OUT and 18/00830/FUL] has established that the principle of development on this site is acceptable. Strategically, policy CSSP2 'promotes and supports economic development in the Key Strategic Economic Hubs' in the Borough, as does policy CSTP6, and whilst this site does not form allocated Employment Land it is located within close proximity of the Key Strategic Economic Hub in Purfleet with the nearest of these allocations to the opposite side of London Road. The proposal would provide up to 1,500 staff split over 5 shift periods over a 24 hour operational period and this would be economically beneficial to the Borough.

6.3 Paragraph 82 of the NPPF advises that 'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'. This site's location,

adjacent to the A13 Wennington interchange, provides good vehicular access to the strategic road network for the proposed storage and distribution use [Class B8].

II. DESIGN AND LAYOUT AND IMPACT UPON THE AREA

- 6.4 The previous application [18/00830/FUL] approved a similar large warehouse building in roughly the position within the site as this current proposal. The surrounding hardstandings would incorporate HGV and van parking and loading areas, and maintenance areas. The proposed multi-storey car park would be located to the south of the building and this would be further away from the closest nearby residential properties in Purfleet Road. The proposed office building and multi storey car would be the most prominent buildings nearest the southern boundary with London Road. The proposed layout of the development is considered acceptable in regard to the impact upon the site's surroundings and not too dissimilar to the recent approval [18/00830/FUL].
- 6.5 The plans demonstrate that this development would represent an improvement in its design and appearance compared to the recent approval [18/00830/FUL]. The elevational treatment to the parts of warehouse building, particularly those that would face towards the streetscene, and the multi storey car park, would use a mixture of light green and grey colouring representing a modern approach. The addition of the office building facing onto London Road would help to articulate the elevation of the building.. The proposed the landscaping bund to the eastern part of the site would screen the loading bays and HGV areas from the residential properties in Purfleet Road. The proposed building at 15.75m would also be lower in height than the 16.7m high building under 18/00830/FUL, and the 18m high building under 17/00857/REM. There are no objections to the use of materials or the design of the proposed development.
- 6.6 The application includes a detailed landscaping scheme. The details show that soft landscaping through shrubs and trees would be planted around the boundaries of the site. In particular a 7m high landscaping bund with acoustic barrier is proposed to the eastern side of the site which would act as a visual screen to the development when viewed from Purfleet Road and the residential properties therein. The Council's Landscape and Ecology Advisor has no objections to the landscaping scheme submitted with this application.
- 6.7 The applicant's Landscape and Visual Impact Assessment [LVIA] assesses the sensitivity of the site and its capacity for change. Taking into account this assessment it is considered that the proposed development would not adversely affect the landscape character as the proposal would result in a change from the existing appearance of the site to an extension of the neighbouring Purfleet Industrial Landscape Character Area. Visually the appearance of the site and the

landscape would change as a result of the development but in light of the already consented scheme the visual impacts raise no objection.

- 6.8 In summary, it is considered that the design, layout and impact upon the surrounding area from the development would be acceptable with regard to LDF policies CSTP22, CSTP23 and PMD2, subject to the implementation of the proposed landscaping scheme for the development.

III. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.9 In terms of location, the site is located adjacent to the Wennington interchange and therefore provides direct access onto the A13 and is within close proximity of junction 30 of the M25/A13 interchange for access to the wider motorway network, which is relevant as the proposed storage and distribution use would give rise to a number of HGV movements. The site is 2km from Purfleet town centre but can be accessed via private vehicles, footpaths, cycleways and public transport, [there is access to two bus routes that serve the area no.'s 11 and 44]. The nearest railway station at Purfleet is 2.2km south of the site, which is served by the no.11 bus service. The site is therefore considered generally sustainable in location terms for commercial development.
- 6.10 The proposal would result in the use of the recently constructed bellmouth junction from Purfleet Road and the existing 'left-in' access from London Road, which would be widened. The 'left in' access would be used by HGV's and vans accessing the site for parking and loading purposes. An internal HGV circulation route would circulate around the northern elevation of the proposed building for HGV movement and for van movement a dedicated route around the south part of the site is proposed so all vehicles leave the site at the new bellmouth junction. A weight restriction applies to the east of the bellmouth junction on Purfleet Road so all HGV's shall turn right into Purfleet Road in this location. For other vehicle traffic such as car, motor bikes and cyclists the bellmouth junction would be used for access and egress. The Council's Highways Officer raises no objections to the access arrangements with regard to policy PMD9 and paragraph 108 of the NPPF, subject to details of the widening and realignment of the 'left in' access from London Road being agreed through a planning condition.
- 6.11 It should be noted that the access arrangements are broadly the same as the extant permissions and recent application. Paragraph 1.12 of this report sets out various highway works that have been implemented since the outline permission was granted, including the realignment of Purfleet Road, new traffic light junction onto London Road, along with various footpath and cycleway improvements and widening of London Road.

6.12 The applicant’s Transport Assessment [TA] demonstrates that that extant outline/reserved matters permission allows for more traffic movements than the current application as shown in the table below:

	Vehicle Movements	
	12/00862/OUT & 17/00587/REM	Current Application
Morning Peak [07:30-08:30]	300	122
Evening Peak [16:45-17:45]	195	49

6.13 The current application also proposes slightly more traffic movements than the recent application [18/00830/FUL].

6.14 The warehouse would operate on a shift arrangement, with the morning shift covering 3 slots between 4am and 7am, and an afternoon shift period covering 3 slots between 1pm and 4pm. The predicted traffic generation would be 345 two movements, and 282 two vehicle movements for the morning and afternoon shift. These times would be outside of the normal morning and evening peak rush hour periods. Regarding trip generation, the TA demonstrates that the proposal would not result in any severe impact upon the local and strategic highway network and the proposal would involve less vehicle movements than the consented outline permission. The Council’s Highways Officer and Highways England raise no objections to the findings of the TA or the proposal, having regard to LDF policies PMD9, PMD10, PMD11 and paragraphs 108, 109 and 111 of the NPPF.

6.15 The application also includes a Travel Plan to encourage staff and visitors to use a range of transport options for visiting and leaving the site, including a cycle to work scheme; cycle and motorcycle parking; travel information boards; staff welcome packs; car sharing; walking measures; and public transport promotion. The Council’s Travel Plan Co-ordinator raises no objection as the travel plan is accepted as a framework travel plan, however a more detailed travel plan will need to be submitted by the occupier with the details either secured through planning condition or obligation. The requirement for a financial contribution of £512 per annum for monitoring the travel plan, which shall need to be subject to a planning obligation. Accordingly, the proposed Travel Plan has been considered acceptable having regard to LDF policy PMD10, and paragraph 111 of the NPPF.

6.16 The Council’s draft Parking Standards seek 1 vehicle parking space per 150 sqm for Class B8 storage and distribution uses and 1 space per 30 sqm for Class B1 office uses, as well as certain criteria for cycle, powered two wheels and disabled parking. A comparison of the parking provision offered with the consented permissions and this current application is provided below:

	Parking Provision		
	12/00862/OUT & 17/00587/REM	18/00830/FUL	Current Application
HGV	100	84	48
Van spaces	n/a	n/a	135
Car Parking	332	327	208
Cycle Parking	160	50	60

- 6.17 The construction phase of the development would also involve traffic generation but routing and amenity requirements could be suitably controlled via a planning condition for Construction Environmental Management Plan [CEMP].
- 6.18 The proposed development is acceptable in parking terms when compared to the extant permissions and most recent application. The proposed parking levels are designed for the shift changeover periods and to reduce any congestion during this period. The proposed parking levels comply with the requirements of the Council's draft parking standards. The Council's Highways Officer raises no objections on parking grounds having regard to LDF policies PMD8 and paragraph 107, 108 and 110 of the NPPF and subject to a car park management plan being secured through a planning condition.

IV. FLOOD RISK AND DRAINAGE

- 6.19 Only the western and south western part of the site is located in a high risk flood zone [Flood Zone 3a] as identified on the 'Flood Maps for Planning' Government website and as set out in the PPG's 'Table 1 - Flood Zones', however, this area is protected by existing flood defences. Nevertheless, in accordance with the guidance set out the NPPF and PPG the site is subject to a high probability of flooding but the proposal would fall within the 'Less Vulnerable' use category of the PPG's 'Table 2 - Flood Risk Vulnerability Classification', which identifies that this form of development is 'appropriate' for this flood zone, as identified in the PPG's 'Table 3 – Flood Risk Vulnerability and Flood Zone Compatibility' table.
- 6.20 The Sequential Test is applicable and the PPG states that 'when applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken'. In assessing the wider area there are large areas of allocated employment land within Purfleet and West Thurrock and this proposal requires a large site with almost all locations of a similar size likely to be already occupied by existing development. One of the key reasons for the developing this site for the proposed storage and warehouse distribution use is due to its location adjacent to the strategic road network within close proximity of the junction 30 of the M25/A13 interchange. As the site is not within any allocated LDF policy designation there are no objections in principle to the site being developed and clearly this is preferable

to developing a site within the nearby Metropolitan Green Belt, which lies to the north of the A13 in this location. The extant permissions and most recent application have accepted a similar scale of development on this site. For these reasons it is considered that the Sequential Test is passed.

- 6.21 The Flood Risk Assessment (FRA) identifies that the ground levels at the site range from 3.9m AOD to 8.06m AOD and the most likely source of flooding would be from surface water flooding. The 'Flood Maps for Planning' Government website identifies the site is an area protected by flood defences. As only part of the site is within a high risk flood zone safe dry access/egress can be maintained to higher ground levels if a flood event were to occur. A Flood Warning and Evacuation Plan [FWEP] will be needed for future users of the site and the Council's Emergency Planner has advised that this can be subject to a planning condition.
- 6.22 Details of the proposed surface drainage systems are provided in the 'Drainage Statement' which identifies the approach would be to use underground storage tanks draining into an attenuation basin, which will be maintained and managed by the landowner/future operator. The surface water would then drain to into an Anglian Water connection and this follows the approach taken from the extant permission and recently application on this site. Anglian Water has confirmed this arrangement and has no objection to this surface water drainage approach. Outside of the planning process and through the Water Industry Act 1991 there is a legal agreement in place between the landowner and Anglian Water. The Council's Flood Risk Advisor raises no objection subject to the surface water drainage scheme being secured through a planning condition.
- 6.23 Foul drainage would be connected to the existing sewer network to the east of the site. Anglian Water have requested details of a foul drainage strategy to be agreed which can be secured through a planning condition.
- 6.24 Subject to conditions, there are no objections raised from the Environment Agency, Flood Risk Advisor or Emergency Planner and the proposal is therefore considered acceptable with regard to policies CSTP27 and PMD15.

V. ECOLOGY

- 6.25 The application demonstrates that there have been numerous ecological surveys undertaken at the site over a period of time recently and dating back to 2006. The surveys showed the site was suitable as a reptile habitat and included a low population of common lizards when surveys were undertaken in October 2015. These species were then removed from the site following clearance works in October 2016 when the recent highway works were implemented.

6.26 The Ecological Statement explains that the proposed development of the site would result in the loss of existing habitats but considers this to be of 'negligible significance' and a range of enhancement and mitigation measures are proposed, which include wildflower grassland margins, mixed shrubs and trees for birds and bat boxes in suitable locations. The Council's Landscape and Ecology Advisor has no objections and the proposal is considered acceptable with regard to LDF policies CSTP19 and PMD7, and subject to the implementation of the mitigation measures stated in the applicant's Ecological Statement.

VI. AIR QUALITY AND NOISE

6.27 The current application represents a reduction in floor space compared to the extant permissions and a similar level of vehicle activity associated with the proposed use. The applicant's Air Quality Assessment concludes that the proposal would 'not result in significantly different impacts to those identified for the original planning application' and that the development would not cause any exceedances of the air quality objectives, which are set out in DEFRA's Air Quality Strategy, which feeds into planning policy.

6.28 The applicant's Air Quality Assessment proposes mitigation through dust management in the construction phase, a travel plan, cycle access, bus links and improvements. The Council's Environmental Health Officer has no objections subject to the proposed air quality mitigation measures being implemented through planning conditions. As such, the proposed development is considered acceptable with regard to LDF policy PMD1 and paragraph 181 of the NPPF.

6.29 In terms of noise, a Noise Assessment has been provided with the application. The construction of the development would result in a temporary increase in noise from the current baseline noise levels at the site. A Construction Environmental Management Plan [CEMP] would be necessary to control noise levels during the construction of the development and this would be secured through condition.

6.30 For the operational use of the site the proposal seeks permission to operate on a 24 hour basis. Noise from the operational use would involve vehicle movements including HGVs, van movements and private staff vehicles, noise from plant equipment and noise outside the site from road traffic flows using the surrounding road network.

6.31 The nearest and most sensitive noise receptors are the residents of properties along the eastern side of Purfleet Road. To mitigate any impact upon the amenities of the occupiers of these residential properties earthworks in the form a landscaped bund 7m above the existing ground level would be created along with a 2m high acoustic barrier positioned on the ridge level of the bund. The depth of the

proposed landscape bund varies from 47m deep tapering to 13m deep at its narrowest point nearest the bellmouth entrance to the site. The bund would be landscaped to screen the development and the proposed acoustic barrier would ensure noise levels would be in accordance with the WHO guidelines for habitable rooms and external private amenity spaces for the nearest residential properties. As such the Noise Assessment identifies that there would be no adverse impacts on health and quality of life of existing residents and occupiers. The Council's Environmental Health Officer has raised no objections and subject to mitigation measures being implemented the proposal would be in accordance with the requirements of policy PMD1 and paragraph 180 of the NPPF.

VII. EFFECT ON NEIGHBOURING PROPERTIES

- 6.32 The nearest neighbouring residential properties are located to the east of the site on Purfleet Road. The principle elevation of the nearest residential property is approximately 69m, building to building distance, from nearest points of the proposed warehouse building to the principal elevations of 229 and 231 Purfleet Road. In between the warehouse building and these properties would be a hardstanding area, a 13m deep landscaped bund and the public highway [Purfleet Road]. It should be noted that the extant outline permission proposed a building in a much closer position towards these residential properties [at approximately 37m between buildings]. The landscape bund was also much narrower in the outline permission than the current application. Given the improvements that would be brought forward by the current application there is no objection from the Council's Environmental Health Officer or the Council's Landscape and Ecology Advisor with regard to LDF policy PMD1.
- 6.33 The application includes a Lighting Assessment Report which seeks to provide lighting solutions to protect the nearby residential properties. The measures would include shielding of lamps, tilted lamps, choice of illumination and mounting heights, which is considered acceptable having regard to policy PMD1 and paragraph 180 of the NPPF. The lighting solutions as set out in the Lighting Assessment Report should be secured through a planning condition
- 6.34 The bellmouth junction is approximately 70m from the nearest residential property where vehicles would enter and leave the site, although only HGV's would exit the site from this location and would turn right into Purfleet Road and then onto London Road at the recently installed road traffic light junction. The proposal involves use of the same bellmouth junction as already approved and implemented. Weight restrictions along Purfleet Road prevent HGVs from turning left from the bellmouth junction into Purfleet Road. Based on the distance from the bellmouth junction to the nearest residential property the proposal would not lead to any adverse impact upon nearby residential amenity in terms of noise having regard to

LDF policy PMD1 and the advice provided in the consultation response of the Council's Environmental Health Officer.

- 6.35 All other buildings and uses in the area are commercial and are not considered to be adversely affected by the proposal.

VIII. LAND CONTAMINATION AND GROUND WORKS

- 6.36 As the site is former landfill remediation works are required before any development commences on site. From the outline permission [12/00862/OUT], and the conditions attached to that permission, various contamination and remediation strategies have been submitted to and approved by the local planning authority. There are no objections raised by the Council's Environmental Health Officer but conditions relating to the information already approved and any outstanding information from the outline permission [12/00862/OUT] will need to be included in any approval of this application, to accord with the requirements of policy PMD1 and paragraphs 178-179 of the NPPF.

IX. ENERGY AND SUSTAINABLE BUILDINGS

- 6.37 To comply with the requirements of policy PMD12 a BREEAM 'outstanding' rating is required, however, the applicant's BREEAM Pre-Assessment Report sets out a strategy for achieving a BREEAM 'excellent' rating as the 'outstanding' rating cannot be achieved for this development based on the nature of the use. It should be noted that the previous application [18,00830/FUL] also achieved BREEAM 'excellent' rating. A planning condition can secure the BREEAM 'excellent' rating.
- 6.38 The applicant's Energy Report identifies measures to reduce carbon emissions including the use of a photovoltaic system on the roof, LED lighting and heating and hot water systems to meet with the policy requirements of LDF policy PMD13 which requires at least 15% of energy needs to come from de-centralised, renewable and low carbon energy generation. The requirements of the Energy Report should be secured through a planning condition.

X. VIABILITY AND PLANNING OBLIGATIONS

- 6.39 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.

- 6.40 Certain LDF policies identify requirements for planning obligations and this depends upon the type of development proposed and consultation responses from the application process.
- 6.41 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.
- 6.42 The most recent application [18/00830/FUL] has secured the following planning obligations:
- Travel Plan – submission for approval, implementation and review of a Travel Plan. Payment of the Council’s Travel Plan review fees of £500;
 - Vehicle Monitoring Scheme – submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;
 - Bus Services Contribution – financial contribution of £150,000 (indexed) three months prior to occupation and a further contribution of £150,000 (indexed) on occupation of 50% of the floorspace.
- 6.43 Following the consultation process to this application the same planning obligations as listed above are sought from the proposed development and the applicant has confirmed their agreement to providing these obligations, which would meet the requirements of policy PMD16.

XI. SUSTAINABILITY

- 6.44 As part of the planning balance consideration has to be given to the Environmental, Social and Economic objectives as outlined in paragraph 8 of the NPPF with all three needing to be satisfied for the ‘presumption in favour of sustainable development’ to apply.
- 6.45 For the economic objectives the proposal would create employment opportunities for the construction and operational phase of the development. The operational phase would lead to economic benefits to the local economy. For the social and economic objective the proposal would lead to employment opportunities for local people and inter-related social opportunities. For the environmental objective the proposal would lead to new development that would be considered in the context of

an extended part of the Purfleet Industrial Area to the west. The design of the proposed development and its impact upon the surrounding area along is acceptable along with an acceptable highway access and on site parking provision. The development would incorporate surface water without giving rise to flooding elsewhere and a landscaping, including a landscape bund and noise barrier to safeguard nearby residential amenities.

XII. OTHER MATTERS

- 6.46 The previous outline permission [12/00862/OUT] required an investigation into presence of any on site archaeology, which involved a trench evaluation and open area excavation. No archaeology was found and condition 13 attached to the outline permission was discharged. Through this current application the Essex County Council Archaeologist advises there are no requirements for any further archaeological conditions.

7.0 CONCLUSIONS AND REASONS FOR APPROVAL

- 7.1 The proposed development would lead to provision of a new storage and distribution centre which would lead to employment opportunities and economic benefits for the area. The principle of development has been established through the approval of earlier permissions, which remain extant, and the most recent application. The location provides good access links to the strategic highway network via the Wennington Interchange onto the A13, meaning that HGVs would not travel through residential areas to connect to the nearby M25 at junction 30. The design of the building and its appearance in the surrounding would overtime appear as an extension to the existing industrial location to the south of London Road. All other material considerations are considered acceptable and subject to planning conditions for mitigation where necessary and the provision of planning obligations the application is recommend for approval.

8.0 RECOMMENDATION

- 8.1 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:
 - Travel Plan – The submission for approval, implementation and review of a Travel Plan. Payment of the Council’s Travel Plan review fees of £512;
 - Vehicle Monitoring Scheme – The submission for approval, implementation and maintenance of a Vehicle Monitoring Scheme. Carrying out of relevant corrective highways measures;

- Bus Services Contribution [IRL Projects 198 and 378] – A financial contribution of £150,000 (indexed) three months prior to occupation and a further contribution of £150,000 (indexed) on occupation of 50% of the floorspace.

ii) the following planning conditions:

Standard Time Limit

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

Reason: To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by 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
0200B	Proposed Plans	22nd February 2019
0201B	Proposed Plans	22nd February 2019
0202	Proposed Plans	22nd February 2019
0203	Proposed Plans	22nd February 2019
0204	Proposed Plans	22nd February 2019
1448B 01	Proposed Plans	3rd April 2019
1448B 02	Proposed Plans	3rd April 2019
1448B 02 SHT 1	Proposed Plans	3rd April 2019
1448B 02 SHT 2	Proposed Plans	3rd April 2019
1448B 02 SHT 3	Proposed Plans	3rd April 2019
1448B 02 SHT 4	Proposed Plans	3rd April 2019
1448B 02 SHT 5	Proposed Plans	3rd April 2019
18113 - P01A	Existing Site Layout	22nd February 2019
18113 - P02D	Proposed Site Layout	22nd February 2019
18113 - P03B	Proposed Floor Plans	22nd February 2019
18113 - P05A	Sections	22nd February 2019
18113 - P06C	Proposed Plans	22nd February 2019
18113 - P07C	Proposed Elevations	22nd February 2019

18113 - P08C	Sections	22nd February 2019
18113 - P09B	Proposed Floor Plans	22nd February 2019
18113 - P10C	Proposed Elevations	22nd February 2019
18113 - P11A	Sections	22nd February 2019
18113 - P12A	Roof Plans	22nd February 2019
18113 - P13D	Other	22nd February 2019
18113 - P14B	Proposed Plans	22nd February 2019
18113 - P15B	Proposed Elevations	22nd February 2019
18113 - P16A	Proposed Plans	22nd February 2019
18113 - P17D	Proposed Plans	22nd February 2019
18113 - P18B	Other	22nd February 2019
18113 - P20	Sections	22nd February 2019
18113 - P21	Other	22nd February 2019
130158/0205	Proposed Plans	22nd February 2019
EX001 T3	Other	22nd February 2019

Reason: To ensure the development accords with the approved plans with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Materials

3. Prior to the erection of external facing materials details or samples of all materials to be used shall be submitted to and approved in writing by the local planning authority. Where appropriate, these details will include:
 - External Cladding
 - External Windows
 - External Loading Doors
 - External Personnel Doors
 - Roof
 - Louvres

The development shall be carried out using the materials and details as approved.

Reason: In the interests of visual amenity and to ensure that the proposed development is integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Boundary details

4. The boundary treatments as shown on the approved drawings as listed in condition 2 shall be constructed prior to occupation of the development and shall be retained and maintained as such at all times thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In order to safeguard the amenities of neighbouring occupiers and in the interests of the visual amenity of the area as required by policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Landscaping Implementation

5. Within the first available planting season (October to March inclusive) following the occupation of the development the landscaping works as shown on the approved plans as listed in condition 2 and the specifications stated in the relevant submission documents. If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To secure appropriate landscaping of the site in the interests of visual amenity and the character of the area in accordance with policies CSTP18 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Realignment of London Road A1306 'left in' Access

6. Prior to occupation of the development hereby permitted details of the proposed widening and any realignment of London Road A1306 left in access, signing and flow control plates shall be submitted to and approved by the local planning authority. The proposed realignment of London Road A1306 left in access shall be implemented as approved prior to first occupation of the development hereby permitted and shall be retained and maintained by the landowner until such time it formally adopted by the local highway authority.

Reason: In the interests of highway safety in accordance with policy PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Vehicle Parking

7. The development hereby permitted shall not be first occupied until such time as the vehicle parking areas shown on the approved plans, including any disabled parking and parking for powered two wheelers, has been hard surfaced, sealed and marked out as shown on the approved plans. The vehicle parking area(s) shall be retained in this form at all times thereafter. 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 development.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Car Parking Management Plan

8. Prior to first occupation of the development hereby permitted details of how the car park shall operate shall be set out in a Car Park Management Plan which shall be submitted to and approved in writing by the local planning authority. The Car Park Management Plan as approved shall be implemented prior to first occupation of the development and shall be maintained and retained at all times thereafter.

Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Cycle Parking

9. Prior to the occupation of the development hereby permitted full details of the number, location and design of secure cycle parking facilities shall be submitted to, and approved in writing by, the Local Planning Authority. The approved facilities shall be installed prior to the first occupation of any of the buildings and shall be permanently retained thereafter.

Reason: To reduce reliance on the use of private cars and promote cycling in the interests of sustainability in accordance with policy PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Drainage

10. The surface drainage systems for the site contained within the plans stated in condition 2, the 'Drainage Statement' dated February 2019 and the 'Technical Note to Supplement Drainage Statement' dated April 2019, which forms part of this planning permission, shall be fully implemented and in place prior to the first occupation of the development and shall be retained and maintained as such thereafter.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Surface Water Maintenance Plan

11. Prior to first occupation of the development details of a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, shall be submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided and be implemented for all times thereafter. Yearly logs of maintenance shall be carried out in accordance with the Maintenance Plan and copies of these must be made available for inspection upon the written request of the Local Planning Authority.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk in accordance with policy PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Flood Warning and Evacuation Plan [FWEP]

12. Prior to the first occupation of the development hereby permitted a Flood Warning and Evacuation Plan [FWEP] for the development shall be submitted to and approved in writing by the local planning authority. The approved measures within the FWEP shall be implemented, shall 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 adequate flood warning and evacuation measures are available for all users of the development in accordance with policy PMD15 of

the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Ecology Mitigation

13. The proposed mitigation and ecological enhancement measures contained within the 'Ecological Statement Rev A' dated 12 February 2019 which is attached to and forms part of this permission shall be implemented within three months following occupation of the development, unless otherwise agreed in writing with the local planning authority.

Reason: In order to ensure that the interests of ecology and biodiversity or protected species are addressed in accordance with policy PMD7 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Air Quality Mitigation

14. Prior to the first occupation of the development hereby permitted the air quality mitigation measures as identified in the 'Air Quality Assessment' dated February 2019 (Ref: RA00571 – Rep 2) shall be implemented, and the air quality mitigation measures, as installed, shall be maintained and retained at all times thereafter.

Reason: To ensure there is no adverse impact upon air quality in the area in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Noise Mitigation

15. Prior to the first occupation of the development hereby permitted the noise mitigation measures as identified in the 'Noise Assessment' dated February 2019 shall be implemented, and the noise mitigation measures, as installed, shall be maintained and retained at all times thereafter.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Contamination and Remediation

16. Prior to the first occupation of the development hereby permitted the contamination and remediation mitigation measures as approved through the

details contained within application 16/00217/CONDC shall be implemented, unless otherwise agreed in writing by the local planning authority.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Verification Report

17. Prior to the first occupation of the development hereby permitted a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. If required, it shall also include any plan (a long term monitoring and maintenance plan) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Unforeseen Contamination

18. If, during development, contamination not previously identified is found to be present at the site, then it should be addressed in accordance with the submitted strategy contained within application 16/00217/CONDC except where contamination is of a nature and hazard beyond that encountered during the completed investigation works submitted within application 16/00217/CONDC in which case no further development in the affected area (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from, the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. Any unexpected contamination and associated remediation and verification measures shall be detailed within the Verification Report.

Reason: To protect the environment and to avoid pollution of the water environment with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Piling and Boreholes

19. Piling or other intrusive ground works (investigation boreholes, tunnel shafts, ground source heating and cooling systems) using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Piling Monitoring Plan

20. Piling for the development hereby permitted shall not commence until a groundwater monitoring and maintenance plan in respect of potential contamination mobilised by piling activities, including a timetable of monitoring and submission of reports to the Local Planning Authority, relating to eth poling activities only, has been submitted to, and approved in writing by, the Local Planning Authority. The reports shall include details of any necessary contingency action arising from the monitoring. The development shall only be carried out in accordance with the groundwater monitoring and maintenance plan.

Reason: To protect the water environment and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Borehole Management and Decommissioning

21. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the development.

Reason: To protect the water environment and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

External Lighting

22. Prior to the first occupation of the development hereby permitted the external lighting mitigation measures as identified in the 'External Lighting Assessment Report' dated 15 February 2019 shall be implemented and the external lighting mitigation measures shall be maintained and retained at all times thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Ventilation and extract details

23. No external plant or machinery shall be used until details of the ventilation and extraction equipment have been submitted to and approved by the local planning authority. The ventilation and extraction equipment shall be installed prior to first occupation of the development hereby permitted and shall be retained and maintained as such thereafter.

Reason: In the interests of the amenity and to mitigate the impact of development in accordance with by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

BREEAM

24. The development hereby permitted shall be built to a minimum standard of 'Excellent' under the Building Research Establishment Environmental Assessment Method (BREEAM). Within 6 months of the first use of any of the building(s) a copy of the Post Construction Completion Certificate for the building(s) verifying that the 'Excellent' BREEAM rating has been achieved shall be submitted to the Local Planning Authority.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction set out in Policy PMD12 of the adopted Thurrock Local Development Framework Core Strategy and Policies for the Management of Development [2015].

Renewable Energy

25. Prior to the first occupation of the development hereby permitted the energy and sustainability mitigation measures as identified in the 'Energy Strategy Report' dated 15 February 2019 shall be implemented and the mitigation measures shall be retained at all times thereafter.

Reason: To protect the amenities of the nearby occupiers from nearby noise sources in accordance with Policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Construction Environmental Management Plan [CEMP]

26. 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) Construction hours and delivery times for construction purposes,
- (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/boundary treatment;
- (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;
- (p) Community liaison including a method for handling and monitoring complaints, contact details for site managers;
- (q) Details of security lighting layout and design; and

- (r) 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 LDF Core Strategy and Policies for the Management of Development [2015].

Foul Drainage

27. No foul drainage from the development shall commence until details of the foul drainage scheme to serve the development, including connection point and discharge rate, has been submitted to and agreed in writing by the local planning authority. The agreed scheme shall be implemented, retained and maintained prior to the first occupation of the development.

Reason: To ensure the incorporation of an appropriate drainage scheme and to avoid pollution of the water environment and to minimise flood risk in accordance with policies PMD1 and PMD15 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Travel Plan

28. Prior to the first occupation of the development hereby permitted, a Travel Plan shall be submitted to and agreed in writing with the local planning authority. The Travel Plan shall include detailed and specific measures to reduce the number of journeys made by car to the development hereby permitted and shall include specific details of the operation and management of the proposed measures. The details to be agreed shall also include how the Travel Plan will be implemented and the timescales and responsibilities for its monitoring and review. The measures shall be implemented upon the first occupation of the building hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the local planning authority.

Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policy PMD10 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Informative

Please note that Cadent gas have identified gas apparatus within the site boundary and you are therefore advised to contact them via Email: plantprotection@cadentgas.com or Tel: 0800 688 588, prior to the commencement of development including site excavation

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application and 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.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <http://regs.thurrock.gov.uk/online-applications>

