

Reference: 20/00290/FUL	Site: Fiddlers Reach Wouldham Road Grays Essex RM20 4XB
Ward: West Thurrock And South Stifford	Proposal: Truck Stop (sui generis) comprising 207 HGV Parking Spaces, 2no. HGV fuelling facilities, 4no. HGV wash facilities, restaurant and wash facilities for HGV drivers, and associated office facilities

Plan Number(s):		
Reference	Name	Received
001.01	Site Location Plan	14 May 2020
200.04	Proposed Site Layout Plan	14 May 2020
201.02	Proposed Ground Floor Plan	14 May 2020
202.02	Proposed First Floor Plan	14 May 2020
203.01	Proposed Elevations	14 May 2020
204.02	Proposed Sections	14 May 2020
205.00	Pod Elevations	14 May 2020
NC_19.588-P-200	Hard Landscape Proposals 1 of 3	17 March 2020
NC_19.588-P-201	Hard Landscape Proposals 2 of 3	17 March 2020
NC_19.588-P-202	Hard Landscape Proposals 3 of 3	17 March 2020
NC_19.588-P-203	Soft Landscape Proposals 1 of 3	17 March 2020
NC_19.588-P-204	Soft Landscape Proposals 2 of 3	17 March 2020
NC_19.588-P-205	Soft Landscape Proposals 3 of 3	17 March 2020

The application is also accompanied by:

- Construction Management Plan
- Design and Access Statement
- Ecological Briefing Note
- Flood Risk Assessment and Drainage Strategy
- Ground Investigation Specification
- Landscape Specification
- Planning Noise Assessment

- Planning Statement
- Preliminary Environmental Risk Assessment
- Transport Assessment
- Travel Plan

Applicant:

Mr Mark True
Purfleet Truck Wash

Validated:

10 March 2020

Date of expiry:

22 March 2021 (Extension of time agreed with applicant)

Recommendation: Approve, subject to conditions

This application is scheduled for determination by the Council's Planning Committee because it has been called in by Cllrs J Potheary, T Fish, M Kerin, Q Abbas and V Holloway (in accordance with the Constitution Chapter 5, Part 3 (b), 2.1 (d) (ii)) to assess the highways impact of the proposal on the Devonshire Road junction and the effect on neighbouring properties.

1.0 DESCRIPTION OF PROPOSAL

- 1.1 This application seeks planning permission for a truck stop (sui generis use) consisting of 207 HGV spaces along with associated facilities. This application follows a previous planning permission ref. 18/00321/FUL (as amended by ref. 20/01536/CV) which approved development comprising the clearing and levelling of the site and provision of hard standing, roads and utility connections, together with the change of use of the land to employment uses falling within Classes B1(c), B2 and B8 of the Use Class Order 1987 (as amended).
- 1.2 The development would be located within Plots 4 and 5 (known as Lots 4 and 5) of the site wide permission ref. 18/00321/FUL (as amended by ref. 20/01536/CV) as set out in the plot layout details agreed through applications for the approval of details reserved by condition no. 6 (ref. 20/01537/CONDC) and no. 20 (ref. 19/00359/CONDC) – the plots were updated to be named plots 3 and 4. These plots would be combined to provide the proposed new truck stop, the majority of which would consist of HGV parking. The associated facilities would be located towards the south-east of the site and would consist of a refuelling and truck wash area adjacent to the amenity facilities (truck driver's shower / WC accommodation, changing rooms and canteen. These would be accommodated within a modern asymmetric structure which would be constructed from shipping containers. Ancillary office

accommodation is also proposed on ground and first floor levels. A car parking area providing 20 no. spaces would be located on the eastern part of the site, accessed separately from the HGV parking area. HGV access and egress would be from the northern boundary of the site. An associated gatehouse / office is also proposed.

- 1.3 This proposal, if approved would represent a separate permission from the extant 'site-wide' permission. However, as the proposed truck stop would utilise the hardstanding, roads and utility connections approved by this earlier permission, in functional terms the current proposals would need to be consistent with the plans and approved details relating to permission ref. 18/00321/FUL (as amended by ref. 20/01536/CV. As a result the proposal would, if approved, be subject to similar relevant conditions imposed on this original permission, in addition to any conditions specifically relating to the current proposal.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the north bank of the River Thames between Hedley Avenue and Wouldham Road. Historically the site formed part of the Lion Works used by Portland Cement. The use of the site as a cement works ceased in the 1970s after which the site was used for storage and pre-fabrication of concrete casts. The structures and buildings associated with these uses have been demolished and the site now constitutes crushed concrete and areas of hardstanding. To the west of the site is the commercial and industrial estate set out around Hedley Avenue. To the east is the residential estate along Hastings Close whilst the north of the site is bounded by a railway line.
- 2.2 The site is located within a designated Primary Industrial and Commercial Area. It is also within Flood Zone 3 although it is in an area which benefits from flood defences. The south east corner of the site is also allocated as potential additional open space whilst there is a new road building designation joining Wouldham Road to Hedley Avenue.
- 2.3 The site is in relatively close proximity to a major hazard site due to the storage of hazardous materials at the P&G Plant to the west. However, only a very small area of the site around the western boundary falls within the outer consultation zone as set out by the Health and Safety Executive.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The following table provides the planning history relevant to this application:

Reference	Description	Decision
18/00321/FUL	Full planning permission for clearing and	Approved

	levelling the Site, providing hard standing, roads and utility connections, together with the change of use of the land to employment uses falling within Classes B1(c), B2 and B8 of the Use Class Order 1987 (as amended)	
19/00393/NMA	Application for a non-material amendment to remove (Condition 8) of planning permission ref 18/00321/FUL (Full planning permission for clearing and levelling the Site, providing hard standing, roads and utility connections, together with the change of use of the land to employment uses falling within Classes B1(c), B2 and B8 of the Use Class Order 1987 (as amended))	Approved
19/01181/FUL	Erection of building for use as repair centre with associated office building, cycle store, service building and lighting columns along with hardstanding to provide parking and turning areas (Temporary Permission for period of 10 years).	Approved
19/01470/FUL	Development of a cargo trailer drop lot (Class B8 use) including hardstanding, perimeter fencing, lighting columns and associated works (Retrospective).	Approved
19/01835/SCR	Environmental Impact Assessment (EIA) screening opinion for a new Truck Stop, comprising 240 HGV Parking Spaces, 3no. HGV fuelling facilities, 4no. HGV wash facilities, restaurant and wash facilities for HGV drivers, and associated office facilities.	EIA not required
20/01536/CV	Application for the variation of conditions no.2 (approved plans) and no.4 (HGV movements) of planning permission ref: 18/00321/FUL (Full planning permission for clearing and levelling the Site, providing hard standing, roads and utility connections, together with the change of use of the land to employment uses falling within Classes B1(c), B2 and B8 of the Use Class	Approved

	Order 1987 (as amended)) to alter the HGV access arrangements and to allow an increase in the overall number of HGV movements to and from the site daily	
21/00084/FUL	Development of site (Plot 2) for storage of operational vehicles, including associated parking, guard hut, welfare building, and other associated development and infrastructure including electric vehicle charging points (part retrospective)	Pending consideration

4.0 CONSULTATIONS 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. The application has been advertised as a major development, based on the area of the site. There were no comments received.

4.3 EMERGENCY PLANNING:

No objection, subject to Flood Warning Evacuation Plan.

4.4 ENVIRONMENT AGENCY:

No objection, subject to conditions regarding flood risk matters.

4.5 ENVIRONMENTAL HEALTH:

No objection, subject to conditions regarding an updated Construction Environment Management Plan, noise and contamination.

4.6 FLOOD RISK MANAGER:

No objection, subject to condition regarding a surface water drainage plan.

4.7 HIGHWAYS

No objection, subject to conditions for a vehicle booking system, access and implementation.

4.8 HIGHWAYS ENGLAND:

No objection.

4.9 LANDSCAPE AND ECOLOGY:

No objection.

5.0 POLICY CONTEXT

National Planning Guidance

National Planning Policy Framework (NPPF)

5.1 The revised NPPF was published on 19 February 2019. Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This paragraph goes on to state that for decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date¹, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or
 - ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

¹ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites ...

² The policies referred to are those in this Framework relating to: habitats sites and/or SSSIs, land designated as Green Belt, Local Green Space, AONBs, National Parks, Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF 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. The following chapter headings and content of the NPPF are particularly 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
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

National Planning Practice Guidance (PPG)

5.2 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 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: process and tools
- Determining a planning application
- Flood Risk and Coastal Change
- Land affected by contamination
- Light pollution
- Natural Environment
- Noise
- Transport evidence bases in plan making and decision taking
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions

Local Planning Policy

Thurrock Local Development Framework (as amended) 2015

5.3 The Council adopted the "Core Strategy and Policies for the Management of Development Plan Document" in (as amended) in January 2015. The following Core Strategy policies apply to the proposals:

OVERARCHING SUSTAINABLE DEVELOPMENT POLICY:

- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock

SPATIAL POLICIES:

- CSSP2: Sustainable Employment Growth

THEMATIC POLICIES:

- CSTP6: Strategic Employment Provision
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury
- CSTP19: Biodiversity
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness
- CSTP24: Heritage Assets and the Historic Environment
- CSTP27: Management and Reduction of Flood Risk

POLICIES FOR THE MANAGEMENT OF DEVELOPMENT

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD7: Biodiversity, Geological Conservation and Development
- PMD8: Parking Standards
- PMD9: Road Network Hierarchy
- PMD10: Transport Assessments and Travel Plans
- PMD15: Flood Risk Assessment

Thurrock Local Plan

- 5.4 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, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council's website and agreed the approach to preparing a new Local Plan.

Thurrock Design Strategy

- 5.5 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 assessment below covers the following areas:

- I. Principle of the development
- II. Traffic impact, access and parking
- III. Impact upon Ecology and Biodiversity
- IV. Design and Layout
- V. Ground Contamination
- VI. Noise and Air Quality
- VII. Flood Risk and Site Drainage

I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 The application site is located within a designated primary industrial and commercial area. The area has been underutilised in recent years as the former cement / concrete-related operations ceased on the site. The site is currently being developed in accordance with permission ref. 18/00321/FUL (as amended by ref. 20/01536/CV) which when completed will provide the infrastructure to allow for the use of individual plots. In addition to this, the permission also established the principle of developing the site for a mix of Class B1(c), B2 and B8 uses, i.e. light industrial, general industrial and storage & distribution uses.
- 6.3 Policy CSSP2 encourages economic development within growth hubs. The site is within the Key Strategic Economic Hub of the Lakeside Basin / West Thurrock and therefore this policy supports development which promotes job growth in the area. Policy CSTP6 seeks to retain designated employment land for employment generating uses falling within Use Classes B1, B2, B8 and appropriate sui generis uses. This is to ensure there is adequate land available in suitable locations to support economic and employment growth in the Borough.
- 6.4 The proposal would constitute a sui generis use (i.e. in a use class of its own) which falls outside the scope of the previous permission. Policy CSTP6 (2) (iii) states that that primary and secondary industrial and commercial areas will be reserved for

employment generating uses falling within Class B1, B2, B8 and sui generis uses and that the Council will consider economic development that includes non-B Class uses within the Primary and Secondary Industrial and Commercial areas provided that it meets the following:

- i. The non-B Class Use provides a complementary and supporting use for the existing Class B uses; or
- ii. The non-B Class Use is necessary for the day-to-day service requirements of the existing Class B uses; or
- iii. There is a demonstrable need for the non-B Class Use within the Borough and there are no other reasonable alternative sites within the Borough; and
- iv. The introduction of the non-B Class Use will not compromise the supply of Class B land within the Borough and will not adversely affect Thurrock's existing and future economic structure.

6.5 The applicant advises that c.30 full time jobs would be associated with the development. Given that the site measures some 2.7Ha, this is a relatively low employment density when compared to conventional Class B1, B2 and B8 uses. It is also notable that the applicant is currently based at Botany Quarry in Purfleet and, as such, the jobs associated with the proposal are not 'new' jobs. Although Core Strategy policy CSSP3 (Sustainable Infrastructure) refers to a need for lorry parks at West Thurrock, Tilbury and London Gateway, these facilities are already in existence at the former West Thurrock Power Station site, the London Distribution Park site at Tilbury and at London Gateway. The current proposal would therefore represent an additional or 'windfall' lorry parking facility. Nevertheless, the applicant currently operates from Botany Quarry where outline planning permission has been granted for redevelopment as part of the Purfleet Centre regeneration proposals (PCRL). It is currently expected that Zone 1 of the PCRL scheme, which includes the applicant's current operation, will commence development later this year and understandably the applicant is seeking an alternative location. In these circumstances, and in light of the identified need for HGV facilities in the Borough, the principle of this sui generis use is acceptable. In addition, the application affords the opportunity afforded to bring an underutilised site into beneficial employment use. Therefore, it is considered that the principle of the change of use of the land is acceptable and complies with policies CSSP2 and CSTP6.

II. TRAFFIC IMPACT, ACCESS AND PARKING

6.6 The proposal would utilise the internal road approved under application ref. 18/00321/FUL, and varied by ref. 20/01536/CV, which links Hedley Avenue and Wouldham Road respectively. This internal access road includes a width restriction for vehicles exiting onto Wouldham Road which would prevent HGVs and larger goods vehicles exiting in this direction. However, this has been updated under

permission ref. 20/01536/CV to specifically allow tankers only to exit via Wouldham Road to access the NuStar terminal (Askews Farm) directly to collect their load, in order to avoid an additional 11km drive if they exited through the usual route via Hedley Avenue.

- 6.7 The Council's Highways Officer raises no objection to the principle of the proposal. A number of conditions were imposed upon the original permission which relate to a restriction on the number of HGV movements (including a booking system to monitor this), routing details, restricted exit onto Wouldham Road, parking, loading and road layouts.
- 6.8 The majority of HGV movements would remain via Hedley Avenue, with a maximum of 96 outwards movements along Wouldham Road. The current proposal would be subject to conditions relating to the roads used to access the site which gives the Local Planning Authority control over these movements.
- 6.9 Given the restrictions imposed upon the original permission, in particular Conditions 4 (HGV Booking System) and 5 (HGV Routing), the proposed development would also need to be bound by these conditions. In terms of the number of movements for the overall Fiddlers Reach site, this would be increased over that approved within the initial approval (ref. 18/00321/FUL). A condition variation application (ref. 20/01536/CV) has been approved which has reviewed the highways impacts and now allows a maximum of 494 two-way HGV movements per day as set out in the Transport Assessment and various accompanying correspondence, that is, 247 in and 247 out movements (factoring in a 10% growth from the proposed 458 movements). A maximum of 96 of these outward movements are permitted via Wouldham Road but are limited to vehicles accessing the NuStar terminal on Askews Farm Road; all other vehicle movements are via Hedley Road. The conditions require the operators to keep a log of movements which has to be submitted to the local planning authority annually for review. This log must record details of the registration, origin, destination and operators of each HGV entering and leaving a plot within the site and the time of such movements.
- 6.10 In terms of the wider impact of the proposal, Highways England has confirmed that they have no objection to the proposal. They consider that the proposal would generate minimal additional traffic to the Strategic Road Network (SRN) in peak hours. Therefore, Highways England consider that the development will not materially affect the safety, reliability or operation of the SRN.
- 6.11 In view of the above, subject to conditions, there are no highway reasons to refuse the application.

III. IMPACT UPON ECOLOGY AND BIODIVERSITY

- 6.12 The proposed scheme is on part of the Fiddlers Reach site that contains neither landscape nor ecology features. The application includes hard and soft landscaping proposals, which include boundary treatments and landscape specifications. The Council's Landscape and Ecology Advisor has no objections to the proposal and has advised the details submitted are appropriate for the site, therefore no conditions are required, albeit precise details of boundary fencing is required.

IV. DESIGN AND LAYOUT

- 6.13 The site would be somewhat dominated by hardstanding and parking, however this is reflective of the general character of this area and the proposed landscaping would help to offset this effect and improve visual amenities the area. This is an important issue given the public footpath adjacent to the River Thames frontage.
- 6.14 In terms of the proposed building itself, it would accommodate facilities including showers, toilets and a restaurant. It is considered that the use of shipping containers adapted in a contemporary fashion is appropriate for this location. The shipping containers would have a generous amount of glazing and the design is considered to be distinctive and of a sufficient quality.
- 6.15 In terms of design and layout it is considered that the proposal reflects the commercial nature of its surroundings but also offers a more innovative style of design of building. The proposal meets the aims and objectives of PMD2 in this regard.

V. GROUND CONTAMINATION

- 6.16 A phase I & II Environmental Report was submitted with the original application (ref. 18/00321/FUL) which covered the issue of potential contamination of the site. A condition was imposed on the original permission which allows for the hardstanding on site requiring the development to be carried out in accordance with the recommendations in the Environmental Report. For this proposal a preliminary risk report was submitted which addressed how any contamination encountered during development would be managed. The Council's Environmental Health Officer has confirmed this is acceptable subject to a condition to secure implementation of this methodology for potential land contamination and the requirement to provide a final verification report upon completion of ground works.

VI. NOISE AND AIR QUALITY

- 6.17 A Noise Assessment has been submitted with the application and the Council's Environmental Health Officer has confirmed that the report is satisfactory and the conclusions of the report are accepted. The proposed truck wash would be located away from the residential receptors and the noise emitted is shown to have a negligible impact. The additional noise from the proposal would be considered acceptable with a condition to ensure all fixed plant and machinery within the development should be designed and installed such that the rating level of the fixed plant and machinery in combination shall not exceed the Plant Noise Emission Limits in Table 8 of the Waterman Noise Assessment ref. WIE16240-105-R-2-2-4 to receptors in Gumley Road and Hastings Close.
- 6.18 For air quality, the main issue or consideration is the emissions from the HGV traffic that would be generated and what impact these emissions would have upon existing Air Quality Management Areas (AQMAs) or other areas where Relevant Public Exposure could occur. The Council's Air Quality Officer has confirmed HGV routing does not pass through any AQMAs, or areas where Relevant Public Exposure could occur. They have also confirmed that the proposed site entrance is approximately 43 metres to the rear facades of the residential premises in Gumley Road across the railway line. Due to the distance and the relatively low number of HGV vehicle movements involved, the air quality impact would be low. Therefore, they conclude it is highly unlikely that the Air Quality Objective could be exceeded.

VII. FLOOD RISK AND SITE DRAINAGE

- 6.19 The site lies within Flood Zone 3 and the proposal is for a commercial use which is classified as a 'less vulnerable' form of development, as defined in Table 2: *Flood Risk Vulnerability Classification of the Planning Practice Guidance*. Therefore, the proposal needs to be supported by a Flood Risk Assessment (FRA) and meet the Sequential Test.
- 6.20 In this instance the site has already been subject to a sequential test through the Strategic Flood Risk Assessment as an evidence base to the current Local Development Framework. In accordance with the guidance in PPG allocated sites, such as this, would not need to be subject of further sequential testing on the basis of the proposed uses falling within the allocated land uses for the site. As a result the proposal would pass the sequential test.
- 6.21 The proposal constitutes a major application and as a result a surface water drainage strategy is necessary. A surface water drainage strategy for the site-wide permission was previously agreed through application ref: 19/00439/CONDC. The Council's

Flood Risk Manager has confirmed that the current proposal is required to comply with the agreed scheme. This would need to be confirmed with additional details which could be secured by condition.

7.0 CONCLUSIONS AND REASON(S) FOR APPROVAL

7.1 The truck stop and associated facilities would not lead to any significant additional harm in terms of highways, amenity or to flood risk when compared with the site wide permission for Class B employment generating uses. To ensure that the site can accommodate the necessary HGV movements the original permission has been varied and this has been approved by Highways Officers.

7.2 The proposal is on a brownfield site and complies with planning policies and provides HGV parking facilities which are required in the area. The application ensures an established local business is retained in the Borough as it relocates from land part of the Purfleet on Thames regeneration area.

8.0 RECOMMENDATION

8.1 Grant planning permission, subject to the following planning conditions:

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
001.01	Site Location Plan	14 May 2020
200.04	Proposed Site Layout Plan	14 May 2020
201.02	Proposed Ground Floor Plan	14 May 2020
202.02	Proposed First Floor Plan	14 May 2020
203.01	Proposed Elevations	14 May 2020
204.02	Proposed Sections	14 May 2020

205.00	Pod Elevations	14 May 2020
NC_19.588-P-200	Hard Landscape Proposals 1 of 3	17 March 2020
NC_19.588-P-201	Hard Landscape Proposals 2 of 3	17 March 2020
NC_19.588-P-202	Hard Landscape Proposals 3 of 3	17 March 2020
NC_19.588-P-203	Soft Landscape Proposals 1 of 3	17 March 2020
NC_19.588-P-204	Soft Landscape Proposals 2 of 3	17 March 2020
NC_19.588-P-205	Soft Landscape Proposals 3 of 3	17 March 2020

Reason: For the avoidance of doubt and 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].

DETAILS OF BUILDINGS/STRUCTURES NOT PROVIDED

- 3 No development shall take place until details of the siting, height, design and materials of the gatehouse, toilets (near to the southern boundary), lorry wash structures and bin store, have been submitted to and approved in writing by the local planning authority. The structures as approved shall be retained as such thereafter.

Reason: In the interests of the visual amenity of the area and to ensure the development does not have a detrimental effect on the environment as required by policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN [CEMP]

- 4 Construction works on site shall only take place in accordance with the CEMP approved via the application for the approval of details reserved by planning condition reference 19/00464/CONDC.

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].

HGV BOOKING SYSTEM

- 5 HGV movements from the entire Fiddlers Reach site shall be limited to a maximum of 494 two-way movements per day as set out in the Transport Assessment and various accompanying correspondence, which is 247 in and 247 out movements (factoring in a 10% growth from the proposed 458 movements). A maximum of 96 of these out movements are permitted via Wouldham Road limited to vehicles accessing NuStar on Askews Farm Road, all other vehicle movements are via Hedley Road. A log of movements be recorded and submitted to the Planning Authority annually for review. This log shall record details of the registration, origin, destination and operators of each HGV entering and leaving a plot within the site and the time of

such movements.

Reason: To enable the Local Planning Authority to monitor the site in the interests of the amenities of the nearby occupiers and the impact on the local highway network, in accordance with policies PMD1 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

HGV ROUTING

- 6 The details of HGV routing is as agreed by the Local Planning Authority via the application for the approval of details reserved by planning condition reference 20/01537/CONDC shall be utilised by all future HGVs associated with users of the site.

Reason: To ensure that the use of the site does not adversely impact upon highway safety or capacity, air quality or neighbouring amenity, in accordance with policies PMD1, PMD2 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

PARKING PROVISION – AS SHOWN ON THE APPROVED PLANS

- 7 The development hereby permitted shall not be first occupied until such time as the vehicle parking area shown on the approved plans, has been hard surfaced, sealed and marked out as shown on the approved plans/in parking bays. The vehicle parking areas shall be retained in this form at all times thereafter. The vehicle parking areas shall not be used for any purpose other than the parking of vehicles that are related to the use of the approved 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].

ELECTRIC CHARGING POINTS

- 8 Prior to the occupation of the development details of electric charging points for parking spaces shall be submitted to and approved by the local planning authority. The electric charging points shall installed as approved prior to occupation of the development and shall be maintained and retained in this form at all times thereafter.

Reason: In the interests of sustainability and to ensure that adequate car parking provision is available for electric vehicles in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management

of Development [2015].

TRAVEL PLAN

- 9 The measures and procedures set out within the submitted Travel Plan [Framework Travel Plan ref: 23230201 dated September 2018] shall be implemented upon first use of the development and maintained throughout the lifetime of the development, unless otherwise agreed in writing by the local planning authority.

Reason: To reduce reliance on 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].

FIXED MECHANICAL PLANT

- 10 All fixed plant and machinery within the development should be designed and installed such that the rating level of the fixed plant and machinery in combination shall not exceed the Plant Noise Emission Limits in Table 8 of the Waterman Noise Assessment ref. WIE16240-105-R-2-2-4 at receptors in Gumley Road and Hastings Close.

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].

LIGHTING

- 11 All external lighting installed must be to the specification approved in writing by the local authority via the application for the approval of details reserved by planning condition reference 19/00514/CONDC.

Reason: In the interests of highway safety and amenity in accordance with Policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

FLOOD RISK 1 (EA)

- 12 No buildings shall be constructed within 16 metres of the landward toe of the flood defence and any other fixed structures within this zone will require a permit from Environment Agency before they can be installed (this includes, but is not limited to any walls required for landscaping, or light fittings).

Reason: To retain access to the defences for the Environment Agency to carry out its functions and ensure the defences can be maintained for continued flood risk protection.

FLOOD RISK 2 (EA)

- 13 Access to a 16m wide strip clear of all containers, trailers and cars, from the landward toe of the flood defence wall, as shown on drawing number 200.04, will be provided to the Environment Agency within 24 hours of any such request.

Reason: To retain access to the defences for the Environment Agency to carry out its functions and ensure the defences can be maintained for continued flood risk protection.

FLOOD RISK 3 (EA)

- 14 All buildings on the site must be designed to withstand the hydrostatic and hydrodynamic pressures of flooding, should the existing flood defences breach. No development shall commence until details of the construction of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the details as approved.

Reason: To ensure that adequate flood protection measures are installed for the safety of the building and for the safety of 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].

SURFACE WATER DRAINAGE (FRM)

- 15 No development shall commence until a detailed drainage plan is provided to show how the development will connect into the wider drainage scheme has been submitted to and approved in writing by the local planning authority. This should include evidence that the surface water is still receiving sufficient surface water treatment before being discharged via the attenuation basin into the River Thames and a technical note explaining the plan and any changes that may have occurred. The surface water drainage scheme shall be constructed and completed in accordance with the details as approved prior to the first operational use of the development hereby permitted.

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].

CONTAMINATION

- 16 The methodology for the investigation and remediation of potentially contaminated land, outlined in Truck Wash, Fiddlers Reach, Ground Investigation Specification, Waterman Infrastructure & Environment Ltd, Document Reference WIE16240-102-S-1-1-2-SPEC, February 2020, must be implemented. Following completion of ground works, a verification report must be prepared, which 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 adopted Thurrock Core Strategy and Policies for the Management of Development [2015].

BOUNDARY TREATMENTS

- 17 Notwithstanding the details shown on the submitted drawing, prior to first use of the development hereby permitted details of the design, materials and finishing colour of all boundary treatments on the site shall be submitted to and agreed in writing by the local planning authority. The agreed details shall be installed on-site and retained thereafter.

Reason: In interests of the visual amenity of the area as required by policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

HOURS OF OPERATION

- 18 Prior to the first use of the plots, details of the hours of operation shall be submitted to and approved in writing by the Local Planning Authority. The use of the site shall be carried out in accordance with these approved hours of operation.

Reason: In the interests of amenity and to ensure that the development remains integrated with its surroundings as required by policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

Informative(s)

Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - 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.

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

